Sailplane & Gliding

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Don't waste winter

Why now is a great time to learn

COAST TO COAST



The art of long-distance soaring, by Ed Downham



The Air League Educational Trust

- a UK registered charity (313280) - is offering the following opportunities to young men and women permanently resident in the UK.

It is anticipated that some **100 awards will be made available in 2008**

The flying scholarship competition **opens** on **1 November 2007**

and all other competitions on **1 December 2007.**

AIR LEAGUE EDUCATIONAL TRUST

2008 Competitions

Please visit **www.airleague.co.uk** to download an application form / conditions for all competitions and to join The Air League "online"

OR to request information
email: scholarships@airleague.co.uk
write to: Secretary, Air League Educational Trust, Broadway House, Tothill Street, London SW1H 9NS
phone: (020) 7222 8463 *fax:* (020) 7222 8462

www.airleague.co.uk

Fly solo in 10 days?

The flying scholarships offer the chance to learn to fly through the award of 12 flying hours in light aeroplanes towards the achievement of a National Private Pilot's Licence. The majority of scholarships will be flown on a residential basis from selected flying schools. Selection is based on a formal application and, after short-listing, either an interview at the Trust's offices in London or on aptitude tests and interview at the Officers and Aircrew Selection Centre, RAF Cranwell during March/April 2008. Air Cadets are eligible for special awards.
Applicants must be 17 but under 26 on 1 April 2008

Closing date 31 January 2008

Experience aerospace engineering?

The engineering scholarships provide placements in the UK aerospace industry for one or two weeks for young men and women considering careers as aerospace engineers.
Applicants must be 17 but under 26 on 1 April 2008.

Closing date 29 February 2008

Develop your gliding skills?

The gliding scholarships offer cross-country gliding, aerobatic gliding or SLMG flying to gain flying experience and new qualifications.
Applicants must be 16 but under 26 on 1 April 2008.

Closing date 29 February 2008

Fly a balloon?

The Breitling balloon scholarship offers training leading to the award of a PPL (Balloons) with training being co-ordinated by Brian Jones, who circumnavigated the earth with Bertrand Piccard in Breitling Orbiter 3.
Applicants must be 17 but under 26 on 1 April 2008.

Closing date 29 February 2008

Improve your licence?

The flying bursaries provide 5-8 hours advanced flying training in single-engine piston aeroplanes, to assist licensed pilots gain additional flying qualifications or to renew a rating. There are no age limits but most bursaries go to applicants under 30.

Closing date 29 February 2008

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Duo Discus against deep blue sky with inversion: winter flying can reward you with stunning scenery. This picture was taken from the ridge at Dunstable. For more tips for beginners on making the most of your winter, see p30 (Photo: www.blacknosugar.com)

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Scotland too narrow for your 1,000km? No problem. Just invent a turning point – "North Sea 1" will do – then fly there via the Hebrides. At least, that's what **John Williams** did in wave to earn his water wings

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FAI

Member of the
Royal Aero Club
and the
Fédération Aéronautique Internationale

GUIDANCE on what documents and process are needed for bringing a new or used glider into the UK has been published. It includes where to find information on: registrations and markings, applying for a new C of A, Annex II gliders, and transfer of ownership. Find it at *www.gliding.co.uk/bgainfo/bgaadminstrationfaq.htm* Meanwhile, there are ongoing updates to the EASA C of A transition section of the BGA website – stay in the loop by checking it regularly if you're one of the many people affected.

OSTIV is calling for papers for its 29th Congress, to be held alongside the Worlds at Lusse next August. The deadline for receipt of abstracts for consideration – maximum two A4 pages including figures – is May 15, 2008. Send them to *l.m.m.boermans@tudelft.nl*

FOLLOWING 2007's successful trial of changes to the way BGA Assistant Instructor courses are run, other clubs with the necessary course support resources were invited to respond by the end of October if they wanted to take part in 2008. Replies are now being considered and the new round of course dates and venues should be available early in the New Year.

ALMOST 200 people from 45 countries attended the 101st FAI General Conference, at Rhodes in October 2007. The Conference decided to establish a new Technical Commission to handle questions of air navigation and airspace, and a new Working Group to examine the sharing of airspace with UAVs (Unmanned Aerial Vehicles). It was announced that a new database for all FAI Sporting Licences worldwide will be launched in early 2008, and will become fully operational and mandatory on January 1, 2009.

NEGOTIATIONS continue between the BGA and the Civil Aviation Authority about the requirements for and implementation of Part M and those involved hope for news of developments early in the New Year.

THE ANO has been amended and is available at *www.caa.co.uk/docs/33/CAP393.PDF*. In general, pure gliders are not affected, but SLMG operators should be aware of a new requirement for carrying (a) lifejackets when flying over water beyond gliding range of land suitable for an emergency landing and (b) an ELT when more than 10 minutes' flying time from land suitable for an emergency landing. The CAA has agreed that non-public transport aircraft can carry non-Approved equipment, including Personal Locator Beacons (PLBs) instead of ELTs.

THE BGA is updating its list of clubs that provide gliding opportunities for people with disabilities, which can be seen at *www.gliding.co.uk/learningtoglide/disabledgliding.htm*, and is asking the appropriate club committee member to email *keith@gliding.co.uk*

JOHN E Simpson (1915-2007) died peacefully in Cambridge on September 27, 2007. He was one of the now sadly diminished group of pre-war Silver C pilots and over the years a member of the Cambridge, London, Lasham and Midland clubs. Although he had to give up instructing in the 1960s he continued to make an active contribution to soaring, writing a book on sea breezes, and was working on the science of wave motion shortly before his death. A fuller appreciation will appear in a later *S&G*.

Tissandier Diploma presented to David Roberts

DAVID Roberts, former BGA Chairman and its current Regulatory Group Chairman, is seen (left) *receiving his Tissandier Diploma from FAI President Pierre Portmann at its conference at Rhodes. The citation praises him for playing "a more significant role in defending British (and European) sports and recreational aviation against the advancing tide of regulation than any other individual. His quick grasp of the essential details and his broad understanding of recreational aviation in general, coupled with a persuasive presentation style, has on numerous occasions, caused regulators to stop and think again. The rules that govern our air sports activities will be far less burdensome thanks to his tireless and unstinting contribution." Congratulations, David*



New ASI site

IT ISN'T an Air Speed Indicator website – it's one for the Airspace Safety Initiative, which is a joint Civil Aviation Authority, NATS, Airport Operator's Association, General Aviation and Ministry of Defence effort to investigate and tackle the major safety risks in UK airspace. This new site – *www.airspacesafety.com* – has information for all airspace users and service providers.

The site links to full details of the current consultation on Air Traffic Services Outside Controlled Airspace, which closes on December 14 *(see also advert on page 9)*. The CAA is proposing four levels of service: basic, traffic, deconfliction and procedural. These would replace the existing FIS, RIS, RAS, Mandatory Control, Air Traffic Advisory Service and Approach Control Service. All the new services would be documented in one publication (CAP 774) and apply to civil and military air traffic service providers and pilots. Over the coming months the ASI website will be developed to include new features, including an online interactive guide to any amended ATSOCAS services introduced after the consultation. This, and other educational material, is being developed through ASI working groups, in some of which the BGA is represented by senior staff or by sub-committee volunteers.

End of an era

IT is with great sadness that we report the death of Dick Stratton, who was the BGA's Chief Technical Officer for more than 25 years until his retirement in the year 2000.

After wartime service on Sunderlands and before joining the BGA, he was chief engineer on projects ranging from the SR45 Princess passenger flying boat to the SR53 rocket-and-turbojet supersonic interceptor. He was also a member of the CAA's Airworthiness Requirements Board. In 1981, Dick was awarded the Royal Aero Club's Silver Medal for his outstanding contribution to aviation.

The BGA's Chief Executive, Pete Stratten, comments: "Many of us owe a huge debt of gratitude to Dick, who spent so much time successfully leading, supporting and encouraging people in all forms of aviation – in particular, of course, in gliding. He was held in the highest regard as a professional aeronautical engineer and he will be sorely missed by all his many friends and colleagues both within the gliding community and beyond."

If you'd like to know more about Dick's life and many achievements outside gliding, see his obituary in *The Times* (October 22).

There is a tribute from Dick's gliding club, Windrushers, on p61 of this issue of *S&G*.

REGIONAL SAFETY OFFICERS

The BGA is seeking an additional 5 volunteer Regional Safety Officers (RSO) to provide enhanced safety management support to clubs. The RSO role is key to ongoing BGA and individual member club safety management and also provides a safety assurance function for the BGA as a whole.

Prospective RSO should ideally have the capability and capacity to visit an allocation of between 5 and 6 clubs on a rotational basis. They will also be invited to sit on the BGA Safety Committee, and help to establish BGA Safety Management System policy and direction

Applicants for this voluntary role should apply in the first instance to the Chairman BGA Safety Committee via the BGA Office. A short gliding CV outlining relevant experience should accompany the application, along with a suitable endorsement from either the applications club CFI or current RSO.

BRITISH GLIDING ASSOCIATION
KIMBERLEY HOUSE, VAUGHAN WAY, LEICESTER LE1 4SE
Tel: 0116 2531051 Fax: 0116 2515939 Email: office@gliding.co.uk

Festival of flight will enable students to explore gliding

AN aeronautical festival organised by Salford University's Islamic Society and Students' Union with the charity Heartstone was launched (right) *in October. The aim is to challenge stereotypes of black and minority ethnic (BME) students and to introduce them to all aspects of flying. The 'Festival of Flight' is backed by a number of organisations, including the British Gliding Association and the RAF, giving participants a great opportunity to explore aviation. This will include 80 young people being given the chance to go gliding at two BGA clubs – Derby & Lancashire and Bowland Forest*



20-Metre Class for the UK from next year

FOR the first time there will be a two-seater **20-Metre Class Championship** in the UK – to be held at Lasham in early August 2008 – to satisfy popular demand. It is expected to be an annual event, it is unhandicapped, and entry is as per normal National Championships procedures. The dates for this and all other national and regional competitions are below.

In another development for 2008, gliders with BGA handicaps up to 98 – like the Discus and ASW20a – will become eligible to compete in the UK **Club Class Nationals**. This is due to the IGC's extending the range of gliders allowed within the Club Class.

The teams representing Britain in **World Gliding Championships** in 2008 will be: (Rieti,Italy): **Club Class** – Pete Masson and G Dale; **Standard Class** – Leigh Wells (Champion), Richard Hood and Jay Rebbeck; (Lusse, Germany): **15-Metre Class** – Leigh Wells and Tim Scott; **18-Metre Class** – Phil Jones (Champion), Mike Young and Russell Cheetham; **Open Class** – Pete Harvey and Steve Jones.

In the meantime, at Omarama, New Zealand, on December 19-24, Pete Harvey and Steve Jones will take part in the **FAI World GP Gliding Championship**. During 2006 eight GP qualifying rounds were held for this final – the UK's was at Gransden Lodge. You can keep up with the NZ action at *www.airsportslive.com*. The GP follows six years of development of this new style of glider racing, first trialled in Australia in 2001.

Finally, difficult weather conditions for the national final of the **Inter-Club League** meant that tasks were flown on the ridges from host site Nympsfield.

The 2007 League Champions are Aquila GC with Bath Wilts & North Dorset GC second and Midland GC coming third.

Nationals, regionals and other useful dates

BGA Conference – two in one

Saturday, March 8, 2008 is the date for the BGA Conference and AGM, which is operating this year under a new format. For more details please turn to *Development News* on page 7 and the advert on page 20. See you there!

BGA-rated and International Competitions

Overseas Championship	Ocana	26/5-/6/08
Eastern Regionals	Tibenham	24/5-1/6/08
Bidford Regionals	Bidford	21/6-29/6/08
Enterprise *(not BGA rated)*	North Hill	5/7-13/7/08
Open Class Nationals	Tibenham	5/7-13/7/08
15m Class Nationals	Husbands Bosworth	5/7-13/7/08
Worlds (unflapped)	Rieti	7/7-19/7/08
Booker Regionals	Booker	19/7-27/7/08
Northern Regionals	Sutton Bank	19/7-27/7/08
Bicester Regionals	Bicester	19/7-27/7/08
Worlds (flapped)	Lusse	3/8-15/8/08
Gransden Regionals	Gransden Lodge	2/8-10/8/08
Inter-Services Regionals	Honington	2/8-10/8/08
Standard Class Nationals	Lasham	2/8-10/8/08
20m two-seat Nationals	Lasham	2/8-10/8/08
Junior Nationals	Nympsfield	2/8-10/8/08
Midlands Regionals	Husbands Bosworth	16/8-24/8/08
Dunstable Regionals	Dunstable	16/8-24/8/08
Lasham Regionals	Lasham	16/8-24/8/08
Club Class Nationals	Aston Down	16/8-24/8/08
18 Metre Class Nationals	Bicester	17/8-25/8/08

CAA General Aviation Safety Evenings

The programme of Civil Aviation Authority General Aviation Safety Evenings for 2007-2008 is now well under way and can be viewed at *www.caa.co.uk/srg/general_aviation*

At the time we went to press, the remaining dates were:

Derby, December 3
Lydd, December 4
Netherthorpe, December 12
Belfast, January 24
Stapleford, February 6
Fenland, February 7
Sleap, March 4
Caernarvon, March 5
Swansea, March 6
Perth, March 12

The CAA encourages all pilots to attend these free events

Contributing to *S&G* in 2008

Editorial deadlines for the next few *S&G*s are as follows:

February-March 2008 – **December 11**
April-May 2008 – **February 12**
June-July 2008 – **April 15**
August-September 2008 – **June 17**
October-November 2008 – **August 12**

All *S&G* deadlines can be found at *www.gliding.co.uk* along with notes for contributors. We look forward to hearing from you and please remember that your feedback on any aspect of *S&G* is always welcome – just email *editor@sailplaneandgliding.co.uk*

THE CAA has published an update about Mode S at *www.caa.co.uk/default.aspx?catid=810&pagetype=90&pageid=4601* The BGA dialogue with the CAA about Mode S is ongoing, as BGA Chairman Patrick Naegeli explains on p10, and it will keep pilots informed via *www.gliding.co.uk* and BGA email alerts.

THE Air League Trust provides gliding scholarships each year to help young people develop their gliding skills. These offer cross-country, aerobatic or SLMG flying to gain experience and new qualifications. Applicants must be 16 but under 26 on April 1, 2008. See the inside front cover of this issue for more details and the article on p32 for one winner's story.

AS many pilots head off to fly at other sites over the UK winter, remember that the BGA guidance for clubs and pilots about currency, which includes specific advice about visiting pilots, is at *www.gliding.co.uk/forms/CurrencyGuidelinesOct06.pdf*

THERE is still no news of Steve Fossett, the American holder of numerous aviation world records in balloons, gliders, airships and powered aircraft, who went missing on a powered flight from Barron Hilton's Flying M Ranch, in Nevada, on September 3. Steve, who set a new glider altitude record in August 2006 with co-pilot Einar Enevoldson, is perhaps best known in gliding for his work on the Perlan Project to soar into the stratosphere (*www.perlanproject.com*)

THE BGA is working on further advice and guidance on the supervision of trial lessons to be available in time for the start of the next thermal soaring season – keep an eye on *S&G* and the BGA website at *www.gliding.co.uk* for more details.

THE Royal Aero Club Trust is again making a number of bursaries, each of up to £500, available to young people, aged 16-21, to help them advance from one recognised level of air sport to the next, for example, from Bronze to Silver. Applications must be signed by the applicant's CFI and received at the BGA office for countersignature no later than March 17. See *www.royalaeroclubtrust.org/bursaries.html*

NOMINATIONS are invited for the CAA's 2007 General Aviation Safety Awards, which recognise good airmanship or practical skills when faced with potentially serious incidents directly related to flying. Nominations, which must be received by 28 January, can be submitted via *www.caa.co.uk/ga_award*

WE are very sorry to report the death in October of Bill Goldfinch, who as a Prisoner of War was a key figure behind the "Colditz Cock" glider. See the June-July 2000 *S&G* for the story of how a full-size replica was built and flown and for an interview with Bill's fellow-PoW, Jack Best, who died soon afterwards.

THE winner of the BGA 1000 Club Lottery for July 2007 was Peter Saundby (£30.75), with runners-up RH Dixon and A Garfield (each £15.37). The August winner was TG Hobbis (£30.75), with runners-up John Delafield and DC Perkins (£15.37). The September winner was R Barrett (£25.75), with runners-up M Rose-Smith and RI Walker (£12.87). The October winner was T Salter (£25.75), with runners-up A Towse and C Bleadon £12.87).

Your letters

Getting his priorities right

I JUST wanted to let you know how Kevin Moseley, my boyfriend, gets his priorities right in life. Kev, who flies at Burn GC, was admitted to hospital in August for surgery following a car accident in May 2006. Finally, he went down to the operating theatre and 2.5 hours later, they brought him into the recovery room with his elbow all strapped up and him not sure which planet he was on. For 30 minutes solid, he was muttering away to himself while unconscious and the staff, attentive as they were, became totally confused by what he was saying. So they called me in to be with him. After looking at what they had written, I could not believe what he had been calling out whilst coming out of the anaesthetic: "Controls – free and easy. Ballast – I am ok – you? Straps – tight and secure. Instruments – all reading sensible and no broken glass. Flaps – we ain't got none – *for the sake of Steve Naylor*" ... and so the list went on, with him finally asking the staff to hook him up and let's go! He was even pointing with his other hand as though strapped in and waiting to go. He would then drift off for a few seconds before coming round briefly and going through the whole checklist again. He was in a lot of pain following the operation but for some reason, unknown to me, his mind was not on recovery but what he wanted to be doing instead. Funny thing is, he has absolutely no recollection of this at all. Talk about getting your priorities right in life!

Ashley Bullen, *via email*

Kevin adds: "The reference to Steve Naylor (he's an instructor at Burn and a really nice chap) is because before soloing, when I did my checks, Steve always made us say: "Flaps: we ain't got none". So if Steve was in earshot, I used to say this louder so he could hear. He would always raise his head, lift his pipe and smile before laughing. I still do it, as it always raises a smile!"

Dehydration is no joke

I WAS dismayed to read in Rose Johnson's otherwise excellent and amusing article about her 750km (October-November 2007, p30) that she was advising women pilots to cross their legs for nine hours! When I spoke to her, Rose reassured me this was a joke (along with several other parts of her advice). However, I have campaigned for nearly 20 years to help women (and men) understand the importance of making proper in-flight relief arrangements so as to avoid the very serious danger of dehydration. In the same S&G, I read of two other pilots – one very experienced – suffering from dehydration, in one case due to a failure to make provision for relief.

In case any less-experienced reader has not come across the problem, I think it should be made very clear that dehydration can quite literally be a killer and has been implicated in a number of serious gliding accidents. Symptoms vary, but may include disorientation, inability to concentrate, sleepiness, confusion, nausea and airsickness, and severe headaches. Benefits of being properly hydrated, as well as addressing these problems, also include improved stamina, so that you will be less tired after a flight and able to cope better with flying on several consecutive days. As a bonus, you will probably have more fun!

If you are planning a flight of more than a couple of hours (or briefing another pilot for such a flight), you should make sure that you have plenty to drink before and during the flight and some convenient way of disposing of the consequences. There are a number of disposal solutions, some easier to set up and use than others. More details are at the women's section of *www.gliding.co.uk* (posted on February 26, 2006) and some of these can be adapted and are equally suitable for men.

Diana King, *via email*



Kerry's smile on her first gliding flight says it all – see What gliding means to me *lower down this column*

What gliding means to me

MY first taste of gliding took place on August 27, 2005. I arrived at Cambridge Gliding Centre with not the faintest idea what a glider was or indeed what it could do. All I knew was that it was giving me a well-earned break from being a mummy to my then three- and one-year-old daughters.

Following briefing I was taken to the launchpoint, wrestled into a parachute and installed in one of the club's K-21s. We took an aerotow to 2,000ft and pulled off. Then everything went silent, a silence I hadn't experienced since before my daughters had arrived – it was sheer bliss! On leaving the airfield that day, I found myself gazing wistfully at the launching gliders with the distinct feeling I needed to come back and do that again, as soon as humanly possible.

In May 2006 I joined an evening flying course and after a few weeks in I managed to persuade my evening instructor to take me flying during the day. It was a Friday. While I waited for him I sat in the clubhouse, chatting with another member. He was having a week off work. "So, how many days of your holiday have you spent here, then?" I asked. "Um, let me see: today, yesterday, the day before that, Tuesday, oh and Monday, too," he replied. "This is the problem with gliding," he added, "It gets into your blood and under your skin." "Yes, of course," I said, and nodded, secretly thinking he was several sandwiches short of a picnic.

That day turned out to be one of discovery. I did my first cross-country flight of over an hour (I had no idea they could stay up for that long) and my first foray into aerobatics. We did a few loops and chandelles and it quite literally turned my entire world upside down! I vividly recollect driving off the airfield that day. I pulled over on to a dirt track across the field from the hangar and sat watching in wonder at the gliders launching and landing. I felt really quite emotional at the prospect of having to leave the field. I even shed a tear. All the while those words from earlier were ringing in my ear: "It gets into your blood and under your skin..." and suddenly I understood precisely what he had meant. I realised at that moment I was totally and utterly hooked.

I've often tried to rationalise my feelings about gliding and wondered what exactly it is that has me so completely enamoured of the sport. The usual clichés of the feelings of freedom it offers and the escapism of it certainly ring true. For me, though, the world just seems like a far more beautiful place from the air; you can't see any of the bad stuff that's going on below.

I recently read *Propellerhead* and saw a very small throwaway comment that spoke volumes to me and suddenly the compulsion to do this all made sense. The author – trying to explain the differences between airspeed and groundspeed – explains: "The point being that the moment you were airborne you ceased to be a part of the landscape and became part of the air blowing across it".

As soon as I read that line I realised that that was it. That, in a nutshell, is the allure – the reason why I love this so much!

Kerry Mertz, Nene Valley GC

Robert Kronfeld

I recently noticed that Eric Brown, in the second edition of his autobiography "Wings on my sleeve" (Weidenfeld and Nicolson 2006, Orion Books 2007) provides some background information on the death of Robert Kronfeld (one of the outstanding figures in the history of British and German gliding), namely detail on the extremely poor flying characteristics of the GAL/56 tailless glider in which Kronfeld was killed. See page 158 of the Orion edition. It should be widely available (and the whole book is fascinating). Possibly the information might interest your readers.

Douglas Woodard, ONTARIO, Canada

Please send letters (marked "for publication") to the editor at editor@sailplaneandgliding.co.uk *or the address on p3, including your full contact details. Deadline for the next issue is* ***December 11***

Scouting and gliding meet up





The BGA Duo Discus and staff and volunteers promoted gliding to scouting by attending Gilwell Reunion in September. The BGA is pulling together expert guidance for clubs about how to work with the Scouts (Alison Randle)

BGA Development Officer Alison Randle explains why gliding and scouting make perfect partners

FOLLOWING a meeting earlier in the year, BGA Chief Executive Pete Stratten and I made arrangements for a grand day out in Essex by kind invitation of the Scouting Association. Each year they host the Gilwell Reunion for several thousand Scout Leaders. It's more than a social event: many activities are on show for leaders to try out and to assess for potential as activities for their scouts. So one bright, warm but not-so-soarable Saturday, six of us armed with leaflets, enthusiasm and bright smiles found ourselves rigging the BGA Duo amongst the trees in the extensive grounds at Gilwell Park. An abundance of initiative and enthusiasm from scouting bystanders had helped us to get the trailer through a packed campsite, around several tricky tight turns and the busy exhibition area.

We anticipated that once we had rigged we would have a little time to gather our wits. Not so. The cockpit was soon full to overflowing with children, only to be chucked out by their grown-ups so that they too could have a go. It was like that all day. We merged stands with the Hertfordshire Scouts. Colin Knowles, an Air Scouts Leader who flies with them at Gransden Lodge, and fellow Leader Gill Matthews left their full-size Falke at Gransden, instead bringing armfuls of flat-pack models of it. They ran out by early afternoon. Our party was completed by two keen and knowledgeable university students, Colin Field and Dan Grey. We talked ourselves hoarse, tried (but often failed) to take it in turns to man the stall and keep ourselves adequately fed and watered. Eeee, it wur tuff!

We talked to leaders about gliding as an activity, showed them their local clubs on a map and gave them general information about the sport, how to go about organising trips and directed them to the BGA website. In addition to talking to people from all over the UK, we spoke to some from around the world. We also spoke to several volunteers at county level, who took bundles of leaflets away to give out to their local Scout Leaders.

Talking to these leaders was really interesting and valuable. Plenty had already tried taking scouts gliding with, sad to say, some negative as well as many positive experiences. So, on the basis that the future can be best prepared for by looking forwards rather than backwards, the BGA is in the process of pulling together expertise and guidance for clubs to help make the most of a day's gliding for scouts an even more wholesome and rewarding experience.

Did you know that there are several aviation-related Scouting Badges? It is quite possible to spend time working towards (and achieving) a badge whilst spending a day on an airfield. This keeps scouts busy, takes the emphasis off waiting to fly and creates a positive impression of gliding. That is the key. The BGA is supporting these activities, not because we expect lots of young scouts to start gliding now, but to sow the seeds for them to come back and take up the sport later. Scouts are exactly the sort of people we need to attract to the sport: they are generally keen, bright young people with a positive outlook and bags of initiative. The Hertfordshire Scouts have devised day and weekend activities specifically tailored for scouts. We are suggesting that clubs use the BGA resources to be provided on the website soon and work with scout leaders on structured activities for these young people.

BGA Conference 2008 – two in one

You'll notice a fundamental shift in the BGA's 2008 conference, thanks partly to feedback from last year's Chairmen's Conference and Treasurers' Forum. Extending the long-running, successful Chairmen's Conference to include treasurers was well received, but the contrast with the type of venue that is used for the BGA Annual Conference was noted. At the same time, the format of the BGA AGM and Annual Conference was being reviewed. So, building on feedback about the best of both events, the BGA decided to trial a new format, with both co-located under one roof, at Hellidon Lakes. This was the venue for the 2007 BGA Annual Conference. In 2008 we will have two events on Saturday, March 8 – a Governance Conference and a Sports Conference – running alongside one another with a break for the BGA AGM.

Governance Conference: this event – meant for club officials, who'll need to confirm in advance that they'll be coming – consists of sets of sessions for a variety of officials and volunteers, with at least one opportunity for comparing notes with colleagues during the day. The Chairmen's Conference has been moved from its traditional October slot to form a central element of the Governance Conference.

Sports Conference: this event – developed from the Annual Conference – is for everyone and you're welcome to simply turn up on the day. It will offer more general interest sessions about gliding for those who aren't on club committees, or who are between Governance Conference activities.

As in previous years, there will be a hall full to overflowing with exhibitors keen to demonstrate their wares to you. A busy day will be rounded off with a chance to relax with like-minded people at the Dinner and Awards ceremony. Last year this was a sell-out event, so book your tickets early to avoid disappointment! See the advert on p20 for contact details.

More details of the programme will be circulated to clubs in due course and published in the next *S&G*. The format of the two events will be reviewed afterwards; your views will form a valuable part of that process.

In the meantime, if you're a club official who would like to suggest subjects to be included in the Governance Conference, please email them to *alison@gliding.co.uk*

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

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BGA Chairman Patrick Naegeli gives us the latest gen on the Mode S situation and invites clubs to consider if their loyal volunteers deserve an award

BY THE TIME you read this, the transition of all UK gliders to a Civil Aviation Authority (CAA) register and to an EASA airworthiness and maintenance environment should be well advanced. This is the first time the general gliding community will have been exposed to life under the European Aviation Safety Agency regime and, beyond the transition, I am sure that it will take some a little while to bed in. Once the initial effort is over, however, the system should work and feel little different from what we have been used to in the past.

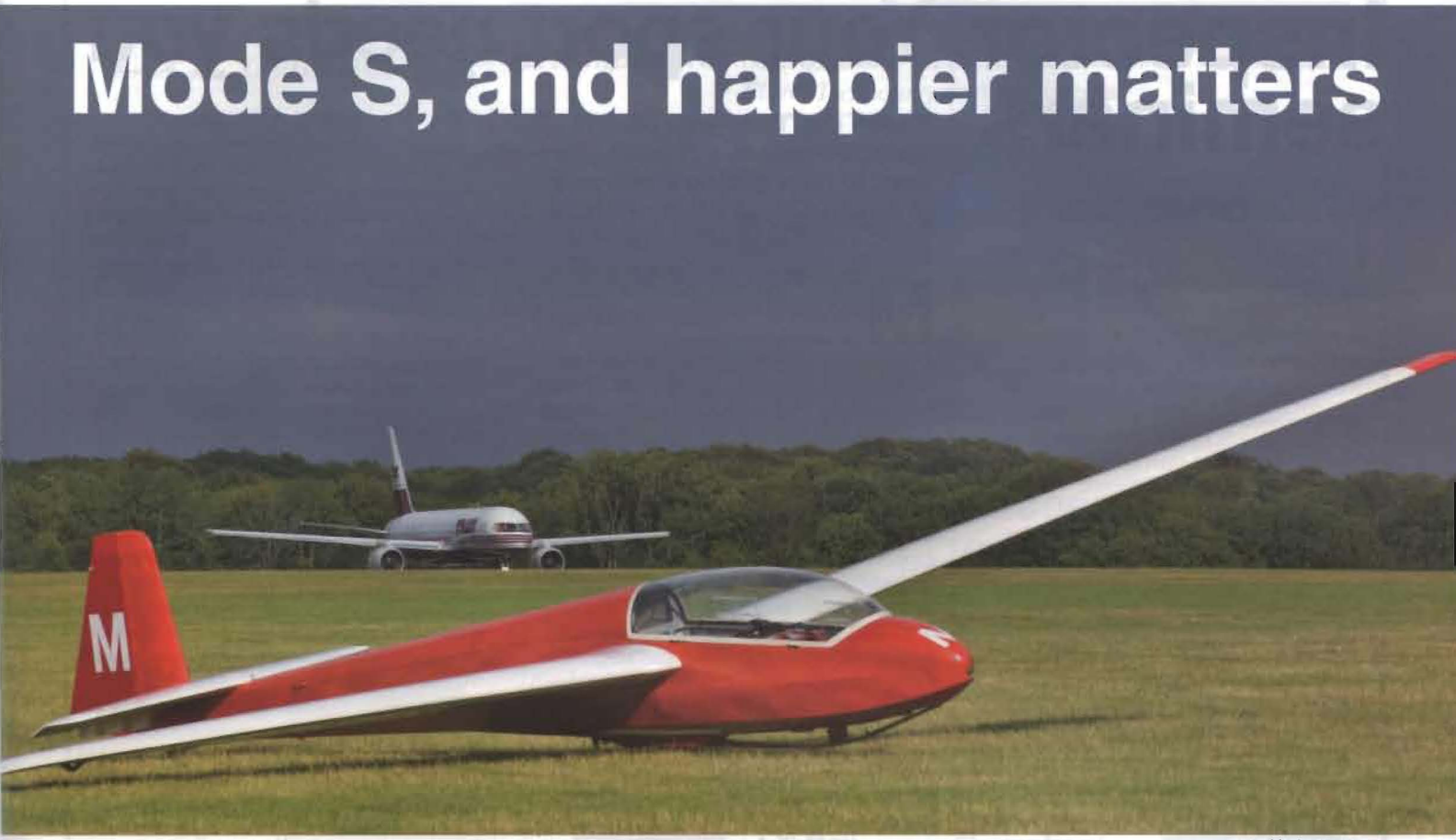
Any amount of change carries the risk of a degree of disruption. This is particularly likely if it affects a system that has been relatively constant over a long period, as we have had. In this instance, it is additionally challenging in view of how much has got to be done in a relatively short space of time. The BGA has made every effort to simplify the transition process and to minimise the cost to glider owners. If there are any hiccups then the BGA will do whatever it can to address these as promptly and as pragmatically as possible.

We can already begin to anticipate the next wave of EASA-precipitated changes that will affect UK gliding. These are more than likely going to be in the area of pilot licensing. The UK has always operated a non-licence-based, self-regulated scheme. It is most unusual in comparison with just about every other country in this regard. Not surprisingly, therefore, the amount of change a shift to a more formal, licence-based system implies could be particularly significant. Work has already been under way for some time – at both the UK and European levels – to ensure that the new system, and the associated transition process, once again minimise the actual impact on individual pilots and clubs as much as possible. We will report more as the subject develops.

Of course, not all regulatory developments (irritations?) emanate from Europe. Our own CAA – with whom we generally enjoy a very positive and productive working relationship – also causes us a degree of grief from time to time. An obvious example would be the subject of Mode S – or "The interoperability of all aircraft in all UK airspace" as they would prefer it called.

After its attempt at a Partial Regulatory Impact Assessment at the end of last year, the CAA considered all the "feedback" that it had received and eventually published a further set of proposals. I outlined what these were in an earlier column and highlighted that they still assumed a Mode S-based solution. Since the summer, we have been involved in a number of consultation

Mode S, and happier matters



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Main picture, above: *Mode S is still lurking in the background so do stay alert for official information from the BGA in case glider pilots need to be as active as in summer 2006*
Below: *Patrick Naegeli (right) briefs Tony Baldry, Conservative MP for Banbury, who visited Windrushers GC, Bicester, in October to learn more about the club and about gliding*

meetings with the CAA Mode S team, intended to inform the proposals that they will take out as part of a full Regulatory Impact Assessment at the end of this year. At the time of writing, it too early to say whether or not we are being successful in persuading the CAA to take a more pragmatic, less singular view of the ways in which interoperability can be improved. We still have two more meetings with the CAA planned and the BGA's team is working on a number of proposals that will be tabled during these. My column in the February-March *S&G*, published at the end of January, will report on any further progress and on what the BGA intends to do next. Please watch this space – we may need to be as active across the movement as we were in the summer of 2006.

A very significant amount of effort is being invested in this topic. I would like to thank, in particular, those that are central to that effort – Pete Stratten, Carr Withall, Peter Hearne, Dickie Feakes, Ian Strachan and David Roberts – for their continued work and counsel.

With so much happening it would be easy to become totally focused on anticipating and dealing with regulatory developments. If we did, we would risk forgetting that what happens now and in the short to medium term is what matters most to the movement. I hope you will find it reassuring, therefore, to know that the majority of BGA attentions are focused on making sure that we support activity and development directly relevant at the club level. For example, at the end of November members of the Association's Executive Committee, the leaders of our sub-committees and associated BGA staff will be holding an off-site meeting with two primary aims:
(a) to set the objectives the BGA will be planning to achieve in 2008, and ensure that appropriate resources are in place; and,
(b) to look at what the BGA will need to address in 2009 and beyond. We will be reviewing the status of key development activities, such as our Youth Gliding and Future Operations initiatives, and discussing how the BGA might need to change to ensure it meets the needs of the movement in the most efficient and effective manner.

I never ceased to be amazed at just how much the BGA is able to deal with given its lean professional structure and its dependence on volunteers. In my last column I made a general request for more people to help with BGA activities. We still need more – so, don't be shy. If you think you have something to contribute to our sport, we look forward to hearing from you.

At the same time, with so many people already doing so much for gliding it is often hard to make sure that we acknowledge exceptional individual contributions. If you know someone that you think epitomises the spirit of a real volunteer, then encourage your club to consider putting them forward for a BGA award.

Have fun, stay safe.

Patrick Naegeli
Chairman, British Gliding Association
October 23, 2007
chairman@gliding.co.uk



Alan Smith

Inspector seminars

THE first in a series of seminars for inspectors was held at The Gliding Centre, Husbands Bosworth on September 21, 2007, writes the BGA's Chief Technical Officer Jim Hammerton, who presented it. A total of 57 inspectors and invited guests attended, including Neil Peacock, CAA Surveyor with responsibility for the BGA, Ken Craigie, Chief Inspector, Light Aircraft Association (PFA), two BGA Technical Committee members and two BGA Regional Technical Officers.

Topics ranged from an introduction to Part M and why we are going through the huge change we are currently experiencing, a detailed session on the transition of gliders to EASA C of A and help with problems that some owners and inspectors will come across. After lunch Mike Cuming, BGA Technical Committee, thanked all those volunteers and BGA staff who are devoting a great deal of time to understand and develop with the CAA a set of procedures and processes to satisfy new EASA regulations. Then came two sessions covering the base standard for paperwork and workshops for the developing BGA Part M, subpart F, maintenance approval that will be upon us in the very near future and an insight into the proposed EASA Part 66 "Glider" maintenance licence. The presentations were followed by a lively Open Forum where the audience could ask questions not answered or explained during the presentations.

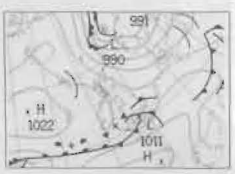
The seminar also satisfies the Part M requirement for "Continuation Training" that all inspectors will need to have attended before the 2008 inspector renewal and then at a maximum of five-year intervals.

We thank Roy Spreckley and his team for allowing us to use their excellent conference facility and providing a delicious lunch, and all those who attended and contributed.

More seminars have been scheduled at Nympsfield (January 12), Cambridge (January 26) and Portmoak, (February 17) and further dates are planned. For information and booking details, see *www.gliding.co.uk*

Notes and corrections

1. Our apologies to David Masson: the first map on p28 of the October-November S&G *should have been as shown here on the right*



2. And apologies to Jochen Ewald. A photo mix-up meant that the L-Spatz 55 on p38 of that issue was one from Germany and not, as captioned, Lithuania

Your sport needs you

Please don't hang up on one particular phone survey if you want to help gliding's chances of funding, says Alison Randle

MANY of you have done well recently in the never-ending process of drip-feeding gliding into the nation's sub-conscious. Without thinking too hard, four examples come to mind – two of them on national TV or radio; and that's without even considering what's been posted on *youtube.com*... Unfortunately, whilst leaving us with a collective warm and fuzzy feeling, it doesn't actually influence policymakers. Doing so would translate into increased support and funding for the sport of gliding, for individual clubs, the BGA and for our elite sportsmen and women.

Luckily, there is now a way to influence these policymakers and you can help make a difference. Yes, really, really. On the down side, it may mean you having to donate a few minutes of your time to take part in a telephone survey...

In order for gliding to derive full benefit from this exercise, you must recognise that as a glider pilot you take part in **SPORT**, you take **EXERCISE** and you **VOLUNTEER** on a regular basis.

Firstly, you need to think about gliding as being a set of activities that are greater than simply sitting down whilst enjoying the privilege of being able to fly. For each pilot to be able to spend time reclining in the air, basking in the joys of flight, a whole team of people need to work co-operatively in order to launch and retrieve them. This time spent on the ground not flying translates into decent doses of fresh air and exercise, often on a weekly basis. In addition, participants in gliding are from all age groups and a huge range of backgrounds. Because it is a co-operative activity, young and old help each other (in other words, intergenerational activity) and there is the added benefit of keeping older people fit, active and engaged in real life, rather than adding to the drain on NHS and other government resources.

The importance of this shift in your interpretation of your leisure activity will become clearer when you read that – unsurprisingly – the government has a set of targets (PSA3) that relate to getting more people to take regular exercise by taking part in sport. You may be surprised to learn that the BGA has already managed to secure funding for one project on the basis that increasing participation in gliding will help the Government to achieve their PSA3 targets. So targets, when used properly, can translate to pounds.

Likewise, consider voluntary activity: gliding is run by volunteers and in addition to the team involved with running the launchpoint, there are more teams behind the scenes running the club. So you should also consider the amount of time you spend helping others on a voluntary basis (driving the winch, instructing, catering, keeping the log, and so on) and tot up how much you and others do on a regular basis. Surprising, isn't it?

Sport England's "Active People", a telephone survey conducted by Ipsos MORI, is the largest survey of sport and active recreation ever to be undertaken in Europe. It is unique in providing reliable statistics on participation in sport and active recreation for all 354 local authorities in England. The survey also measures the proportion of the adult population that volunteers in sport on a weekly basis, club membership, involvement in organised sport/competition, receipt of tuition or coaching, and overall satisfaction with levels of sporting provision in the local community. In tandem with the survey is the "Active People Diagnostic" tool for policy-makers to use to interrogate the database in order to get information about participation in sport in England. The data will be used to inform decision-making processes by authorities, such as funding agencies, and can also be useful to governing bodies such as the BGA, to help us to plan our recruitment strategy.

So by taking part, and donating a few minutes of your time, you can help influence policy makers and to raise the profile of the sport. The sample of 1,000 people per local authority will be evenly divided over each month and survey work spread across the whole year to ensure the results are not biased by seasonal variations.

The survey started in October 2007 and will run continuously. One of the questions asks how often you have participated in the sport in the previous three months. Each individual participation episode should be counted, not simply the number of days when you flew. If, on one day, for example, you flew once yourself, helped at the launchpoint for a couple of hours and spent 40 minutes hangar packing, this would count as three participations.

Clearly, we are a minority in comparison to the wider population and the chances of glider pilots being selected for survey as part of the sample of 354,000 is small.

This is why it is imperative that those selected to take part, do!

We, the majority, thank those of you lucky enough to be selected, in anticipation of your selfless sacrifice. More detail is at: *www.sportengland.org/index/get_resources/research/active_people.htm*

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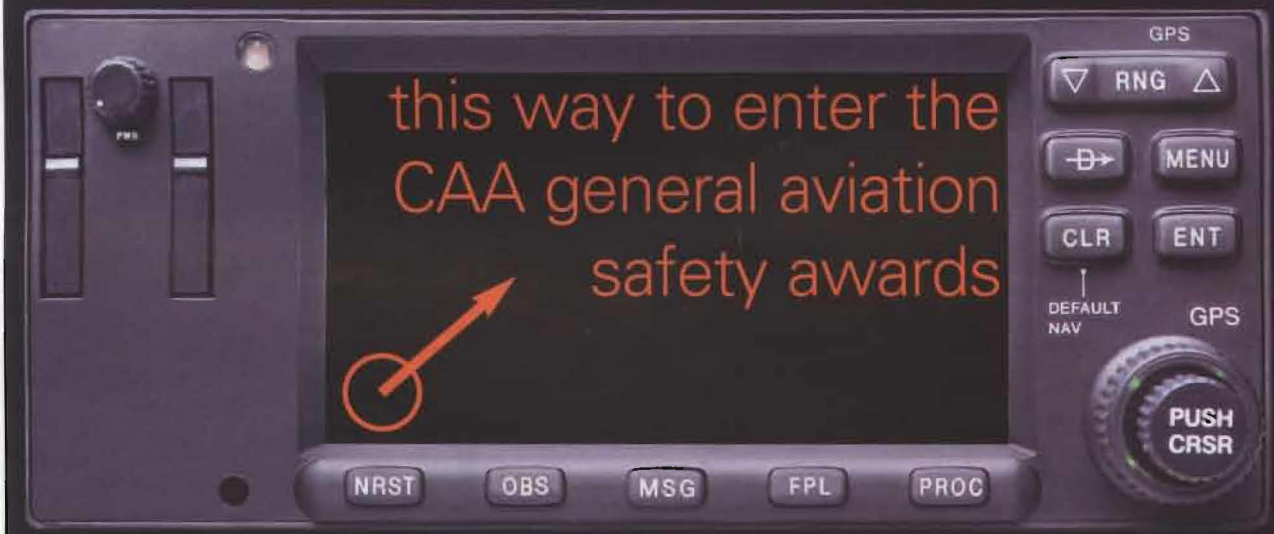
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Paul MacCready – a tribute

What made Paul MacCready's achievements unique? Platypus offers his thoughts

THIS extraordinary man merits an entire book, or even a film. He had so much fun! I can only touch on a few things that he did in the past half-century that impressed me as a glider pilot and occasional aero-modeller, with an interest in the history of science and technology.

To have won the world championship in 1956 was a great achievement (at St Yan, France). Not to have practised in the previous 12 months made that even more striking. And most dramatically of all, it was characteristic of Paul immediately to give up contest gliding and go off in pursuit of other ambitions. Been there, done that; what next? His was a focused mind, though as a boy he had dyslexia. (I nearly said "suffered from dyslexia", but he thought it was a positive aid to creativity.) He avoided school sports, preferring to design and build novel model aircraft, which began to shape his future ambitions.

In 1970, MacCready guaranteed a loan for a friend who wanted to start a business building fibreglass catamarans. When the company failed, MacCready found himself $100,000 in debt. He recalled a cash prize offered by British industrialist Henry Kremer to anyone who built a human-powered plane capable of sustained, controlled flight: "The Kremer prize, in which I'd had no interest, was just about equal to my debt".

Money and fame

He was not especially interested in riches – he just didn't want to be broke, and when it seemed he was about to be broke, Henry Kremer focussed Paul MacCready's brain. Similarly he realised the importance of press and television attention, publicity and commercial sponsorship in getting backing for his ideas. So he went after the money and the media exposure cool-headedly as a matter of practical policy. For MacCready these were not desirable in themselves, as they sadly are for so many people, but merely tools to get his inventions (literally) off the ground.

Very much like the Wright brothers in his lucid thinking, Paul was the first designer of man-powered aircraft to get the theory and practice to match. I cannot overemphasise this absolutely crucial difference between his approach and that of others. Some time after MacCready's man-powered triumphs in 1977 and 1979, I just happened to resume an old interest in indoor flying models, and wrote the following for the June-July 1983 *Sailplane & Gliding*. I think it stands up very well now, I say modestly. (Of course my forecast about Platypus pedalling from Dunstable to Cardington at 2,000ft has not been realised...):

> "Cardington airship hangars are astonishing structures – dim echoing monuments to the days more than 50 years ago when it was believed that Bedford would soon become the hub of the British Empire. The R101 disaster ended that dream. Nowadays from time to time microfilm models fly around high up near the catwalks, with durations of 40 minutes or more. That's the "Standard Class"; unrestricted versions have touched one hour in America. It's an eerie experience to watch them.
>
> What interests me about these flying machines, which cost more than their weight in gold, is that they are the true ancestors to MacCready's *Gossamer Albatross*, which was the first man-powered aircraft to cross the English Channel. In Britain we were transfixed by the notion that the way to man-powered flight was via the sailplane; all our panting pedalling pilots were encased in what looked like extremely flimsy Nimbuses. These beautiful machines were trying at one go to achieve min weight, min drag and max aspect ratio. When they hit the ground and got damaged they were so complicated and delicate that it was back to the workshop for months. That meant people didn't move far up the learning curve either as pilots or designers: to make progress you need plenty of chances to make mistakes and recover from them quickly.

What MacCready built was not the world's flimsiest sailplanes but the world's biggest microfilm models. The big difference is that drag was hardly considered a problem at all; drag is reduced as the square of the speed (if you go half the speed the drag is reduced to one quarter) hence those fine bracing wires which stiffened a wing of incredible lightness and fragility. This simple, braced structure was very easy to repair, so pilots and builders moved quickly up the learning curve. (California weather helped – but then their greatest achievement was over here.)

You might say that it's all very well reducing the drag to one quarter but if your speed is halved it's going to take that much longer to cover the ground (or the water) so you're back to square one. But the most important point is that human endurance is not linear. I mean that a fit man can deliver one horsepower for (say) only one minute but he can deliver one third horsepower for an hour or more. The total amount of useful work a man can do is therefore much greater if you can create a flying machine that can stay airborne on a half or third horse power, even if it is very slow. He will still go a great deal further before he flakes out.

The interesting point is that all these things were known before MacCready pulled the rabbit out of the hat, so why did we go down the road we did? *(For that matter, why didn't Smartypants Platypus point out where everyone was wrong? Ed.)* Because I believe we all were in love with the idea of a super-sailplane that we could pedal through the sky. We didn't really want any other less aesthetic solution to work.

By the end of the century materials will have improved so much that the *Gossamer Condor* and *Albatross* will have given way to something cleaner and faster and then no doubt the new machines will look remarkably like *Puffin* and the other noble failures hanging in the roofs of aviation museums. Like the 1930 dirigible, the clean, unbraced British man-powered machine of the 1970s was poised perilously on the edge of the available technology. So, about the time that pensioner



Platypus is pedalling from Dunstable to Cardington at 2,000ft he might see those hangars happily reverting to their former role, home for working airships – even though we no longer have an Empire for them to serve."

All I want is a tall ship...

Back to 2007: today the internet makes it possible to do research that would have been impossible 25-30 years ago. I have managed to download photographs and drawings of several man-powered aircraft as well as detailed descriptions of how they were built and flown – far too much material to print here, I'm afraid. I was especially struck by *Gossamer Condor*'s dimensions: Wingspan 29.25 m (96ft.) Length 9.14 m (30ft.) Height 5.49m (18ft.) Weight 31.75 kg (70lb.) Which is the most amazing of these numbers? Not the span, nor the length. Not even the weight, because it was an absolutely vital objective to achieve and therefore not so amazing. It is the height of the beast. Eighteen blooming feet! (The cross-Channel *Gossamer Albatross* was only slightly less tall at 15ft.) Why so high? Why no attempt to minimise cross-section and the built-in headwinds, as demanded by the efficiency-obsessed? Because the longer the vertical pole running through the middle of the aircraft, the steeper the angle of the piano wires from each end of the pole to the wing. That maximised the bracing-power of the wires and helped minimise the structure weight. The very low flying speed meant that drag was not the critical issue. "Cantilever thinking" was the curse of all the other inventors. Thus *Puffin*, by contrast with *Condor*, was an elegant piece of wooden cantilever craftsmanship; but even the advanced use of Mylar covering (invented by Dupont in the 1950s) did not help it. To be fair to our inventors, they did not have carbon-fibre – that was a British invention of the mid-1960s, after SUMPA and *Puffin*. While I am waving the Union flag, I am proud it was the British industrialist Henry Kremer who provided the inspiration for these endeavours.

George Moffat writes: *"You might want to add that one of the pilots involved with the project – Jack Lambie, first person to bicycle around the world as well as one of the last great pilot/hippies – told me that if anything on MacCready's first man-powered ship hadn't broken in the last month they concluded that it was unnecessarily heavy and redesigned it."*

Derek Piggott, who piloted the SUMPA (Southampton University Man-Powered Aircraft), the first true man-powered aircraft, that is, with no external launching-aid, on November 9, 1961, just one week before de Havilland's *Puffin* flew, and 16 years before MacCready's *Gossamer Condor* took the £50,000 Kremer Prize, writes: *"Not long after SUMPA and* Puffin *there was a Japanese machine which did almost half the course including the first 180° turn, but crashed due to pilot error. There was no news of it being rebuilt. But it showed that the conventional sailplane type approach was not impossible. It was interesting to see that the Hatfield* Puffin *was covered with Mylar film (very secret at the time) which apparently had only just been produced and SUMPA had no knowledge of it until de Havilland flew theirs. This offered a further significant saving in weight and much lower drag than cotton fabric and a minimum amount of dope.*

"A major factor against SUMPA was that it could not be kept rigged at Lasham. The hangar where it was stored was under water and on most occasions the fabric only dried out after a few hours on the airfield. The team had to travel from Southampton in the very early morning to get to Lasham and rigging took almost an hour, by which time the wind had often risen beyond flying limits of only a few miles an hour. De Havillands had a hangar to themselves on the airfield plus the top designers advising them, a huge advantage.

"Paul MacCready had the advantage of seeing what had already been done and being able to take advantage of carbon-fibre for the main structure, before even starting to design his aircraft, whereas the early designs started from scratch and with the limited horsepower available it seemed that the obvious thing was to design for high efficiency. All credit to MacCready for even trying the ultra-lightweight principle with wire bracing, a lovely idea. But few people realise that he was many years later than the first man-powered fliers."

Duncan Cumming (expatriate Briton living in California, consultant to Aerovironment, founded by Paul MacCready) writes: *"The man-powered flight technology did not lead to pedal-powered aircraft for the masses, but it did lead to the* Helios *solar-powered aircraft which got the world altitude record for a propeller-driven aircraft of 96,863ft (on Aug 13-14, 2001). This can do surveillance missions that satellites cannot, since it can be repositioned and can be fitted with the latest cameras. It can also stare at the same spot for extended periods. The latest incarnation of this is* Global Observer, *which is hydrogen fuelled and carries enough fuel to stay airborne for several days. Satellites, on the other hand, are always stuck with obsolete technology because it takes so long to space-qualify equipment."*

Tailpiece

"Why has Plat not mentioned MacCready theory?" you are all asking. Because MacCready never claimed to have invented it; what he did pioneer was the MacCready ring, which worked on those variometer dials that had a linear scale. However, that is a relatively trivial claim to fame, set against his major innovations.

Acknowledgments to the The Academy of Achievement's interview with Paul MacCready on January 12, 1991, and to Wikipedia's history of human-powered flight

Human-powered flight: a timeline

Below is a brief chronology of human-powered flight – defined as one in which the aircraft took off under the power supplied by its pilot and no other source:

The first officially authenticated take-off and landing of a man-powered aircraft (one capable of powered take-offs, unlike a glider) was made on November 9, 1961 by Derek Piggott in Southampton University's Man Powered Aircraft (SUMPA). The best flight was 650 metres. This was 16 years before Paul MacCready's *Gossamer Condor 2* took the Kremer Prize for a figure-of-eight flight.

The *Puffin* first flew on November 16, 1961, one week after SUMPA. Eventually its best distance was 908m (pilot John Wimpenny). This record stood for 10 years. *Puffin 2* flew on August 27, 1965 and made several flights over a half-mile, including a climb to 5.2 metres.

In 1967 Kremer increased his prize money tenfold to £50,000, and opened the competition to all nationalities. After this date several less successful aircraft flew, until 1972.

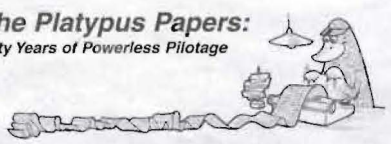
***Jupiter* flew 1,070 metres and 1,239 metres in June 1972.**

On August 2, 1977 the *Gossamer Condor 2* flew the first figure-of-eight, a distance of 2,172 metres, winning the first Kremer prize. It was built by Dr Paul MacCready, piloted by amateur cyclist and hang-glider pilot Bryan Allen.

The second Kremer prize of £100,000 was won on June 12, 1979, again by Paul MacCready, when Bryan Allen flew MacCready's *Gossamer Albatross* from England to France: 36km in 2 hours 49 minutes.

The current distance record recognised by the FAI was achieved on April 23, 1988 from Iraklion on Crete to Santorini in a MIT *Daedalus 88* piloted by Kanellos Kanellopoulos: 115km

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Above: *to investigate airflow on entering a thermal, these probes measure pitot and static pressure (left) and angle of attack (right, 5-hole probe)on the B-12,* below



Above: *Researching airflow during sideslipping on a Twin Astir 3. Angle of attack and slip were measured at the front, with cameras on the fin and in the cockpit*

Probing glider performance

Jochen Ewald reports on the research conducted at the Idaflieg summer meeting at Aalen-Elchingen, near Stuttgart

RESEARCH into flying characteristics, performance evaluation and so-called "special projects" characterises the annual summer meeting of the students of the German academic flying groups. They are supported by the DLR (German Centre for air and space research), the Institute for Flugführung (IFF) of Braunschweig University and the LBA (German aviation authority). This year, two visitors came from the Japanese student organisation, JASL, on a bi-annual exchange programme.

So, which projects were researched in 2007? For flying characteristics ("Zacher") tests, the single-seat LS4, ASW 28-18, ASG 29-18 and an old Phoebus were tested along with the two-seat K-21, Twin Astir 3, Duo Discus XL, DG-1000S and B-12 (with Janus wings, designed and built by the Berlin Akaflieg). Test flights, done during the early morning in absolutely calm air, had a different purpose to usual: to evaluate the differential GPS-supported performance evaluating scheme, introduced gradually during recent years. Tests concentrated on verifying the precision and the potential accuracy of the method, which compares the performance of the DLR's "holy" DG-300-17 with the performance of another glider in formation flight. To do this, the DG was flown for all flights with the FVA's (Aachen Akaflieg) ASW 28-18. The ➢



Above: *preparing the fluid that will record airflow and laminar separation bubbles on Duo Discus X wings*

Below: *the B-12 before a flight to make the airflow visible at the fuselage-wing-transition. A small digital camera is also installed to record what is happening*







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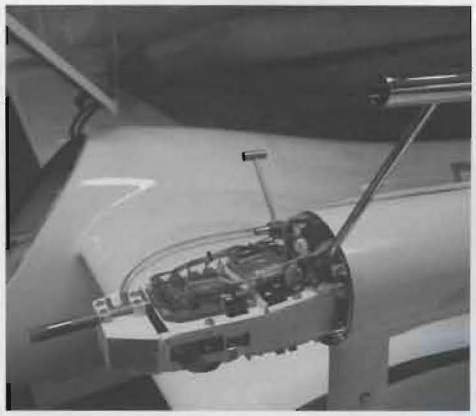
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Above and right: *The MOPROMA, mobile airfoil drag-measuring unit, seen here on the wing of the DLR's DG-300-17 at the Idaflieg summer meeting. It's full of electronics to measure and store data in flight*

All photographs: Jochen Ewald

DG-300 also towed cones of different sizes, which produced a defined drag, so that minimum differences in performance that can be reliably measured could be checked.

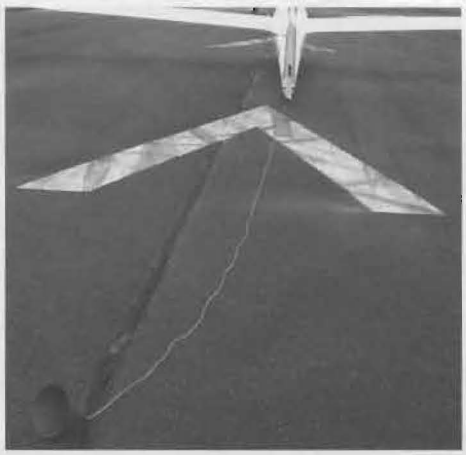
Using the ASW 28, the effects of details on a glider were then investigated: bug-wipers, discs between aileron or flap control surfaces (often used to reduce drag while the controls are deflected), control horn covers and the cone-stabilised probe used to measure the static pressure for ASI calibration. The effect of flying with waterballast was researched, too, as was the drag of the new MOPROMA. This is the mobile drag-measuring unit that measures profile drag by evaluating the pitot pressure behind the trailing edge, mounted in a new over-wing pod that allows quick installation on any glider.

Special projects this year were: Dresden Akaflieg's research into airflow behaviour while sideslipping their Twin-Astir 3; Akaflieg Berlin's investigation of airflow changes during the dynamic process of entering a thermal and the airflow on the wing-fuselage transition area. Fluid-flow pictures to determine the position of laminar flow separation bubbles (to determine where the zig-zag-tape or blowing hole turbulators should be positioned) were used on the Duo Discus XL, DG-100S and B-12, with the pilots for the first time spraying the fluid on to the wing surface in flight using a sprinkler held out of the DV panel.

Another project was testing and calibrating the new static probe, towed behind the glider and stabilised by a cone, against the old, heavy probe, let down underneath the glider. These probes serve to calibrate the ASI for aircraft certification. The old probe was difficult to let down and pull back during flight, and not suitable for speeds above 200km/h. The new probe is towed behind the glider by its instrument hose, and the aircraft can take off with it fixed to the fuselage and the lightweight cone on the ground behind. Ingo Luz, former Idaflieg president now working for the glider certification department of the LBA, used it to calibrate the ASI of a jet-powered ASW 20 cL, whose certification he was working on. Another project was spin testing the Akaflieg Munich's aerobatic tug, a Mü-30 Schlacro.

The results of these and many other Idaflieg projects will be published at the winter meeting in January 2008. The 2006 report, summarising that year's projects, is available (in German) for 20 Euro plus postage) from: Idaflieg eV, c/o Akaflieg Berlin, Strasse des 17 Juni 135, 10632 Berlin, Germany or via *vorstand@idaflieg.de*





Testing a new static probe (right), *used for calibrating ASIs for certification, against the old one* (above)

Achieving long distances



Steve Longland

We start the second in our series about the glory days of 2007 with Ed Downham's tales of travels in 13 and his tips for longer flights. On page 23-27, more 750 tales

I THINK there is a sort of natural progression in gliding in the UK, created in part by the structure of the FAI Badge system and also by maturation of soaring skills. It starts with predominantly distance-oriented flying (Silver to Gold to Diamonds), later becomes more focused upon speed around shorter tasks (competitions and weather limitations) and eventually encompasses both disciplines in using all the available conditions to maximum effect. I can think of nothing more satisfying than to launch just as it becomes soarable (or even before, in thermals), take advantage of the day as it develops to the best of your ability then – just! – reach your goal using the last of the lift or daylight. That's not to say I don't enjoy a blast round in the best bit almost as much, but it doesn't stretch my faculties in quite the same way as a pure distance flight does; I'd also be upset that I'd missed some of a good day!

One of the more obvious benefits of a high-performance glider like the EB28 is that on a long task you only have to soar up to the point you're on final glide; given 5-6,000ft as the top of the last climb and a gentle tailwind, that can easily be in excess of 100km. This helps psychologically when planning and executing the task because you can think: "It may be 800km but I only have to fly 700km of that" or "I've got 200km left but only the next 100km matters". It doesn't always end up that way but I do find this strategy engenders a more positive mental attitude during the rest of the flight.

Having an engine, especially one able to launch the glider, has been a very positive

More declared flights of 750km or longer, July and August 2007, featured in this S&G and on the map above

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	Kay Draper	LS8-18	301	760	Lasham	LAS - GAI - POP - NAE - LAS
July 30	Bruce Cooper	ASW 28 (15m)	V8	768	Lasham	LAS - BOT - BUL - SBY - LAS
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
Aug 7	Edward Downham	EB28	13	768	Dunstable	LEZ-AND-LOU-NPT-SCL-LEZ
Aug 8	Edward Downham	EB28	13	853	Dunstable	LEZ-TUX-FOR-CHK-LEZ,
Aug 8	Phil King	LS8-18	618	826	Snitterfield	SNI - PTF - TUX - LAS - SNI
Aug 8	Martyn Davies	LS8-18	543	826	Snitterfield	SN2 - PTF - TUX - LAS - SNI

In this S&G, Bernie, Bruce Cooper, Kay, Andy Wright, Phil, Martyn and Ed Downham outline what they did on the glory days of July and August. We end the story in the February-March S&G with Andy Holmes and Jed describing their flights. See the October-November issue for the first set of 750 stories



River Exe and Dawlish Warren in Devon, with Torbay beyond. Ed flew 558km O/R with Steve Lynn, who also took the photos, from Dunstable to Bovey Tracey in the sea breeze on July 7, 2007

One and a half times around the world

EB28 13 has flown 60,215km in 18 months – or one-and-a-half times around the world. Edward Downham (right) describes three of its five 750km-plus flights in 2007


Steve Lynn

July 30: Dunstable-Scotland out-and-return

HAVING declared Oxton O/R (906km), Mark Burton and I launched as soon as we could. It was obviously good locally: the first thermal on track gave 6kts to 4,300ft and we were able to fly the next 60km without turning. After that, we started to run into slightly less easy conditions, including spreadout, patches of medium and upper cloud, variable bases and a persistent north-west wind that set the tone for the day. I dug myself out from circuit height near Pontefract, having found very little for 50km, then progressed up the edge of the hills as sheets of altocu came and went; so we crossed to the western, sunnier, side of the Pennines. Beyond Penrith, we called Carlisle, who weren't parachuting (good) but said that the Spadeadam ranges were active (bad); we routed round the western edge of the danger area in good conditions but the many deviations and headwind took their toll and led us to abandon the task with around 50km to go. Once back in the Vale of York, we found reliable 5kt climbs to 5,500ft and past the Trent some great energy lines under the edges of large areas of spreadout that brought us the 400km-plus back to Dunstable in around three hours... Could we have completed the task? Well, time was lost while getting ready to go and we managed nearly 900km on OLC eventually so, potentially, yes. The decision to give up was based on what we had experienced up to that point; maybe we should have hoped for an improvement and pressed on. Not making excuses but I'd just finished a heavy fortnight at work, arriving home from JFK at 22.00hrs the night before – in retrospect, we were probably wise not to overdo it!

August 7: LEZ-AND-LOU-NPT-SCL-LEZ, 768km

AFTER leaving Leighton Buzzard (start) at 3,000ft asl John Jeffries and I had a fairly easy run down the line of the Chilterns, with 3-4kt climbs and base slowly rising to the south west; by Andover (TP1) it was 4,000ft with deep cu and good thermals at 4kt-plus, but with the first signs of spreadout. Out of the turn, pushing north-east, medium-level cloud steadily increased but there were still sunny patches on track – we took 5kts near Rushden, apparently the last of the decent weather, then cruised more cautiously past Wittering and Bourne. Conditions became markedly weaker with a lower base, which was not surprising as there was now no sun at all on the ground and only the vague remnants of an energy line running towards the north-north-east. This we followed, sinking slowly but managing to stretch the glide to cover over 40km against a headwind component for the loss of only 1,000ft. There was watery sunshine around Louth (TP2) with what looked like reasonable cu that we reached about 10km short of the turn at 1,500ft. It soon became evident that the wind was considerably more westerly and had increased in strength, leaving the thermals rather tight and broken and aligned at 90° to our track out; after many false starts we hung on to 3kts to 4,000ft near Coningsby. It wasn't too bad from there to Peterborough but we were heading back into the thicker overcast and climbs became fewer and weaker until we were forced way off track to Bedford for the only thermal in the sky. I seriously considered going home, as LGC was less than 30km away, but after a quick calculation realised it would be possible to go in and out of Newport Pagnell (TP3) and return to the same area with a fair chance of staying up. The plan actually worked for once and after a 40km glide in dead air back to near Bedford there was a weak climb that enabled us to get to St Neots with more open skies and a base of 4,500ft. This improvement was fairly short lived as between there and Ely it had gone almost blue with a persistent northerly and very little in the way of lift; after a bit of a grovel we managed to claw our way back up to 4,000ft the other side of Ely. Something odd was happening beyond. There were high cloud tops poking out of a medium-level layer with a very dark shadow and what looked like rain. We moved over to the edge of this and found a shelf cloud with almost continuous lift underneath up to 5,000ft; it was lined up north-east/south-west and came within 10km of Scoulton (TP4). This enabled us to run wings level for nearly 150km with only a short top-up after going round the TP and another near Gransden Lodge to get on an 80kt glide home. The whole flight had been fascinating in terms of the variability of the conditions requiring changing gear regularly; if we hadn't piled in the kilometres early on, taken some weak connecting climbs later and made large deviations for most of the flight, I think we would have been forced to abandon. It wasn't until we left the convergence line near Cambridge that I felt more certain than not of completing; that added greatly to the sense of achievement after we landed.

August 8: LEZ-TUX-FOR-CHK-LEZ, 853km

THERE were isolated small cu forming, so Amelia Nash and I started as soon as we could at 10.40. Westwards the air looked drier and/or more stable and to the east it was already filling up with cloud, leaving us heading north on track under mostly blue skies with just the odd temporary wisp. The first 50km were slow going into a 12-15kt wind, operating between 1,500ft and 2,500ft agl with not much more than 2kt climbs: the task speed was working out at just over 60km/h, which wasn't encouraging. Past Corby things began improving with 3-4kts and decent clouds starting to line up along the wind; once round Tuxford (TP1) at 12.45, cloudbase rapidly went up to over 5,000ft, giving good glides and the occasional five-knotter. It had stayed blue to the south-west during our run in and out of the turn and we transited into this area beyond Northampton, watching some very widely spaced small cu make random brief appearances. We took 3kts near Banbury as lift seemed to be becoming scarce, then fell into an area of weak climbs between Brize and Oxford. I wondered if we were out of phase with the weather: tantalisingly high puffs of cu kept disappearing just as we reached them. It was now 14.10hrs: 3.5hrs on task with over 530km still to go, nearly half of that into-wind. After finally netting 4.5kts to 5,500ft over Abingdon town, I told Amelia that we'd have to really push hard in order to complete the task: no more grovelling, only strong climbs, maximum attack! The pep talk obviously had some effect as we were able to go round Fordingbridge (TP2) at nearly 6,000ft, just what was needed at the downwind turn and that set us up for an amazing run to Trowbridge under one of the best-looking skies I've ever seen in England: boiling cu at 6,500ft-plus with pull-ups that went on for ages... Such things never last but it let us take 70-80km out of the task in style. We slowed up a bit for a scenic crossing of the Severn Estuary then got back into good conditions abeam Monmouth, although we could see fairly extensive spreadout over the Borders and Wales itself, which tempered our enthusiasm somewhat. Following an energy line took us to the west of track, past Shobdon in the direction of Welshpool, where sun shining on a small patch of hillside generated a very welcome 5kts to 5,500ft that saw us through about 40km of fairly lifeless overcast and round Chirk (TP3). A couple of weak climbs under the spreadout and we were passing west of the Mynd when we hit 4kts above an area that had been in deep shadow for some time: "Interesting", I remarked, thinking back to the day before, so had a careful look round and found a line of fronds, about 2-300ft lower than other cloud in the area. We hitched a free ride south for a while but eventually had to break off as we were diverging more and more from track. At nearly 18.00hrs with 180km left, we couldn't afford to go sightseeing. There was a working cloud over Ludlow, then we were faced with a blued-out Severn Valley; I went for the option of decayed street near Malvern, about 40-50km away, on the basis there just might be a few last gasps under it, which there were. After milking that up to 5,800ft, it was another long glide to a suspiciously wide, long "street" that ran down from Birmingham along the Cotswold Edge; when we were closer we could see that it was mostly mid-level cloud but still being fed in a few places where the evening sun shone on the ridges underneath. We topped up to 6,200ft at Chipping Campden for a comfortable 90km glide round Leighton Buzzard and back to LGC, completing 853km at just under 100km/h. This flight, too, was characterised by changeable conditions throughout, albeit a notch or two up from the day before. I suppose that's the nature of the UK with mobile weather patterns and surrounded by water, especially when you're flying a reasonably sized task. Unlike the previous day, my mental calculations were saying that there was always just enough soaring left to finish, even though we took ages to get going properly and had the odd slowdown *en route*. Another incredibly rewarding flight.

➢ experience but much of this has come, we feel, from approaching the operation from the point of view of pure glider pilots. Others seem to think that the advantage of an engine comes into play when pressing on into uncertain conditions or getting back from a dying day: we've found that it doesn't really make much difference to us in the first scenario while in the second we've hardly ever needed to use the motor to get back as there's almost always a little bit of lift somewhere.

The real bonus has come from being able to launch exactly when we want into exactly the bit of sky we would like to be in, especially when soarable conditions are some distance from the launch site and would otherwise require a position tow to contact with a serious chance of landing out attached to it. We can also take advantage of a particular area and plan to get home by engine at the end of the soaring flight if we know this will not be possible by other means, allowing some very interesting *what-if?* strategies to be attempted.

Last October we launched from Bicester in a strong easterly then glid out over eight-eighths to Talgarth, where there was wave that allowed some exploration of mid-Wales. We climbed as high as we could at the end of the day, still leaving us considerably under glide home, but found long lines of reduced sink running directly up and down wind, way above a layer of stratocu, that slowly brought us on to glide, then over, to return 150km into a 35kt headwind without needing the engine at all. Fascinating stuff.

We had a similar flight on a stable blue day this May, with Robin May and I taking an early launch from Dunstable to glide on to the Black Mountains, eventually contacting wave that allowed us to reach the middle of the Irish Sea and make a planned landing that evening at Aberporth for a "nightstop" after 500km, returning home the next day. It was a privilege to have experienced that flight.

There are many facets to the art of long-distance flying, starting with interpretation of the weather. In the case of thermal cross-countries there is the "ideal" (and rare) polar airmass with deep, early convection and dry air aloft to keep the cloud amounts down: easy to spot but don't disregard what appear to be not-so-perfect conditions. We have found that many days with copious amounts of low-, medium-, high-level and spreadout cloud produce interesting long soaring windows, as long as there isn't too much wind; again, the main ingredient is the amount of time you can reasonably expect to be on task, the strength of climbs being a bonus.

Task-setting comes next and it can be quite a challenge to fit larger circuits into the airspace available, especially if you're constrained by the need for no more than three TPs. The small size of the UK doesn't help either and we've been pushing our flights into more coastal tracts – with interesting consequences, as there are ➢

Exorcising schoolday ghosts



SINCE David Masson and I did our similar first UK 750s in April 2002, my idea of gliding fun has changed from expeditions, competitions and rushing around tasks in the best part of the day to long interesting flights with good company in the two-seater and with the radio switched off. Two years ago, my syndicate partner Nigel Stevenson flew a UK 750 with me as co-pilot, but the claim failed because of making a declaration to the secure logger in the air before start. My bad advice: we had rushed to get airborne before club activity stopped to launch the Nationals grid. I owed him one.

To digress, I grew up in County Durham and went to the Grammar School in Bishop Auckland, where my sporting and academic achievements reflected my singular lack of interest in both. The resulting lack of application was succinctly recorded in one year-end report by my PE teacher (and I quote): "He is a sissy". In 1960 my GCE results were delivered verbally in the headmaster's office and I can still hear Neddy Dean saying: "Well, Morris, you failed all subjects abysmally, as expected!" and my respectful reply of: "Thank you, sir." Within weeks I moved away from the north for ever, to follow my interests in aviation. Not surprisingly I've never been invited back as an "Old Boy".

During my final years flying the Airbus for BA, we operated the Heathrow-Newcastle route. I would occasionally look down on my old school, and contemplate soaring over it from the South of England as a final vindication that my attitude to classical academia, football, cricket and athletics was not such a failing after all.

But when it comes to choosing turning points, Bishop Auckland is now to the north of the Teesside Class D airspace and would require a significant diversion to get round (or radio chatter for ATC clearance, to which I have an aversion after 30 years of doing it at work). Nearby Staindrop, however, avoids both problems and offers a 760km out-and-return from Lasham. Incidentally, the UK 750km O/R speed record had never been claimed so getting round at any speed was the only requirement. Here was the only speed record that I stood any chance of ever claiming while possibly gliding over my old school – a double whammy!

We launched at 09.40hrs intending to tow to 3,200ft for the start. Cloud tops were already above that so we continued above them to 4,300ft, switched on the artificial horizon just in case and in the event weaved around the clouds to start at 4,000ft. This meant we needed to finish above 800ft. As I don't go in for marginal final glides this was very acceptable.

We passed Husbands Bosworth at 11.35, where there was a large grid of gliders waiting to launch. Were they waiting for it get soarable, or did they know something we didn't? We continued north regardless, but were then relieved to find an initially weak climb from 1,500ft agl to get back up to cloudbase at 4,500ft. Kay Draper, also from Lasham, was below us nearby in her LS8, dumping water, when we found the climb. She went on to complete her declared 750km. Husbands Bosworth did know something!

Passing east of Leeds at 12.35 I accidentally knocked off the power switch to the Nav systems, which includes the front logger. Frantic switching restored power but I noticed the artificial horizon was still running, the main battery voltage was down to 11.8, and the back-up battery not working. The power to the rear logger was then switched to standby to protect the front instruments, give overlapping traces and in the hope that at least one logger would keep going.

North of Doncaster the weather appeared different with drifting medium to upper level cloud, some wave interference from the Pennines and big, soggy, less reliable clouds. Further on it looked much better on the eastern side of the Vale of York towards Sutton Bank but I'd chosen the western side to avoid Teeside. In retrospect, looking at the trace, there were good climbs to 5,000ft but we had felt that 3,000ft was getting low. Perhaps it was the close proximity of the Pennines, although the ground below was only 85ft amsl. After a top-up to 4,900ft south west of Darlington we floated round Staindrop half an hour before my deadline of 15.30hrs. I could see Bishop Auckland but couldn't pick out the school. Going south, the sky was a bit empty for a while south of Newark but the cloudbase was then up to 5,500ft with the next climb and we trundled back to Lasham to finish at 1,000ft.

A very enjoyable nine-hour flight at a modest 87.25km/h and hopefully, subject to homologation, a 750km Diploma and UK record shared with Nigel in compensation for my previous gaffe.

Perhaps next time we can go further and faster but with a thermal climb overhead the school buildings and playing fields to finally lay the ghosts of worthlessness and failure at school. I won't expect to be welcomed back as a credit to the school, but I am really looking forward to gliding over it from Lasham, now that it is within my reach.

Bernie Morris

The first closed-circuit 750 from Sutton Bank

FOR about a decade pilots at Sutton Bank had been planning how to do the first 750km closed-circuit task from the site. The main problem would be having a long-enough soaring day to do the flight in thermals, with convection starting later over the Vale of York, and perhaps sea air incursion into the Humber cutting thermals off early. As a result, many of us believed that the most promising option would be a 750km in wave – a double out-and-return to turning points in the Scottish Borders.

However, many aborted attempts because of the difficult transferring between the Pennine and Cheviot wave systems, combined with the new P18 airway, proved that it wouldn't be as easy as first thought. Then in 2004, Derek Taylor, Paul Foster and Richie Toon flew thermal 750km flights from Sutton Bank, although none actually arrived back at the site.

Moving on to 2007, after leaving my job with BA Connect I decided to take the summer off to go gliding before starting work with easyJet in September. After weeks of very poor weather, conditions started to improve towards the end of July. On July 29 (the day before the flight), I had flown a 420km out-and-return at 94km/h. Bill Payton, flying from Sutton Bank, had managed 650km of a 750km triangle.

Conditions the next day looked even better, so



David Latimer and I decided to try 750km on July 30.

My 765km task (Newport Pagnell-Burn-Corby) was chosen so that I could fly in central England, away from the coast and also any controlled airspace. Conditions looked very promising early on, and after a half-hearted attempt to put some water in my Nimbus 3T, I launched at 09.20hrs, crossing the start line at 09.30. Cloudbase was already 3,500ft amsl with large amounts of cu forming; initially, I thought the day would overdevelop. Routing south, I was asked by Doncaster to remain east of the airfield, so I decided to use the power stations in the Trent Valley. The rest of the first leg was uneventful, and I turned Newport Pagnell at 11.49 for a leg speed of 105km/h, albeit with a 10kt tailwind. On the second leg the headwind proved significant, and I achieved only a paltry 78km/h up to Burn airfield, which I turned at 14.15. As I approached it a large amount of cirrus moving in from the north-east looked ominous; for the first time I wondered if the day would die early.

The leg down to Corby was straightforward. I achieved 113km/h, turning Corby at 15.28. The wind had shown no signs of abating during the day, and remained at 301/21kt. Running home on the last leg, I knew that provided the cirrus didn't thicken I should make it easily. My height band was between 3,500ft and 5,000ft ASL, with the odd cloud climb to over 6,000ft when I hit the good ones. I had decided early on in the flight that I would not repeat the mistakes of earlier flights, caused by pressing on too much and spend time grovelling at low level to stay airborne. Passing Doncaster on the way back, there were no commercial flights inbound so I was able to transit over the ATZ. A cloud climb to 6,400ft just north of Selby gave me an easy final glide back into Sutton Bank, crossing the finish line at 17.50 for an overall speed of 92km/h. David Latimer in his Discus had been slowed down by a couple of low points, and landed at Swinderby on the last leg for a very creditable 630km. Soaring conditions lasted for about another hour after my return, so in retrospect a flight of 850km would have been possible.

Andy Wright

People go on shorter journeys for their holidays

THE most difficult bit about tackling a 750km flight is getting your head around the idea that people travel less far to go on holiday. The next most difficult bit is preparation.

On Sunday, David Masson had given me the warning that Monday, July 30, could be on. I had almost got my 750 two years ago so I knew what I had to do and time had dulled the trauma of the whole experience so I was ready for another shot. However I wasn't very prepared. What about THE DOG? Ella couldn't sit with her legs crossed all day. Trish Emck came to my rescue, and totally understood how important this was for me.

I arrived at the airfield at 08.15hrs. The glider was already rigged so I put four cans of water on and put it on the runway. I was already about fourth on line. I had it in my mind to do a double O/R flight to the north, when David M told me he was setting GAI-POP-NAE. That'll do nicely. The time was racing by and before I was anything like ready Bernie Morris was telling me my tug was on its way. 09.40. Oh dear. Flap, flap.

By the time I was on tow I was starting to relax. Off tow I built up speed through a gap in the clouds to cross the start line and headed towards Basingstoke, easing back the speed to maintain myself at cloudbase, which was 2,200ft. The lift was already good and I weaved my way north



S&G

following the energy and topping up in the odd 3-4kts to maintain my height. By Brackley, cloudbase had risen to about 3,500ft and I was into a more typical climb/glide pattern. I missed a couple of climbs approaching Hus Bos and found myself down to about 1,200ft near Market Harborough, where I dropped half my water. A tractor working a field gave me 1.5kts, which I took gratefully, and this eventually blossomed into 4kts. By now cloudbase was up to about 4,000ft.

Towards Gainsborough there were some long gaps to cross and some significant sink in parts so I stayed high and rounded the turning point at 13.00hrs.

The run south was quicker with no low points, although by 15.00 passing Didcot I was beginning to feel quite tired: I couldn't imagine how I was going to find the energy for another 300km. I was also getting very HUNGRY. My sandwiches had disappeared behind my seat and no amount of contortion could retrieve them so I was surviving on Jelly Babies. I gave myself a stern talking-to and set myself some Jelly-Baby-rewarded targets.

After turning Popham at 15.30hrs I seemed to develop second wind (or it might have been the effect of the Jelly Babies) and knew I had enough day left. Back up near Didcot cloudbase was 5,500ft and the climbs were still strong with some 6-7kt averages, although there was more spreadout and some long gaps to cross. Naseby seemed to come up quite quickly: 17.00hrs and all I had to do was get home.

Cloudbase was over 5,500ft but the big areas of spreadout meant long glides and careful routing. South of Oxford I was on final glide (although I did take a wimpish top up at Goring to be fat and happy). I giggled to myself that I had done it.

You can't do this game without help and I am really grateful to David Masson for his undying attention to the weather, Trish for dog-sitting and my husband for being out of the way in the Europeans so I could have sole access to the LS8.

Kay Draper



Steve Lynn



Edward Downham

Reading 13's logbook is an education in itself, with its references to far-from-home locations such as the Humber Bridge (above), *Snowdon, Black Mountains* (pictured left under wave), *the Irish Sea (no, really), the North York Moors, Cromer in North Norfolk, Louth in Lincolnshire, Kielder Castle... the list goes on. "Another lap-of-the-earth flight" says one entry. The overall statistics in the text show it's almost not a joke*

often minor convergences and enhancement of conditions with no obvious sea-air effects; we've explored many of these areas and had very intriguing soaring results that contradict the "keep away from the sea at all costs" philosophy.

At the beginning of the task you can get some way down track by using the full 1,000m plus whatever you think you might finish at as a starting altitude: this can put 40-50km under your belt and allows starting 20-30 minutes before the first thermal, if you dare! Once soaring has begun, good progress can be made by dolphining in the weak, low thermals as they're often quite close together and line up early on, not always with the wind. We've found that problems sometimes occur if cloudbase goes up rapidly from mixing or progress into another area, leaving you unable to run so forced into taking difficult weak climbs, although this stage doesn't seem to last too long, thankfully. Once established it's a balance between extracting the best speed from the conditions without overdoing the risk; I tend to back off a little bit on a long flight as being stuck somewhere for even a short while will knock quite a bit off the potential distance left in the day: better to be slightly slower but consistent over a long period. Keeping hydrated with a normal blood sugar level is something we work hard at. On a two-seater about 45 minutes to an hour seems to be the optimum time on the controls before handing over; otherwise it's difficult to maintain the required level of concentration.

The end of the day is where you really need all your patience and stamina to complete the task but if you've burnt out earlier with too much effort or difficult scrapes, then it's easy to reject the critical climb or push off too soon. Something else we've learned to avoid is having the last TP too near the end of the flight as you might need to make significant deviations to stay airborne by then and these will probably not take you in the direction of that TP. Finally, as it's a distance flight, taking a decent margin over glide (if you can) isn't a crime!

For us, we still feel we are just scratching the surface of what could be achieved in the UK, given the right weather, right task and right attitude. We've had a few glimpses of what might be possible and are building up our stores of knowledge for when that day happens... The plain statistics for EB28 "13" since we got it are:

April to December 2006:
27,606km and 356hrs in 89 flights.
January to October 2007:
32,609km and 430hrs in 84 flights.
Total from 18 months:
60,215km and 786hrs in 173 flights.

Surprisingly, 2007 has produced a better haul of longer distances than 2006, even though it feels like the weather has been worse: 25 cross-countries of more than 500km including five more than 750km. 2008, here we come!

Harder going in 15-metre mode



S&G

FOR ME, July 30 was not a fantastic day! Lasham is just so well geared up for distance flying there were lots of pilots on the grid early and plenty of tugs. My launch was at 9.30 and the day was working already. I towed high and dived over the start line then pulled up and set off at max glide above the clouds. I love that bit: gliding out without having tried the thermals first and arriving at Reading at 2,000ft QNH just before 10.00hrs for the first weak climb. Tiptoeing past Booker, I was surprised the Booker boys still had not launched; they would normally be on task too, so perhaps the weather would not be as good as we thought. Just as the day got going it became tricky with spreadout; I doubted that the task was on. The first leg was painfully slow and so the whole day seemed for me, apart from a short part of the second leg and the beginning of the third. I kept on looking at my watch and comparing it with distance to go. I could not believe that despite feeling I was struggling I stayed on schedule for completing at 1930. Just before the last TP it was obvious the day was falling apart and everything would have to go my way for me to finish, but, I was on schedule and had to go on – there was no other option. I faced isolated climbs with big gaps so went into cloud short of Saltby, glid round the TP and back into cloud. I set off on longish glides from the top of one cloud climb to the next, following the usual end-of-the-day energy line down the M1 past Northampton and Milton Keynes to the Chilterns. I got a clearance from Luton to cross their new airspace and they were very helpful, but I still had to detour round the 3,500ft TMA. I then arrived on the sun-facing slopes of the Chilterns near Chinnor at 2,300ft QNH around 19.00hrs, where a long slow climb got me on to a final glide. I fell below it and had to top up again in the last thermal of the day for a comfortable run home. I found the day difficult and only enjoyed the last couple of hours and even then only in a perverse way in that I was battling against the odds all the way from just before the last turn.

Bruce Cooper

First 750s for club and pilots

Phil King and Martyn Davies describe how they flew their club's first 750s – from early winch launches on August 8

Phil Pickett



Martyn and Phil after their first 750s – the first from Stratford on Avon GC – in front of the winch that launched them

MY 750km, writes *Phil King*, started a couple of years ago with a road journey to Nympsfield. Several of us at Stratford had completed our 500km and were keen to take the next step, but 750km seemed daunting. So Mike Coffee asked Andy Davis's advice. Andy invited us to meet him in the Bristol & Gloucestershire GC clubhouse for a briefing and gave us an enormous amount of valuable advice. I came away convinced that, on the right day, I could complete 750km – thanks Andy!

My first attempt was in 2006 but I made several critical mistakes: I forgot to start the logger and had to go back and restart the task; I had to dump all the waterballast because cloudbase was above freezing level and I hadn't put any anti-freeze in the tail tank; I failed to deal with a patch of cirrus, got low, nearly landed out, and wasted 40 minutes; and I ran out of drinking water. Nevertheless I proved to myself that I could get away off a winch launch early and achieve a good speed in that early part of the day. I just needed another good day and better preparation.

So, when WeatherJack predicted a good day (thanks Jack!) for Wednesday, August 8, Dave Benton, Mike Coffee, Martyn Davies, and I got ready in good time and were ready for launch by 10.00hrs. In June or July we would probably have been able to launch up to an hour earlier, but that was not realistic for August. The forecast for South East England warned of showers so we debated whether Petersfield was achievable as our first TP. In a spirit of optimism we decided to stick with our planned task: Snitterfield, Petersfield, Tuxford, Lasham, and home again with a target of finishing by 19.30. Locally it was almost blue, but there were occasional wisps of cumulus overhead and good cumulus on the horizon. I took the first cable and contacted weak lift. With the good forecast and cumulus building down track there was no looking back – each time I hit decent lift I would take a few turns until the lift weakened and then press on downwind. I got lower than I liked near Enstone, but after that it just got better and better.

The task went pretty much to plan with streeting helping to keep up my average speed despite the headwind on the second leg. Tuxford power station wasn't an ideal TP – it appeared to be disused and surrounded by damp low-lying fields. For an upwind turning point I would rather have a reliable thermal source that I can turn at minimum height without too much risk of landing. In the event I got below launch height after rounding Tuxford and then had to make do with a 2kt climb. After that low point the third leg could hardly have gone better – although I was taken by surprise and had to dive off excess height when I arrived at the lower part of the Daventry CTA sooner than I expected. I raced down the streets, turned Lasham, and followed another street back towards Brize Norton, expecting to clear the top of the zone with plenty of height to spare. Near Abingdon at 17.45 with only 70km to go I thought I had the flight in the bag – WRONG! Suddenly the clouds immediately ahead were dying and further ahead there was spreadout. It was time to change gear and go carefully.

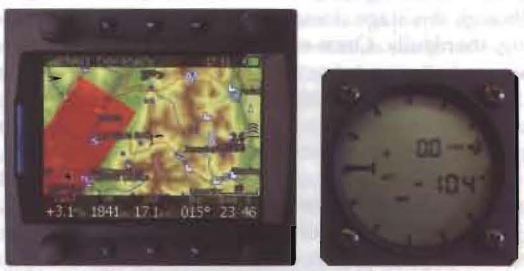
I had switched the radio off hours ago and lost touch with Martyn and Mike, so I switched it on again to find out how they were doing and warn them of the situation. In fact they were both close by and could see for themselves. In the event there was still good lift to be found and we all got back with height and time to spare. Mike was first back, but having fallen behind schedule he had cut the task short and his distance was only 681km. This beat the previous club distance record of 620km set

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by Dave Benton, so Mike held the record for about 10 minutes until Martyn and I got back and increased the record to 751km.

I wonder who will be first to do 1,000km from Snitterfield?

Thirty years to the big flight

Well, perhaps there is life in the old dog yet, *writes Martyn Davies.* I was born in 1942 – I will leave you to do the further mathematics! I began gliding at Lasham in 1976 on two back-to-back one-week holiday courses and I flew on a casual basis on the weekend between. I was hooked – but I knew I would be. I remember the chat in the bar being about Chris Garton's astonishing record distance (July 21, 1976 – see reprint in the August-September 2005 *S&G*, p38). I also remember being told that his glider was "that one there" in front of the clubhouse: if I remember correctly, a Kestrel.

I joined Stratford on Avon GC, which was then based at Long Marston, in 1977. My Silver was gained in 1978, Diamond goal in 1982, Diamond distance in 1999 and Diamond Badge in 2002. And, subject to confirmation, my 750km Diploma in 2007. So, I am sure you will agree, a slow learner.

On August 8, Phil King in an LS8-18 launched on our trusted Skylaunch winch, just after 10.00hrs and I followed at 10.07, also in a LS8-18, 543. (I hope Skylaunch will be acknowledging this advert – in hard cash of course!) We climbed to 1,200ft in the 14kt crosswind. Phil had established himself in a thermal close to Stratford on Avon and I, rather luckily, found a thermal closer to the release point.

We were climbing, if slowly, Phil with four barrels and me, rather more cautiously, with three. We joined each other over Stratford before Phil headed towards Shipston in the blue having departed Stratford at 2,000ft plus. Phil's impeccable judgement found us climbing slowly north of Shipston after which he headed for Enstone and climbed again, with me arriving later and lower. We proceeded towards Kidlington after which I found myself at 1,400ft. Phil was still higher – how does he do it? Over Oxford and under the first signs of cumulus I felt a little more comfortable at 2,300ft. Phil had pulled ahead and I did not see him again until much later. I was on my own so, what now? I headed east of Didcot at between 2,000ft and 2,600ft and, at last, settled into a positive thermal that propelled me to a little over 3,000ft at Goring. (My daughter works there, oblivious, of course, to the drama above.)

Travelling over the M4 in increasingly strong conditions I found my first 4,000ft thermal over Odiham. It was a pleasure to see Lasham to the west and indeed to have the confidence to sightsee because of the conditions ahead. Alton came and went on my way to Petersfield and shortly before the turning point I passed Phil heading north on his second leg. I took a moment to view the stunning spectacle of the Solent, which I very much enjoyed. I turned PTF at 12.07hrs at 3,700ft somewhat ahead of schedule, no doubt helped enormously by the 14kt north-north-east tailwind.

My concern now was the headwind on the 250km leg to Tuxford power station, roughly abeam Lincoln. In the event, my main worry as I headed west of Reading was the thinning cumulus. Good news, however. The cu was consolidating as I approached, and it continued to do so all the way to the east of Oxford, where I enjoyed a very good climb. What a difference to the conditions here on the first leg. Next was Bicester, followed by Northampton at 14.05. Now, the 14kt headwind played its ace card in my favour: cloud streets on track. I relaxed, and thought, for the first time, that, with a lot of luck – no point relying on my skill – the task might be a possibility.

'I enjoyed the luxury of that needlessly high final glide with the prospect of a successful end to my longest flight – and a cup of tea'

Approaching Tuxford (TUX) the streets were thinning and longer glides were necessary. I was delighted to turn TUX at 15.22. I looked forward to both the 14kt tailwind and the cloud streets being in my favour. Great this gliding! I enjoyed excellent conditions to Northampton but the glides became longer with less satisfactory lift on the way to Thame. To the west and south of Thame I had for the first time, to respect the 4,500ft alt lower airspace limit. But, the thermals were strong and I enjoyed the stronger conditions plus the benefit of the higher airspace the closer I got to Lasham.

I turned Lasham at 17.25, ahead of what I had felt would have been my last possible arrival time of 18.00hrs. Heading north, I went west of Reading although I knew that the 4,500ft lower limit might frustrate progress. But, it was not the 4,500ft limit that was the problem, although the thermals were going to that height, it was the absence of strong thermals. As a consequence I made slow progress on a track to the east of Didcot until I reached the east of Oxford where, once again, I enjoyed a good thermal to 6,000ft. But conditions looked decidedly tired towards Bicester. The alternative was the scrappy clouds to the west with long distances between them. I decided upon Bicester, where dark clouds appeared to be embedded in the spreadout.

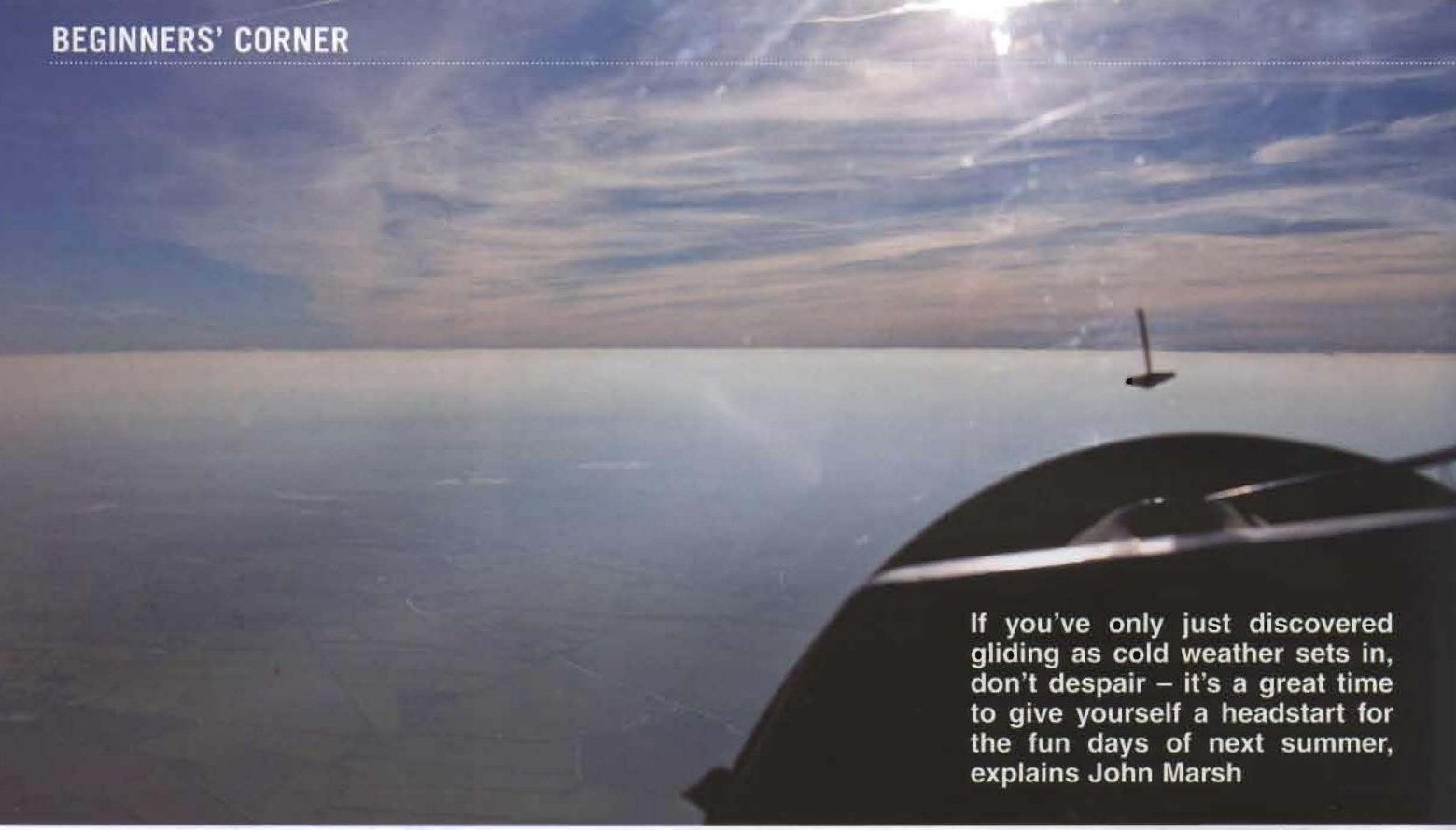
One welcome advantage at this time was the reduced wind speed, which had been forecast. The LX 7000 was displaying 9kt of head wind. Unfortunately, the cloud at Bicester was of little use but half-way to Hinton in the Hedges I managed to climb slowly to 4,500ft. At this point I heard Phil in the Edgehill area, stating that he was climbing slowly at 2,600ft.

I headed to the only sun on the ground within reasonable range of a required ground track to Snitterfield. Beyond the sun-lit ground were dark clouds embedded in the spreadout in the direction of Snitterfield. The sunny ground turned out to be between Banbury and Shenington GC.

This decision worked. Over the sunlit ground I found a magical 1kt climb, which increased with height to more than 2.6kt – very much the best lift since leaving Oxford. This thermal would get me home. My spirits were high. I left the thermal at 4,000ft with a predicted arrival height at Snitterfield of 1,500ft. I enjoyed the luxury of that unnecessarily high final glide with the prospect of a successful end to my longest flight – and a cup of tea.

My flight time was 9hrs 18 minutes. When I landed, Phil told me he had landed 18 minutes earlier. We had accomplished our first 750km flights and Phil's was the first 750km flight from Stratford.





If you've only just discovered gliding as cold weather sets in, don't despair – it's a great time to give yourself a headstart for the fun days of next summer, explains John Marsh

www.blacknosugar.com

Don't waste your winter

OKAY, so you're hooked on gliding and your pre-solo training is going well. Already, you've got your eye on that sleek single-seater, but no doubt, as you are reading this, it's dark, wet and cold, depression has set in, and you feel a dose of SAD (seasonal affective disorder) coming on. Fear not! Although the public perception of gliding may be of a few wood-and-fabric gliders being blown around in the wind on a hot summer's day, you'll be pleased to know that gliding is, in fact, a year-round sport.

Most gliding clubs fly throughout the winter months, although flight times (if your local site is a "flat" one – away from hills or mountains) will be limited, to say the least – minutes rather than hours. However, the most important thing about not only learning to glide, but also being any sort of pilot, is currency – and the same considerations apply to a 747 pilot as to you.

Perhaps I should explain. Currency has nothing to do with the loose change in your pocket, or how much you'll have to fork out for a week's holiday on the Costa Packet: to a pilot it is much more important than that. Let's assume that, yesterday, your beloved came home with a flat-pack cupboard from Ikea. It took you hours to assemble, didn't it? However, so impressed was She Who Shall Be Obeyed that the next day she came home with another one. Now, wasn't that much easier to put together? You even had time to get down to the local pub before closing time. Your brain was still switched



Mike Smith

on to "Ikea cupboard" mode. It's just the same when we fly. If you had a launch failure yesterday, then another today (and you might!), then instead of having to ask your brain cell "what do I do now?" the required information is on top of the pile. But if your previous launch failure was, er, well, months or years ago, the brain has to trawl through goodness knows how much information – including Ikea cupboard assembly – before it comes to the launch failure/flying file, by which time it's all a bit late, if you get my drift! The same applies to any flying task – if you're in recent practice, it's all so much easier.

Another advantage of learning to fly in the winter is that on those crisp cold mornings, the air is calm and smooth. So for all you would-be pilots who are struggling with an aerotow and finding it simply impossible to keep in line with the tug, training on a cool, calm morning will help no end. No longer will you have to contend with thermals rocking the glider's wings about. Even any weak thermals that got up as early as you did won't be in the least bit interested in propelling you skywards. (Just keep the glider's wings level with the tug's and relax. The towline will slowly pull the glider back into position, but you MUST keep the wings level with the tug's. Flying lesson over!)

Talking of thermals brings me round to fashion, and I don't mean the latest flimsy see-through thingy worn by Kate Moss, or Giorgio Armani's latest creation. No! I'm talking about what to wear when you're standing around or flying from your chosen site. Just like learning to glide, it's all down to preparation. Of course proprietary clothing is available for the would-be glider pilot. However, you don't need a second mortgage to stay warm. Why not do as I did? I bought a ski suit (mine was in a summer sale – bargain). Now I stand around the airfield in my own mobile duvet, wearing very little else underneath. Hats? Oh yes, you'll need a hat! Not, I hasten to add, one of those hats you wear in the summer. Oh no, we're talking woolly hats here and the one that Aunty Flo knitted you will be fine. Once again, I have a thermal type used by skiers. Take a look around any camping or hiking shop and they generally have a good choice of inexpensive thermal-type hats available. Footwear? Trainers are OUT in winter for snowy, wet, muddy, grass airfields! Adequate walking boots don't cost the earth and are worth their weight in gold. Hands?



It's a personal thing, but I don't wear gloves when flying – they lack feel – but if you can get hold of some military spec. gloves, they are perfect. Ordinary gloves can lead to disaster: trying to pull the release knob with the wrong type of gloved hand can cause an accident as it slips through your fingers, so be warned.

Okay, so now you are dressed for –20°C and a 20-knot wind. What might you have forgotten? You're suitably dressed on the outside, but what about inside? You need some porridge (not the Ronnie Barker type – you're not going to get locked up because you haven't soloed after 30 flights). A warm breakfast is a MUST and, for me, porridge is an ideal winter pre-flying breakfast, easy to prepare and easy to eat. There we have it: you're warm inside and out too.

Now the flying bit. Here are a few dos and don'ts for winter flying:

Do make sure you are adequately prepared for what is in store. It's far better to look a bit of a plonker in Aunty Flo's woolly hat and a second-hand ski suit from a charity shop than to be too cold to learn.

Do make sure your instructor is aware of your progress (or lack of it). An up-to-date logbook is a must.

Never take up slack with a misting-up or a misted-up canopy, thinking that it will clear. Trying to take off with a canopy in that state is just asking for trouble.

Never take off with wet wings. Not only does it alter the designed aerofoil section, but the stalling speed increases.

Don't apply the wheel brake without first considering the state of the ground. Wet grass, or worse still ice and snow, can easily cause the glider to groundloop.

Don't be afraid to ask questions. There is no such thing as a stupid question. If in doubt, ask!

So, to summarise – winter flying is FUN! It keeps you current and is an ideal time to learn to glide. Who knows? You could be solo by springtime, ready to take advantage of the abundant thermals around your field.

Next issue – you're solo but fed up with short flight times. There is an answer to this, even in the winter!





Opposite page, top: *the still air above a winter inversion is an excellent place to learn accurate handling skills;* Opposite, below: *approaching a snowy Sutton Bank;* This page: *two-seat flying in the snow at Yorkshire GC – wrap up warmly and enjoy...* *(photos: Mike Smith)*

Up and away on an Air League award



Devin Giddings of Nottingham University GC explains how a flying scholarship helped him towards a long-standing goal

THE story began last year, when a friend at Nottingham University Gliding Club started raving about a scholarship that he had received to do some aerobatic flying. Quizzing him about it, I found that it came from an organisation called The Air League. The Air League Educational Trust is a charity that encourages young people to get involved in aviation. Each year it awards flying scholarships, amongst which are some specifically for glider pilots. These come in three flavours: cross-country, aerobatics and Self-Launching Motorglider (SLMG).

Having got into gliding through an interest in aviation, it has been long-standing of mine to get a pilot's licence. Naturally, then, I decided to apply for the SLMG scholarship, with the aim of using the hours towards a National Private Pilot's Licence (NPPL). When I was awarded a scholarship for 15 hours' flying I was thrilled.

Just to clear up the jargon for anyone who hasn't ventured over to the dark side, a brief explanation as to what an NPPL and an SLMG are. As I understand it, a decade or so ago, many European countries decided to simplify flight-crew licensing by harmonising them into a single licence under the Joint Aviation Authorities. Predictably, the result was so cumbersome and prohibitively expensive to general aviation that many countries then decided to introduce their own restricted national licences to complement it. The NPPL is Britain's.

One of the really nice things about the NPPL requirements is that with a Glider Pilot's Licence, which you can get from the British Gliding Association once you have a Bronze Badge and Cross-country Endorsement, you can drastically reduce the hours of training needed for an NPPL.

The term "self-launching motorglider" sounds pretty self-explanatory, but the definition actually covers quite a diverse range of aircraft. While the true SLMGs are those neat sailplanes with pop-up engines, touring motorgliders (TMGs) also count under the same licence. These are things like Falkes with fixed mounted engines, and from looking at the two kinds of aircraft you wouldn't think they had a lot in common. If you wanted to save fuel, you could turn the engine off in a TMG and go soaring, but with that big drag-producing windmill up front you can expect performance worse than a Skylark. Really, these are fun light aircraft, which have the benefit of having an extremely reasonable (and affordable) fuel consumption thanks to their high efficiency. They are happy to operate off grass strips and are generally welcome at gliding clubs. Several different places to train were offered – none of which I had been to before. In the end I elected for Bicester (Windrushers GC) as I have some friends who fly there; they said not only is it a very friendly club and a nice site, but the train station is an easy walking distance away. This is very important when you depend on public transport to get about! I was well advised, and found Windrushers to be an extremely friendly club; I very much enjoyed flying there.

Most of my training was done in the BGA Rotax Falke, which lives at Bicester. My only previous experience with a motorglider had been in a T-61 Falke, an aircraft that never fails to surprise me by getting airborne! Despite the similar looks and shared heritage, the Rotax Falke and T-61 are hugely different beasts. The 100hp Rotax engine gives it a lot of oomph, and after a bit of fiddling with the variable-pitch propeller it can be pretty nippy, and at only 3.5 gallons per hour's fuel consumption, too. It even has enough power to perform aerotows. Handling is nice and stable, reminding me very much of a K-21 – albeit much noisier!

'I had only ever seen a slide rule in a museum before, and had no idea how to use one'

Bicester arranged for John Giddins to do my instructing. Despite our confusingly similar surnames, we aren't related. That didn't stop people from asking me whether he was my grandfather, though. John was an absolute star, and was really fun to fly with. Not only did he somehow manage to rustle up two fantastic weeks of weather, he also arranged for other instructors to take my tests, and borrowed another Falke so that I could do my solo flying. Thanks to this, I was able to squeeze all the flying I needed to do into the scholarship period.

One navigation exercise was particularly notable, thanks to some Eurofighter Typhoons doing formation flying along the Vale of Aylesbury. You get a better view of them when you are in the air, especially if

Awards in 2007

Flown at Booker GC:
Luke Cooper-Berry – Aerobatics

Flown at Lasham Gliding Society:
Laurie Gregorie – 5hrs motorgliding
Josh Hurley – Cross-country training
Annabel Marriott – Aerobatic
William McLeman – Cross-country training
Fiona Smith – Cross-country training

Flown at London GC:
Shaun Mclaughlin –15hrs motorgliding

Flown at Midland GC:
Hannah Best – Aerobatic
David Gethin – Aerobatic

Flown at Windrushers GC:
Devin Giddings – 15hrs motorgliding



Left: *Devin Giddings in the BGA Rotax Falke at Bicester and* (above) *his instructor, John Giddins*

they decide to come over and say hello! I am still ruing not having taken a camera with me.

The biggest surprise of the training was finding out what powered pilots considered a flight computer to be. Expecting something akin to the fancy PDA and GPS based electronic systems that I see adorning glider cockpits, it seemed somewhat backward to be still using a circular slide rule, nicknamed the "whizz-wheel". I had only ever seen a slide rule before in a museum, and had no idea how to use one. After some amount of head-scratching, it turned out to be not really so difficult. The basic method I figured out is to spin it round like a wheel of fortune, hope you get the right answer, and then use a pencil and paper instead.

People always say flying solo for the first time is one of their most memorable experiences. Well, the thrill of doing a "first solo" in a motorglider was in no way diminished by having already had a true first solo; it was just as good the second time round. As I am sure others will confirm, I had a cheek-to-cheek grin for many weeks afterwards.

All in all, The Air League made it possible for me to achieve an ambition that otherwise would have been well out of reach to me for a long time. The League deserves support for the good work they do. If anyone thinks their company or as an individual they would like to assist other young people to gain experience of flying, please contact them directly via *www.airleague.co.uk*. If you are interested in applying for a scholarship then see the inside front cover of this issue and *www.airleague.co.uk/scholarships.html* Application forms for the next set of awards are available from December 2007.

I would very much like to thank The Air League for their generous scholarship and John Giddins for his great instruction.

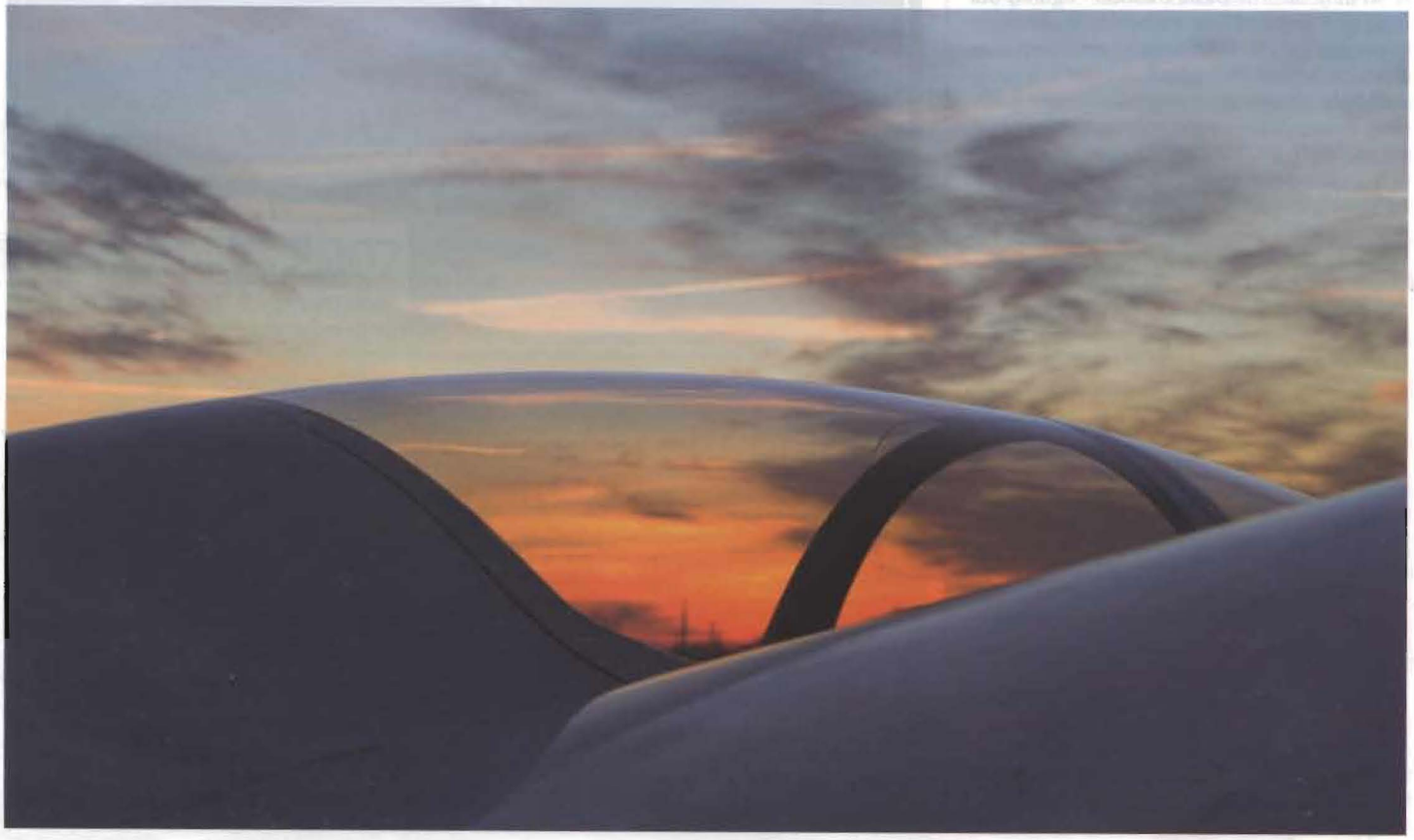
Devin has been a member of Nottingham University GC for four years. He soloed in 2006, and is a Bronze Badge holder with 55 hours under his belt











At the ends of the day

THE quality of light in the morning and later on in the afternoon can offer great opportunities for photographs. Why not try it this winter?

Above left: *LS6 landing at* Octoberfest, *Feshie* *(Gary Brightman)*

Above: *Dunstable K-21s in an early morning queue* *(Tom Pridgeon)*

Right: *Parked up during the Wolds two-seater comp* *(Bob Holroyd)*

Below: *Afternoon sun and wave clouds from 6,000ft* *(Jon Hart)*

Left: *And we finish with another Pocklington sunset* *(Geoff Davies)*

If you'd like your (previously unpublished) photos to be considered for this gallery, please email editor@sailplaneandgliding.co.uk





The secret of life

Wendy MacPhedran describes the OLC Symposium, where her partner John Williams won its *Flight of the Year* award and revealed what makes him tick



Steve Longland

WHAT is the OLC? A competition? An organisation? THE German gliding organisation? I'm still not quite sure, but it's clear that the gliding community in Germany knows what it is and what it does: they turned out in their hundreds for its annual symposium and award ceremony in Gersfeld on October 27.

The OLC (Online Contest) Symposium took place at the "village hall" in Gersfeld's Schlosspark. It was heaving with pilots of all ages, most of them men, and there were tables exhibiting sponsors' products and services. There was a casual and festive atmosphere, people smiling and engaging in friendly conversation. Unsurprisingly, the crowd lingered around the jet-powered 304 Shark. HpH Sailplanes' representative jovially demonstrated its engine in the park outside. Yes, it is quite loud, and I cannot imagine how a glider would behave with one of these engines strapped to it. It made quite an impression on those watching.

The Online Contest is the brainchild of Reiner Rose and it was he who called the group to order as about 200 pilots, most of them German, filed into their seats. He and others from the OLC made several presentations, including a report on mental conditioning for pilots, a review of the past OLC year, and a description of new features for 2008. When Klaus Ohlmann took the podium, there was a hush in the room; the constant noise from the back evaporated as people avidly listened to his descriptions of his gliding activities in France and Argentina. I fear John may be considering a crash course in Spanish (Klaus says you need it to talk to controllers if flying in Argentina).

As John's Easter Sunday flight *(see S&G, August-September 2007, p31)* had been awarded the "OLC Flight of the Year", he was asked to give a 20-minute presentation of the highlights. In true John style, he began with a numerical quiz demonstrating the tiny size of Scotland compared with the main countries represented at the event – not that he was trying to make a point about size mattering! As the photos of Scottish wave were shown on the big screen, the audience seemed to become more focused, with many of them starting to lean forward in their seats. When he showed the trace of the Easter day flight, followed by the slides of his twin 660s and twin 770s, they started to laugh out loud in disbelief at his audacity. When John described his two east-west flights over and between the North Sea and the Hebrides *(see map, above)* there was applause. He went on to describe how he spent 30 minutes of one flight on a coastal ridge at less than 1,000ft and was rewarded with cheering. I think at that point they thought he was completely bonkers. His photos of "typical" Scottish flying conditions (solid cloud cover *underneath* you) brought increased shaking of heads, and his picture of a cloud tunnel *(see October-November 2007, page 34)*, elicited loud "ooohs" and "aaahs". By the time John ended with his own personal motto, a quote from Henry Moore (at 90), they were cheering and whistling loudly: *"The secret of life is to have a task, something you devote your entire life to, something you bring everything to, every minute of the day for your whole life. And the most important thing is – it must be something you cannot possibly do!"*

Afterwards, I asked Gerhard Marzinzik, Associate Editor of *Aerokurier*, how he thought John's presentation was received. He was very happy with the response and said that many German pilots did not think it was possible to fly above solid cloud nor over the sea. John has apparently opened up new possibilities for the German gliding community; I guess we can expect visits from mainland European pilots looking to explore Scottish wave and water...

The only remaining question is whether John next visits Gersfeld via Lufthansa or in his Antares. Hey, soaring from Portmoak to Gersfeld – that's impossible, isn't it?

If so, it's probably already in his logger!



Above: *map of John's east-west 1,000km in September 2007 – for the full story, see opposite*

Left: *OLC dynamo Reiner Rose, left, with John at the Symposium after the presentation of an award for his 1,200km north-south flight in Scottish wave last Easter Sunday "John and I," adds Wendy, his (non-gliding) partner, "would like to thank Gerhard Marzinzik, Reiner Rose and our OLC translator, Hans Nießlbeck, for their warm and generous reception" (photo by Gerhard Marzinzik/Aerokurier)*

Coast to coast – and beyond

Scotland too narrow for your 1,000km? No problem. Just invent a turning point – "North Sea 1" will do – then fly there via the Hebrides. At least, that's what John Williams did in wave to earn his water wings



Photos this page: John Williams

It's tough being an editor. No sooner do you persuade someone to write up his "big flight" and go to press than the inconsiderate pilot (showing no concern at all for publishing schedules) goes out and does another...

So, having featured John's twin 750s in the October-November S&G (p34), the obvious punishment was to demand more words and pictures on his latest exploit: 1,016km in wave via two distinctly marine TPs

Top: *in his 20-metre Antares, John heads for land from his new TP, North Sea 1, using the wave bar on his left*

Below: *John's view included a ship under his wing – tiny from more than 8,000ft above the waves*

These photographs were taken at the eastern end of the task – John was far too busy concentrating on the soaring in the west, he says, to think about pictures



IT'S BEEN a huge privilege to be able to explore new places, try big distances and achieve faster speeds as we continue to learn more about Scottish wave. Good days are rare (though this year they've arrived like the proverbial buses) and it's vital to spot them in advance. We study synoptic charts, ponder the position of the jetstream and stare at satpics. With luck that gives a 50:50 success rate, so any new prediction gets our full attention. Blipmaps are intriguing and the 4km versions sometimes show patterns that look suspiciously like wave bars.

Portmoak's cross-country course week was due to start on September 10 and we met on the evening of the 9th to plan tasks. A great mixture of tasks was discussed, from Silver distances through 300s, 500s and a 750. I'd noticed that the blipmaps were showing what looked like north-north-westerly wave running out into the North Sea. Previously we'd thought that Scotland was too narrow for an east-west 1,000km task. Maybe going seaward would solve that problem and BGA Ladder rules now allowed a start and finish on the leg... That's how the new TP "NSE1" (North Sea 1) was born, nothing more than a set of round-numbered co-ordinates (N56:45:00 W002:00:00) about 25km north-east of the shoreline at Montrose. It enabled a coast-to-coast declaration of DKD-NSE1-BSS-NSE1-LBU-DKD for 1,016km.

On the day the first part of the flight was worryingly uneventful; the seaward part would have to be tried after all. At the coast the wave bars seemed to lose structure, but the rafts of cloud offshore did have fracture lines that hopefully marked some sort of lift. Crossing the coast at 09.12hrs local time at 8,800ft I reckoned that I could push out a bit and turn back if there was serious sink. As it happened I climbed 1,000ft in the first 10km, and turned the TP still above 8,000ft before regaining land north of Arbroath at 9,000ft. So much for finding sink!

The mandatory sink and associated sphincter-clenching were instead reserved for the west end of the task over Mull. The wind hadn't veered to the north as much as we'd expected and it was only just possible. Then a repeat of the earlier experience: great running in the middle of the country, a simple run out over the sea (even finding 2-3kts up some 15km offshore) and another scrape over Mull to turn Lochbuie and an ever bluer sky to the finish at Dunkeld for a time on task of 7hrs 10 minutes.

That same day Pete Gray completed his 750 out of Aboyne, turning Bunessan – only the fourth pilot ever to reach that TP. Colin Hamilton from Portmoak also did his 750, turning Strontian (the first time it's been declared and turned) and getting into sector for Crinan by overflying Jura, climbing above the great whirlpools of Corryvreckan. Vic Leitch and John Riley from Portmoak did Diamond goals in a spirit of intense rivalry founded almost entirely on age difference!

What did I learn? Blipmaps can be great; beware of daft declarations (you may have to fly the task); and, above all, watch out for that *S&G* editor – plan your flights so as not to mess up her press dates!



Getting the most from

Mike Fox, the BGA National Coach, outlines why flying in competitions is a good way of learning more and having fun

YOU may have just finished reading the previous *S&G* with its usual raft of competition reports that always appear at the end of the racing year. Love them or hate them, they do show that lots of pilots get loads of fun out of competitions; and it seems their popularity is increasing.

So what are competitions all about?

Whatever competition you fly, initially the emphasis will be on learning. Many pilots don't fly competitions because they think that they may feel embarrassed when they are well down the score list for their first few comps. On the contrary. You will probably find that pilots nearer the top are remarkably open about their techniques and experiences. There is nothing better than flying a comp with good pilots – it may feel intimidating at first, but you will learn much more.

New competitors are normally amazed by what they can achieve in a competition. Never before has it been so easy to "go for it". Often startled by the tasks that are set, as a new competitor you have no excuse for not having a go! And why shouldn't you? You have tasks set, NOTAMs checked, a weather presentation, and the organisation and your crew is there to assist should you land out or need any help. You will have a glider available all week, and probably food and a bar laid on. You will have no problem jostling for a launch, because a grid of gliders will be set up with loads of tugs to get you on your way. Normally when pilots "dabble" in a first comp, they carry on to fly them for many years – because it improves their flying so much and gives them a measure of their standard of flying. If you fly a BGA-rated "nationals", you will be ranked in the Fédération Aéronautique Internationale (FAI) system – you can then compare yourself on a worldwide scale!

So, what are the options for getting into competitions? There are two broad types of competitions – rated and non rated.

Rated competitions include most regional competitions ("regionals") – for example, the Northern Regionals, Midland Regionals, Lasham Regionals, and so on – as well as most of the National classes – 15-Metre Class, 18-Metre, Open, Club, Standard and Junior championships. Rated competitions are flown in accordance with a fairly rigid set of rules, the BGA Competition Handbook, which is amended each year and can be downloaded from the Association's website at www.gliding.co.uk Each one has a held start, where the whole competition is launched before anyone is allowed to set off on task; the start area is a semicircular sector with a maximum height. Tasks in rated comps can be two types: "racing tasks" are a conventional race, where the winner is the fastest around set turnpoints and an "assigned area" task. With the latter, you have some freedom to go wherever you want within set areas, with the aim of going as far as you can in a given time.

For both task types, though, strict penalties apply for things like unauthorised entry into controlled airspace or exceeding start heights, and finishes are closely monitored. Safety is paramount – arrogance or showy flying is not tolerated, and as well as penalties there is a Pilot Safety Committee, made up of experienced competitors, established at each competition to 'have a word' if a pilot is perceived as in any way unsafe.

Rated competitions are all run with the primary long-term aim of identifying the next members of the various British Gliding Teams. If you do well in a regionals, you may earn a rating to enter a popular nationals.

Non-rated competitions include your own club's task week, the Inter-Club League, Competition Enterprise, and the Two-Seater Competition at my home club – Wolds. These don't fit into the FAI hierarchy, but they are a great way to learn competition techniques and are lots of fun! They have their own sets of rules, though the scoring system is usually based on distance. Some are very simple, some may vary from day to day. For example, Competition Enterprise may have you collecting horse racecourses one day, and simply flying as far as you can on another. Others are based on the rated competition rules, with different scoring systems and often non-held starts. A stalwart of the rated competition scene may contend that some of the "lax" rules of the non-rated comps make the contest unfair. Interesting to note, though, that pilots who do well in rated comps also seem to compete admirably in these fun comps.

So what kind of glider do you need to fly a competition? Anything goes, really! In the rated regional, Club and Junior contests, results are handicapped for glider performance – so you can fly anything (although the Club Class Nationals has a top performance limit). The main limiting factor will be the length of tasks being set. If for instance a 500km is set in the Club Class (a rare event), you are unlikely to complete the task in a K-7, so you will not get any speed points, reducing your overall placing. But you could fly Enterprise or the Two-Seater Competition in this glider, and hope to do well, because the rules let pilots of lower-performance



your sport

gliders fly shorter tasks. I attended a French two-seater competition this year, and was astounded when K-7s and Capstans got round 350km tasks in English conditions!

However, when it comes to unhandicapped nationals, you are at a distinct disadvantage if you are not flying something reasonably modern. The rules as to the specification of the aircraft in the various classes are to be found in the *BGA Competition Handbook*.

A typical day at any competition might start by rising at around 08.00hrs to rig and have breakfast. Briefing is normally at around 09.30 to 10.00, where you will receive all the information required to fly the day's task. The organisation will give you a first launch time, after which you must be ready to go. You then tow out to your pre-allocated spot on the grid and wait to launch. After that, fly the task and get back in time for beer and medals! At least, that's the theory.

If cross country flying isn't your thing, you could get yourself some training and enter an aerobatic contest. Details can be found at *www.gliding.co.uk/bgainfo/aerobatics/competition.htm*

So why not give competitions a whirl next year? The UK is one of the most successful nations in the world when it comes to racing gliders, so doing well in a British competition really means something on a worldwide scale. If you hit the weather just right you will make the most of your week – the organisers will try to get a task out of every day. If you're an instructor, you should be well on your way to the solo hours requirement, or more, and you will learn a lot to pass on to your students, too. All you have to do is pick a comp, find a crew and enter!

If you have any queries about getting into competition flying – don't hesitate to drop me a line at *mike@gliding.co.uk*



Above: *the grid at 2007's Club Class Nationals at Lasham. BGA-rated nationals can be seen as the elite end of racing, with top pilots going on to represent the UK at international level. The Club Class, as well as having world-beating pilots to race against, is restricted to older and thus cheaper types of sailplane. This offers a more affordable option if you can't stretch to a new hot ship in one of the other racing classes* (www.blacknosugar.com)



Above right: *non-rated comps extend your flying while you have lots of fun and experience a wider range of tasks. Here the Mynd's Mike Rogers enjoys wave in Duo Discus 494 at this year's Competition Enterprise. It was meant to be a 100km ridge task but they got to 15,000ft in wave then glid round in 44 minutes, coming 5th!* (Mike Greenwood)

Right: *the smiles say that two-seater comps are another fun option – Mike Fox (left) in Peter Redshaw's Capstan* (John Burdett)

Day one – of one

Gaggle – *noun: an often noisy or disorderly group or gathering.* It must be the Juniors, says Charlie Jordan, reporting from a rain-drenched Tibenham



Laura Cameron



Matt Waters

Above: Charlie Jordan with his "Ferrari Discus" (HXH) and, left, the grid on one of eight non-racing days

Having never before seen a contest launch, my dad likened it to the Second World War – "off the heroes went, some not to return", as he stood on the enormous airfield of Tibenham, which many years ago was home to B-24 Liberators of the US 8th Air Force. The heroes (?) this time, were none other than Britain's junior glider pilots... and we arrived in force.

Last year, when I agreed to write this, I hoped to be reporting a full week of flying – 'summer' scuppered that idea. However, it takes more than rain to put a dampener on the most energetic competition in the British calendar. It is so hard for a comp director when the weather just doesn't play ball, and the first day was duly scrubbed. 'Wetterjack' said the next few days looked dubious, but was hopeful for clearances midweek.

And so we returned to briefing on the Sunday. We tripped over our jaws when we saw a task sheet being handed around. Were they serious? Apparently so, as we trundled down the runway, gliders in tow. It proved a great vantage point for viewing the ever blackening sky and, not long after someone said "this is going to get sparky", the North Sea fell on Tibenham. Fleeing the grid, we crossed the Norfolk Sea by all possible means – Peter Hibbard tried swimming, everyone else went by car. An hour or two later we poked our heads out of the club-house at the flotilla of trailers. A short break in the weather was enough time to get the gliders away, and retire to the bar.

I believe it was this night that 'Spider Pig' made its first appearance in the form of Eric Hibbard (notice any trends here?), and was rewarded with a bucket to clean his foot-prints from the clubhouse ceiling. Tim Davies did an excellent job of rewarding people for doing stupid things – not hard at the Juniors. Monday's stars were Steve Pozerski's crew who, having been warned not to drive in the camping area as they would get stuck – did it, got stuck and covered a caravan in mud.

On Wednesday we had our first racing task. Preceded by an excellent talk from Mike Fox and the British Team about speed to fly, the first TP was Ipswich, where we all stopped and went go-karting. This proved to be excellent entertainment, as you would expect from flying-starved glider pilots. The driving was impressive, with the kind of competitiveness seen only in junior glider pilots. Just 72 laps later, our day winner was Ollie Barter with 20.952 seconds.

We feel a good day coming but in the meantime head back to the bar, which we suspect the Wormingford contingent haven't left since Sunday. Wormingford doesn't have a bar, so they feel driven to make the most of every opportunity, as is evident from Eric, who (despite being cable tied to a chair) still managed to finish his pint.

Friday marked the seventh scrubbed day in a row. Directors Tim and Ray were placed on Suicide Watch. Alex O'Keefe and Peter Hibbard had a mid-air collision, resulting in a written-off Focke Wulf 190. Model shops in Norwich will have good profits, as the skies above Tibenham filled with flying foam. Due to the lack of real flying, there were many day prizes to give out. Tim resorted to 'random' awards, such as "lady pilot most willing to sing at briefing" – Fran apparently showing the most promise (which she was later to repeat in the air). The stress was showing, our smiles became slightly crooked, even Wormingford left the bar. We had to fly soon... and then it happened – sun shone through a gap in the clouds! On Friday evening: blue sky. The bar was empty.

'There were 23 landouts and, under testing conditions, airmanship was exemplary'

"Rig and grid before briefing!" rang out on the Tannoy, as sun illuminated the inside of my tent. We arrived in briefing with maps, pens and a certain amount of anticipation. The task was 198.7km, launching at 13.15 into a blue sky. The thermals were weak and low, the gaggles large. It was hard work, and some had already taken relights. Around 15 minutes after the start gate opened, I got tired of flying in the gaggle and made a start. At the first thermal, I turned to see a few gliders following suit. We had broken away, and with the help of 70 and 424 especially, we kept some momentum. Around 20km down track we encountered a low spot, and the gaggle halved, with some choosing to land out here. Four of us kept going, reaching Bury St Edmunds, where with the sky dying we joined Mike Collett and Simon Barker at Rougham airfield. A grand total of 35.4km was enough to be the furthest flown on the day – but not enough to get past Y.

All six of us aerotowed back to Tib, with Mark Holden, day "winner". There were 23 landouts, and under testing conditions, airmanship was exemplary.

A cold front went through during the night, and Sunday morning looked more promising – for a start, there were some white fluffy things in the sky! The first launch was at 12.15, with gaggles much smaller than the previous day. My lack of patience got the better of me, and I set off at 13.26. The first thermal I reached gave me a leap of confidence, with 4kts to 4,000ft. From here I could see a number of routes taken to reach Six Mile Bottom, with folk staying in small gaggles as the south turned blue.

At the TP, I skipped a gaggle and set off towards Rattlesden. Soon enough I was in a bit of a dead patch and looking for that elusive climb. There were quite a few gliders around now, and I knew some had started after me. Must push harder! I kept trying to break away from the gaggle, and just before Rattlesden I hooked up with SH2, X8 and T19. The climbs were still strong in places, but the momentum was not what we'd begun with. The final TP was Honington and then we set off for home. The other gliders were slightly higher than me and had a faster final glide, but with Tib coming into view, the taps opened and I lined up on runway 03 for a straight-in approach. It hurt me to hear Andy May call 10km as I landed, knowing full well he had started 20 minutes after me! As we de-rigged, a constant stream of finishers kept the spectators happy.

I did not see Mike Collett for the entire flight – probably because he was flying his Libelle at Mach 2, becoming the 2007 Junior Champion in the process. Well done, mate.

Granted, this was a one-day comp but we all saw enough to know there is serious talent amongst Britain's under-25s, and this competition brings out the best in everyone. The flying was fun, the airmanship great, the organisers did a terrific job in tough conditions and the banter was never-ending. Next August, we're invading Nympsfield: "The Race for Räyskälä".

Full results on p44 of this issue

Hard work but worth it

A flight of 625km and another day win at 207km/h – that's Enterprising, says Nick Gaunt

FANTASTIC – 36 entries for Enterprise, the best for several years and the weather gave us six days of competition flying, too. Competition Enterprise is about exploiting the weather to get the very best out of every day and although never deliberately unfair we are are always striving towards this goal. Every year Chris Nicholas gives a short homily about: "Listen carefully to the task setter: there can be considerable benefit obtained from Enterprising interpretation of the task."

On that note, let's start on the last day of Enterprise 2007, held at Sutton Bank. A gloomy day with damp westerlies that could produce poorish hill lift with the slight possibility of wave. Alternative tasks were set: "A Hill Scramble", a 100km triangle, which could with difficulty be flown in bits of hill lift and scratty thermal, and secondly "Sam's 200km Cat's Cradle" – a wave task starting at Pateley Bridge, 30km away over the Pennines. The day was won by Stuart Naylor flying the 100km task in wave, starting at just under 15,000ft and finishing at 4,000ft, having achieved a speed of 207km/h. Alan Irving and Mike Greenwood were rather poor runners-up at 171km/h and 136km/h respectively!

This was the first year we introduced the idea of two more tasks: "A Yorkshire 500" and "A trip to Wales". If either had been completed it would have been a first for the Yorkshire GC. Soggy air down the Cheshire Gap prevented the raid on Wales and high cover spreading from the west prevented anyone completing the 500. However the seed was sown and within a month Bill Payton did the "Trip to Wales". We hope to see the "Yorkshire 500" completed within the next year. Every club that hosts Enterprise tends to fly more enterprisingly.

On Day 2, Bill exploited the "String of Pearls" (a series of turning points to the north and the south). The rule being that a point could not be turned more than once and the next point had to be nearer the start. Bravery scored the highest! Bill went south and used some exciting weather. Indeed, big climbs in cloud were the order of the day. The rewards were magnificent views down ice-encrusted wings through the cloud tops with the Lake District to the west and, to the east, tiny tankers on a deep blue North Sea.

The best day's weather – with gin-clear sky and a cloudbase of 5,000ft – was day 3, "A Day at the Races" with 13 racecourse turning points from Doncaster to Carlisle. Another great day for cloud climbs and Justin Wills flew an epic 625km, with many pilots managing more than 300km. Liam Watt, one of Enterprise's John Fielden memorial scholars, flying a K-8 in his first competition, flew 189km to make 6th place. Jon Hart took leave from his director duties and headed for Hexham race-course, only to be rained out of the sky, a near-landing prevented by circling seag-ulls. His concentration was a little hampered by Newcastle airport enquiring about his well-being and wanting a decision as to whether he was going to land or not. Having struggled out of that hole, Jon, lemming-like, at 5pm decided to follow a convergence to Carlisle and thence over the Lake District. The only sensible-looking cloud after a long glide above the Pennines was over Teeside Airport. Jon gained permission to try it and also got an invitation from a (hang-gliding) controller to land at the airfield should it fail. It did! If you think you've got security problems going by air these days then don't try entering an airfield with an empty glider trailer. Jon's summary of this flight: "270km – not a mega distance but using all forms of lift, including bits of wave, several desperate low points and scratching. Fabulous views, lovely terrain, beautiful light, flying the full length of the Crossfell range and a long glide over the Pennines, just a thermal short to get home but straight into an international airfield and all legit! That epitomises Enterprise for me."

Justin Wills won the competition (3025 points) with Lindsay McLane a mere 100 points behind. Lindsay also won the John Cadman trophy for the most enterprising flight; on the first day his local knowledge got him up in wave while most of us struggled in the down. Phil King, who was our excellent met man, came third flying jointly with Diana. The man who deserves the most thanks for hard work and thoughtful input is Bill Longstaff, who was our scorer. Normal Enterprise with all the possible variations is difficult enough but Bill coped with the alternative tasks as well. Surprisingly our self-scoring back-up system worked better than ever, enabling provisional scores to be calculated as soon as the last pilot had landed.

One quote that could sum up Enterprise comes from Chris Stoddart, a retired airline pilot, after Justin's 625km in nine hours "Nine hours for 625km? I expect to get to Singapore in that time!" Winning Enterprise demands hard work but without a doubt it's worth it.

Next year we are at North Hill from July 5-13 and full details will be on the Enterprise website at *www.comp-enterprise.com*



Main picture: Lindsay McLane, who came second in 2007, landing his Ventus Bt, LM, at Sutton Bank
Right: Justin Wills came first in an 18-metre Antares

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2	LM	Wells	56	W	Ellis	110	JA	Stephen	164	RJ	Welford	218	MC	Costin	260	JM	Staley
3	RA	Cheetham	57	A	Liran	111	RA	King	165	FG	Bradney	219	PE	Rice	261	JP	Galloway
4	PR	Jones	58	CJ	McInnes	112	MT	Davis	166	JS	Wand	220	TJ	Wills	262	AR	Head
5	D	Draper	59	FB	Jeynes	113	AF	Perkins	167	PM	Shelton	221	JT	Hitchcock	263	MJ	Aldridge
6	JM	Hood	60	KM	Draper	114	PJ	Coward	168	JP	Gilbert	222	RC	May	264	DR	Judd
7	JN	Rebbeck	61	KW	Payne	115	MJ	Vickery	168	PH	Rackham	223	A	Pozerskis	265	GP	Hibberd
8	SG	Jones	62	JE	Roberts	116	N	Smith	170	AD	Betteley	224	HA	Rebbeck	266	EJ	Smallbone
9	MJ	Young	63	PE	Baker	117	TJ	Davies	171	JWL	Clarke	225	EC	Crosbie	267	R	O'Conor
10	CG	Starkey	64	DS	Watt	117	A	Kangurs	172	TJ	Wheeler	226	AJ	Birkbeck	268	KR	Atkinson
11	GG	Dale	65	SG	Olender	119	RE	Francis	173	R	Jones	227	MD	Langford	269	IR	Campbell
12	EW	Johnston	66	JR	Taylor	120	GC	Metcalfe	174	CJ	Lowrie	228	GW	Craig	269	AD	Hyslop
13	RS	Hood	67	AA	Darlington	121	AD	May	175	JA	McWilliam	229	CC	Watt	271	DD	Welch
14	GM	Spreckley	68	GR	Green	122	MJ	Cook	176	RJ	Large	230	TR	Gaunt	272	DJ	Langrick
15	SJ	Kelman	69	M	Jenkins	123	PC	Naegeli	177	CJ	Alldis	231	DW	Smith	273	MH	Pope
16	ND	Tillett	70	D	Latimer	124	PJ	Stratten	178	S	Lapworth	232	RC	Bromwich	274	JR	Reed
17	PJ	Masson	71	M	Schlotter	125	M	Critchlow	179	JA	McCoshim	233	GJ	Bass	274	R	Ward
18	GP	Stingemore	72	SR	Jarvis	126	FJ	Davies	180	AJ	Cockerell	234	WH	Bullimore	276	JL	Whiting
19	AJ	Davis	73	L	Hornsey	127	DS	Pitman	181	DT	Staff	235	DR	Smith	277	G	Paul
20	TJ	Milner	74	TS	Marwaha	128	MS	Szymkowicz	182	A	Presland	236	SJ	Eyles	278	RH	Dixon
21	DE	Findon	74	AF	Watson	129	PM	Sheahan	183	S	Carmichael	237	PM	Greer	279	RJ	Griffin
22	JD	Ewence	76	AJ	Clarke	130	MA	Thorne	184	JD	Spencer	238	SC	Murdoch	280	RJ	Lockett
23	H	Jones	77	RA	Browne	131	GK	Drury	185	A	Farr	239	MH	Patel	281	WH	Parker
24	JC	Meyer	78	JN	Wilton	132	DS	Kershaw	185	SR	Nash	240	AC	Walford	282	PG	Webber
25	SL	Withall	79	JG	Arnold	133	J	Craig	187	MD	Wells	241	ER	Smith	283	OS	Barter
26	PF	Brice	80	Z	Marczynski	134	RC	Ellis	188	R	Tietema	242	JP	Popika	284	SR	Wilkinson
27	PC	Fritche	81	AR	MacGregor	135	MJ	Jordy	189	DM	Brown	243	R	deAbaffy	285	G	McKnight
28	LM	Rebbeck	82	JP	Simmonds	136	RL	Smith	190	GJ	Deane	244	CA	Hunt	286	D	Heslop
29	PG	Sheard	83	LB	Roberts	137	P	Theiwall	191	HR	Hay	245	AJ	Barnes	287	JT	Birch
30	G	Macdonald	84	CP	Jeffery	138	WDG	Chappel	192	DM	Byass	246	D	LeRoux	288	AJ	Garrity
31	TJ	Scott	85	EJD	Foxon	139	PF	Whitehead	193	GD	Morris	247	GD	Sutherland	289	PW	Armstrong
32	M	Holden	86	AD	Holmes	140	MR	Parker	194	ND	Smith	248	C	Luton	290	SE	Archer-Jones
33	KB	Tipple	87	T	Stuart	141	MS	Armstrong	195	JW	White	249	JB	Giddins	291	SM	Platt
34	P	Crabb	88	D	Williams	142	RJ	Hart	196	MI	Pike	250	C	Jordan	292	PD	Wright
35	RA	Johnson	89	PL	Hurd	143	NH	Wall	197	AP	Moulang	251	LS	Hood	293	DA	Roddie
36	RF	Thirkell	89	R	Maskell	144	R	Kalin	198	PJ	Machacek	252	MS	Howey	294	A	Wells
37	JA	Tanner	91	DR	Campbell	145	PW	Schartau	199	W	Aspland	253	CR	Thomas	295	RJ	Lodge
38	KD	Barker	92	MJ	Witton	146	NF	Goudie	200	C	Lawrence	254	BR	Forrest	296	0	Cobham
39	PR	Pentecost	93	TM	Mitchell	146	MJ	Smith	201	WT	Craig	255	AJ	Gillson	297	RP	Brisbourne
40	SCJ	Barker	94	AG	Hall	148	DA	Booth	202	DJ	Westwood	256	GK	Payne	298	MJ	Rubin
41	I	MacArthur	95	DT	Bray	149	DF	Bromley	203	A	Eckton	257	DJ	Miller	299	PW	Copland
42	C	Curtis	96	R	Andrewartha	150	CR	Smithers	204	AP	Hatton	258	JR	Jeffries	299	RN	John
43	RJ	Smith	97	DC	Chappell	151	MJ	Webb	205	NV	Parry						
44	BA	Birlison	98	IM	Evans	152	TJ	Webb	206	AR	Hughes						
45	MW	Durham	99	I	Ashdown	153	JP	Dean	207	GJ	Lyons						
46	JKG	Pack	100	DP	Francis	153	P	Ryland	208	TC	Wright						
47	SR	Ell	101	PJ	Kite	155	BL	Cooper	209	CDR	Tagg						
48	WD	Inglis	102	M	Tomlinson	156	IR	Cook	210	GE	McAndrew						
49	MC	Foreman	103	RA	Johnson	157	ME	Newland-Smith	211	MB	Jefferyes						
50	GS	Goudie	104	KJ	Hartley	158	SS	Shah	212	S	McLaughlin						
51	E	Sparrow	105	MJ	Birch	159	WJ	Head	213	AH	StPierre						
51	RB	Witter	106	AD	Tribe	160	MA	Roberts	214	MR	Fox						
53	M	Collett	107	RJ	Nunn	161	F	Aitken	215	CV	Heames						
54	AV	Nunn	108	TAJ	Smith	162	APC	Sampson	216	H	Nithianandarajah						

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

Northern Regionals, August 4–12

	Pilot	Glider	Points
1	David Latimer	Discus WI	4423
2	Jack Stephen	DG400	3981
3	Whitehead & Cole	Nimbus 2CS	3806
4	Peter Ryland	DG400 - 17	3753
5	Sam St Pierre	DG200	3590
6	Leigh Hood	LS8 - 18	3111
7	Steve Wilkinson	PIK 20D - 78	3049
8	Chris Cole	Peagus 101A	2819
9	James Davidson	DG1000	2554
10	Trevor Cook	Skylark 3F	2134
11	Carl Hutson	Astir CS - 77	1896
12	Michael Fairman	ASW 19b	1675
13	Kelly Teagle	ASW 19b	1451
14	Mark Tolson	ASW 20L	848
15	Peter Smith	Vega T65	368

Eastern Regionals, Tibenham, June 23–July 1

	Pilot	Glider	Points
1	Angus Watson	ASH25	780
2	Alan Kangurs	ASH25	711
3	Peter Ryland	DG 400	608
4	Steve Nash	Mosquito B (w)	589
5	Peter Stafford Allen	Ventus B 16.6 (w)	516
6	Ian Ritchie Campbell	LS8	280
7	Martin Aldridge	Nimbus 3DT	257
8	Andy Hill	Duo Discus	254
9	Chris Nicholas	Lak 17a (18M)	161
10	Mick Hughes	ASK 21	144
11	Tim Davies	Mosquito B	78
12	Colin Hunt	ASW20CW	57
13	Chris Lawrence	ASW19	42
14	Norman Clowes	ASW20C	36

FOUR pages of BGA-rated UK competition results start here – turn to pages 48 and 49 for the remainder, including also the non-BGA rated Glider Aerobatic Nationals

***The Competitions Calendar for 2008 is on page 5 – updates will be at* www.gliding.co.uk/bgainfo/competitions/news.htm**

***For the Two-Seater Comp see* www.wolds-gliding.org**

***For Competition Enterprise see* www.comp-enterprise.com**

15-Metre Class Nationals

Tibenham, June 23-July 1

	Pilot	Glider	Total	Day 1	Day 2
1	Chris Starkey	ASW27	950	1/436	2/514
2	Christophe Ruch	Ventus 2a	849	7/328	1/521
3	Louis Bouderlique	Ventus 2CX-T	839	3/350	3/489
4	Nick Tillett	ASW27B	812	6/329	4/483
5	Steve Jones	Ventus 2a	797	8/326	6/471
6	Tim Scott	ASW27b	755	10/309	7/446
7	Chris Curtis	ASW27b	724	11/242	5/482
8	Howard Jones	Discus 2	574	4/347	9/227
9	Russell Cheetham	ASG29	561	2/356	11/205
10	Tochi Marwaha	LS8	513	12/225	8/288
11	Paul Brice	ASG 29	427	5/336	14/91
12	Matt Cook	Ventus 2b	424	9/325	13/99
13	Wendy Head	ASW 27b	393	17/171	10/222
14	Andy Betteley	Ventus 2A	312	12/225	15/87
15	Tony Hughes	LS-6b	260	14/215	19/45
16	Frank Davies	LS6c	241	18/56	12/185
17	Tom Smith	LS-8	231	15/189	21/42
18	Andy May	LS8	226	16/185	22/41
19	Tom Brenton	LS6(b)	84	19/24	17/60
20	Steve Archer-Jones	ASW 20a	75	21/9	16/66
21	Shaun McLaughlin	LS8	54	20/11	20/43
22	Rob Nunn	DG202	49	22/0	18/49
23	Robbo Roberts	LS8	40	22/0	23/40
24	Dave Byass	LS8	0	22/0	24/0

Western Regionals

Nympsfield, July 21-29

	Pilot	Glider	Points
1	Andy Davis / John Tanner	Discus 2 (15m)	2722
2	Andy Smith	ASW28 (15m)	2702
3	Trevor Stuart	ASW27b (15m)	2454
4	Nick Wall/ Brian Birlison	LS8 (15m)	2406
5	Jon Meyer	Std. Libelle (15m)	2388
6	Mark Parker	Pik20	2238
7	Mark Newland-Smith	ASW28 (15m)	2118
8	John McWilliam	Nimbus 3d 25.5m	2027
9	Graham Morris	ASW27b (15m)	2025
10	Hemraj Nithianandarajah	Ventus b (16.6m)	1994
11	Steve Eyles	LS4 (15m)	1987
12	Alistair Gillson	ASW20L (16.9m)	1903
13	Luke Roberts	Libelle 301 (15m)	1891
14	Anna Wells	LS8 (15m)	1872
15	Michael Pope	Ventus 2c (18m)	1833
16	Steve and Jane Nash	Mosquito b	1575
17	Bob Bromwich	ASG29 (18m)	1445
18	Gavin Wrigley	Std. Cirrus	1295
19	Tony Parker	Ventus 2c (18m)	1132
20	Rachel Hine	LS4 (15m)	1122
21	Joseph Westwood	ASW19b (15m)	1083
22	David Zarb	Ventus 2cx (18m)	1019
23	Ray Payne	Discus (15m-w)	960
24	Michael Witton	Std. Libelle (15m)	955
25	Alastair Harrison/ Jon Gammage	Std. Cirrus	926
26	Anthony McNicholas	Pegasus	645
27	Patrick Greer/ Dave Hallsworth	Pegasus	630
28	Matthew Woodiwiss	Astir CS (15m)	167
29	Bill Meyer	LS3 (15m)	108

Junior Nationals

Tibenham: August 18–2 6

	Pilot	Glider	Total	Day 1
1	Mike Collett	Std Libelle	768	1/768
2	Will Ellis	ASW15	753	2/753
3	George Green	Discus B	711	3/711
4	Mark Holden	Std Cirrus (w)	703	4/703
5	David Bray	LS6c (15m)	676	5/676
6	Tom Smith	LS8	663	6/663
7	Andy May	LS8	651	7/651
8	Mark Szymkowicz	LS8 (15M)	646	8/646
9	Will Chappel	LS8	631	9/631
10	Tim Webb	LS8	614	10/614
11	Franchesca Aitken	Sport Vega	594	11/594
12	Nick Smith	Std Cirrus (w)	570	12/570
13	Stuart Carmichael	PIK20B	559	13/559
14	Chris Lawrence	ASW19	535	14/535
15	Charlie Tagg	LS8	515	15/515
16	Ewan Crosbie	ASW19	509	16/509
17	Shaun C Murdoch	ASW-24 (wl)	508	17/508
18	Charlie Jordan	Discus (w)	503	18/503
19	Andrew Cockerell	Discus (w)	483	19/483
20	Dan Welch	Astir CS + twb	479	20/479
21	Oliver Barter	DG 300	476	21/476
22	Luke Dale	Discus	470	22/470
23	Sam Roddie	ASW24	456	23/456
24	Robert Starling	ASW15	447	24/447
25	Ian Plant	Astir CS77	443	25/443
26	Rory Condon	Astir	441	26/441
27	Philip Schartau	Discus (w)	440	27/440
28	Claire Alston	LS7	434	28/434
29	Robert Hines	Std Cirrus	432	29/432
30	Tom Holloway	ASW19	422	30/422
31	James Wilson	Std Cirrus (w)	418	31/418
32	Peter Hibbard	SHK	415	32/415
33	Steve Pozerskis	Std Cirrus	406	33/406
34	Arthur Docherty	ASW20BL (16.6)	394	34/394
35	Alex Maitland	ASW15	384	35/384
36	Carl Hutson	Astir CS77	357	36/357
37	Richard Crockett	Astir	349	37/349
37	Ellie Armstrong	ASW15b	349	37/349
39	Simon Barker	Std Cirrus	331	39/331
40	Jamie Denton	Std Cirrus	301	40/301
41	Matthew Woodiwiss	Astir	226	41/226
42	Sarah Curtis	LS4	220	42/220
43	Anthony Claiden	DG 100	207	43/207
44	Andy Payne	Junior	175	44/175
45	Laurie Gregoire	Astir CS-77(w)	0	45/0

Club Class Nationals

Lasham: August 4–12

	Pilot	Glider	Total	Day 1	Day 2	Day 3	Day 4	Day 5	Day 6	Day 7	Day 8
1	G Dale	ASW24	6290	1/693	1/610	11/914	4/934	4/891	1/1000	12/865	6/383
2	Richard Hood	Std. Cirrus	6231	3/570	2/575	1/1000	2/938	2/939	3/976	15/826	5/407
3	Pete Masson	DG101	6171	36/396	18/459	5/946	1/1000	1/946	2/995	1/1000	2/429
4	James Ewence	Std. Cirrus	5998	8/539	7/491	2/999	3/936	7/853	5/932	7/912	21/336
5	Jon Meyer	Std Libelle	5883	5/566	5/506	13/907	7/864	3/895	11/886	9/891	8/368
6	Luke Rebbeck	Std. Cirrus (wl)	5839	2/661	4/523	3/984	5/892	10/809	14/851	23/757	10/362
7	Gordon MacDonald	Std. Cirrus	5669	7/548	27/410	23/792	13/775	5/856	7/920	5/927	1/441
8	Rose Johnson	DG101	5668	11/529	3/549	4/962	30/654	13/796	13/859	2/986	22/333
9	Ian MacArthur	LS4	5527	4/567	6/505	14/895	6/871	6/855	21/805	31/688	19/341
10	Jerry Pack	Std. Cirrus	5525	25/458	39/290	8/933	8/854	18/761	4/936	3/970	24/323
11	Gavin Goudie	LS4a	5449	20/482	19/457	9/930	12/797	8/849	20/822	23/757	4/409
11	Jay Rebbeck	Std Cirrus (wl)	5449	26/453	36/337	17/875	9/833	16/777	16/834	4/931	14/355
13	Ayala Liran	Std. Libelle	5429	12/525	40/285	7/934	16/757	11/803	6/931	14/848	17/346
14	Michael Schlotter	Std. Libelle (wl)	5206	16/512	11/476	5/946	27/661	20/749	34/694	16/810	11/358
15	Luke Roberts	Libelle H301	5163	26/453	14/469	22/794	10/811	14/789	15/838	34/660	16/349
16	Rob Andrewartha	Std. Cirrus	5140	13/521	29/396	10/920	21/696	21/743	30/712	27/735	3/417
17	John Williams	Std libelle	5133	19/490	22/439	16/885	22/695	25/654	27/760	12/865	18/345
18	Iain Evans	ASW19b (wl)	5126	6/557	7/491	12/908	11/806	28/636	28/743	29/707	29/278
19	Matt Sheahan	Std. Cirrus	4919	43/352	31/372	15/894	24/678	33/601	17/829	10/880	25/313
20	Peter Thelwall	Std. Cirrus	4852	37/383	19/457	36/357	17/744	9/820	10/887	6/914	26/290
21	David Bromley	Std. Cirrus	4750	15/515	12/475	38/307	19/741	22/738	9/895	28/729	15/350
22	Graham Drury	Std. Libelle 201B	4676	14/520	21/444	20/803	48/0	12/802	12/873	11/867	9/367
23	James Clarke	Std. Cirrus	4627	26/453	16/462	32/435	14/770	15/778	39/669	20/781	28/279
24	Shaun Lapworth	Std Cirrus (wl)	4589	10/533	15/465	43/216	18/742	36/567	18/828	8/905	22/333
25	Hannah Hay	LS4	4481	17/499	24/427	19/831	33/649	43/370	23/789	35/631	27/285
26	Norman Parry	LS4	4478	20/482	31/372	24/783	36/619	23/707	24/784	37/627	40/104
27	Julian Hitchcock	DG1000T (18m)	4475	23/470	23/433	21/795	29/655	44/291	35/691	19/782	11/358
28	Gerald Bass	Pegasus 101A	4473	37/383	25/422	27/740	20/739	30/626	22/791	43/558	36/214
29	Melissa Jenkins	LS4	4460	9/537	17/460	28/691	28/660	26/641	8/898	41/573	45/0
30	Martin White	LS7	4447	22/471	34/359	29/651	34/633	19/755	25/776	18/788	43/14
31	Mike Tomlinson	LS4	4333	26/453	41/271	18/834	37/615	34/592	37/677	30/697	38/194
32	David Williams	Std. Libelle	4177	33/419	12/475	45/214	23/685	27/638	19/824	33/665	34/257
33	Sarah Platt	LS4a	4044	31/444	26/416	47/190	26/670	24/663	33/698	25/750	37/213
34	Francesca Aitken	Sport Vega	3925	26/453	30/388	39/301	38/588	38/532	29/721	32/683	32/259
35	Derek Copeland	Std. Cirrus	3701	32/424	33/368	40/225	35/626	35/589	43/641	42/564	31/264
36	Mark Dickson	Vega (15m)	3611	48/149	28/409	33/390	32/651	42/413	26/764	26/748	41/87
37	Douglas Gardner	LS3a	3596	37/383	41/271	30/597	25/677	46/0	31/708	40/591	7/369
38	Mike Witton	Std. Libelle	3558	44/327	35/342	41/223	41/533	32/623	40/660	21/771	42/79
39	Pete Desmond	DG200	3517	24/462	48/192	37/338	39/543	31/625	36/690	47/309	11/358
40	Mark Parker	Pik20	3443	41/365	10/479	35/386	15/767	17/774	38/672	48/0	45/0
41	Laurie Gregoire	Astir CS-77(wl)	3365	18/492	9/481	26/748	42/501	46/0	48/0	17/803	20/340
42	Peter Healy	ASW 19	3313	35/399	41/271	31/451	30/654	41/475	45/506	44/548	44/9
43	Rowan Griffin	Std. Cirrus	3245	40/367	38/297	43/216	43/419	40/501	46/500	22/768	39/177
44	Daire McMahon	Std. Libelle	3175	45/307	47/249	48/182	44/369	29/628	32/703	46/496	35/241
45	Joseph Westwood	ASW19b	3126	34/413	41/271	25/768	47/116	45/34	42/647	38/619	33/258
46	Rachel Hine	LS4	3026	47/215	41/271	42/219	40/542	39/503	40/660	39/616	45/0
47	Mike Truelove	Std. Cirrus (ts)	2778	42/354	37/314	34/387	46/284	46/0	44/535	36/629	30/275
48	Mark Lavender	ASW19b	2153	46/229	41/271	46/210	45/360	37/539	47/21	45/523	45/0

Overseas Nationals

Ocana, May 25–June 1

Standard Class		Glider	Total	Day 1	Day 2	Day 3	Day 4	Day 5	Day 6
1	Mike Young	LS8	4817	1/500	9/888	11/865	1/975	1/609	2/980
2	Olivier Darroze	Discus 2a	4815	9/336	1/1000	1=/981	4/930	8/568	1/1000
3	Louis Bouderlique	Discus CS wl	4603	6/359	3/954	6/933	3/944	10/562	9/851
4	Fred Hoyeau	LS8	4520	11/334	15/806	3/969	8/874	7/574	3/963
5	Steven Crabb	LS8	4513	2=/382	6/897	1=/981	15/791	11/557	5/905
6	Paul Fritche	LS8	4344	16/252	2/988	10/890	7/899	13/534	14/781
7	Paul Crabb	LS8	4338	2=/382	19/688	7/929	9/852	3/581	4/906
8	Martin Durham	LS8	4262	4/379	7/896	14=/847	17/739	12/538	6/863
9	Graham Smith	LS8	4169	27/95	5/915	5/944	11/843	14/529	11/843
10	Richard Browne	LS8	4156	28/95	4/926	19/743	2/948	2/588	8/856
11	Gary Stingemore	LS8	4136	23/147	10/855	4/948	5/910	16/524	15/752
12	Dan Pitman	LS8	4123	13/289	14/822	12/859	18/724	4/579	10/850
13	Derren Francis	LS8	4119	22/152	11/850	14=/847	12/836	5/577	7/857
14	Richard Johnson	ASW 28	4042	10/336	20/657	8/927	10/850	15/527	16/745
15	Kay Draper/ David Draper	LS8	3695	5/369	17/775	13/857	13/828	22/408	24/458
16=	Derek Smith	LS7	3663	21/169	13/834	24/659	20/675	19/488	12/838
16=	Phil Jeffery	LS8	3663	18/193	8/889	9/904	14/801	18/498	26/378
18	Owain Walters	Discus2a	3487	15/273	23/358	16/795	19/678	9/566	13/817
19	Chris Luton	ASW 28	3466	14/288	22/569	17/765	16/779	20/486	22/579
20	Rose Johnson	ASW 19	3324	7/356	16/800	20/729	21/494	25/271	18/674
21	George Metcalfe	ASW 28	3169	8/342	11/850	21/712	24/333	23/355	23/577
22	Marcel Soler	Discus 2b	2999	12/333	28/0	25/548	6/906	17/509	17/703
23	Lemmy Tanner	LS8	2797	19/189	21/651	23/679	22/372	21/468	25/438
24	Shaun Lapworth	Discus 2T	2335	20/178	24/300	27/490	26/147	6/575	21/645
25	Gill Spreckley	LS1F	2300	25/98	25/282	18/761	25/183	24/307	19/669
26	Jorge Madrigal	ASW28	2046	17/207	26/258	26/541	23/358	27/19	20/663
27	Miguel Monedero	Std Libelle	1249	24/110	27/61	22/690	27/125	26/194	27/69
28	Al McNamara	Discus 2a	1040	26/97	18/736	29/207	28=/0	28=/0	28=/0
29	Joaquin Bejar	ASW20	280	29/0	28/0	28/280	28=/0	28=/0	28=/0

Open Class		Glider	Total	Day 1	Day 2	Day 3	Day 4	Day 5	Day 6
1	Christophe Ruch	Ventus 2a	5205	1/826	2/946	2/963	7/882	4/588	1/1000
2	Russell Cheetham	ASG 29e	5085	5/585	1/957	1/1000	1/1000	1/681	8/862
3	Luc Isnard	LS6c 17.5	4744	2/810	7/730	6/835	8/852	9/522	2/995
4	Phil Jones	Ventus 2cxt	4678	7/542	3/892	12/770	6/889	2/679	7/906
5	Eric Soubrier/ Kersauzon	Duo Discus	4531	3/768	8/726	8/792	5/891	15/440	6/914
6	Kim Tipple	Nimbus 4t	4268	21/268	10/699	3/907	4/894	10/521	3/979
7	Bill Inglis	Ventus 2ct	4107	9/491	4/801	9/784	12/752	7/562	13/717
8	Steve Olender	Ventus 2cT-18	4093	4/750	14/606	15/675	10/783	8/558	12/721
9	Sylvain Gerbaud	Nimbus 4M	3926	12/434	16/597	4/871	15/701	18/368	4/955
10	Iain Evans	LS8-18 T	3845	24/133	9/724	7/830	9/820	5/578	10/760
11	Andy Hall	LS6	3784	14=/399	6/753	13/752	14/726	21/227	5/927
12	Ian Cook/ Tony Moulang	Ventus 2CT	3690	8/510	18/569	10/778	18/528	11/519	9/786
13	Roy Pentecost/ Hugh Kindell	Duo Discus T	3470	10/476	11/635	5/851	19/325	6/571	16/612
14	Jon Wand	ASH 26E	3450	11/456	17/572	18/531	13/734	17/413	11/744
15	Andy Davis/ Barry Walker	Duo Discus	3446	16/365	5/774	17/592	3/904	3/630	19/181
16	Jean-Louis Bouderlique	Ventus 2cxt	3249	17/334	19/567	14/693	11/765	22/207	15/683
17	Denis Heslop	Ventus 2cxt	3041	13/408	22/427	16/637	17/551	14/448	18/570
18	Kevin Houlihan	ASW 27	2708	6/572	15/601	24/83	2/921	13/466	20/65
19	Mike Pope	Ventus 2CT	2690	14=/399	20/523	19/458	21/275	19/326	14/709
20	Tony World	ASW 27	2228	19/328	21/509	20/457	22=/124	20/235	17/575
21	Inigo Ulibarri	Duo Discus	1838	20/310	13/609	11/772	24/120	23/27	22=/0
22	Bruno Ramseyer	Duo Discus T	1812	22/200	23/425	21/424	20/304	16/432	21/27
23	Jon Hall	Duo Discus X	1788	25/59	24/346	23/259	16/618	12/506	22=/0
24	John Galloway	Discus 2cT-18	1410	18/332	12/615	22/339	22=/124	24=/0	22=/0
25	Roy Gaunt	Nimbus 2	184	23/184	25/0	25/0	25/0	24=/0	22=/0

Standard Class Nationals

Pocklington, July 21–29

Standard Class		Glider	Total	Day 1	Day 2	Day 3	Day 4
1	Richard Hood	LS8	2513	8/324	4/191	1/1000	1/1000
2	Tim Milner	LS8	2350	12/211	1/232	2/987	5/920
3	Howard Jones	Discus 2	2284	4/405	16/97	11/804	3/978
4	Bob Thirkell	ASW28	2264	3/442	9/102	8/852	9/868
5	Steve Ell	LS8	2254	10/298	3/201	13/780	4/975
6	Paul Fritche	LS8	2105	13/196	5/106	9/817	2/986
7	Alan Clarke	LS8	2052	15/181	7/104	4/911	10/856
8	Richard Johnson	ASW28	2040	7/333	21/25	10/811	8/871
9	Jon Arnold	Discus 2c	2021	17/158	12/100	5/881	7/882
10	Mark Davis	Discus(w)	1972	5/356	12/100	16/666	11/850
11	Ian MacArthur	Discus 2T	1928	6/354	5/106	6/855	18/613
12	Nick Smith	Discus 2cT	1825	15/181	12/100	6/855	15/689
13	Henry Rebbeck	LS8	1814	1/625	2/211	17/284	14/694
14	Chris Luton	ASW28	1760	11/297	19/71	12/782	19/610
15	Russel Francis	LS8	1759	18/128	17/93	14/747	12/791
16	Peter Baker	LS8	1724	21/17	9/102	3/923	16/682
17	Oliver Ward	Discus 2b	1664	19/103	9/102	15/730	13/729
18	David Booth	LS8	1641	2/513	7/104	20/139	6/885
19	Steve Woolcock	LS7wl	1093	14/184	17/93	18/180	17/636
20	Jay Rebbeck	LS8	552	9/303	15/98	19/151	21/0
21	Darren Lodge	LS7wl	296	20/45	20/51	21/30	20/170
22	Bruce Cooper	ASW28	0	22/0	22/0	22/0	21/0

UK Mountain Soaring Competition

Aboyne, September 2–8

	Pilot	Pts
1	Terry Moyes/ Richie Toon	3784
2	Pete Gray	3687
3	John Williams	3555
4	Phil King	3551
5	Roy Wilson	2843
6	John Ellis	2694
7	Robert Tait	2593
8	Dickie Feakes	2386
9	Andy Wright	2319
10	Peter Ryland	2116
11	Charlie Jordan	1947
12	Stuart Naylor	1750
13	Mark Boyle	1708
14	Richard Holt	1047

Inter-Services Regionals

Honington, August 4–12

Open	Pilot	Glider	Points
1	Colin McInnes	Discus 2T/18m	5633
2	Jon Arnold	Discus 2/18m	5575
3	Dave Chappell	Ventus 2cT/18m	5491
4	Nick E Smith	Discus 2	5119
5	Peter Stafford-Allen	Ventus 16.6m	5070
6	Ray Hart	Nimbus 2 c	4952
7	Robbo Roberts	ASW 20 w/l	4836
8	Allan Tribe	DG 1000/20m	4825
9	Martyn Pike	Ventus 2cT/18m	4727
10	Chris Heames	Duo Discus T	4697
11	Daz Smith	Discus	4506
12	Luke Hornsey	ASW 20	4380
13	Kevin Atkinson	Duo Discus	4345
14	Ged McKnight	LS 6/17.5m	4243
15	Gaz Baker	Discus (wl)	4240
16	Gwyn Thomas	Nimbus 3/25.5m	4215
17	Paul McLean	Ventus 2cT/18m	4180
18	Nick D Smith	LS 8/18m	4179
19	Brian Penfold	Nimbus 2 a	3778
20	Del Ley	Discus (wl)	3465
21	Derek Jones	ASW 27	3344
22	DJ Graham	ASW 20	3342
23	Vern Stroud	LS 8/18m	3326
24	Oscar Constable	Janus Ce	3224
25	Graham French	Discus (wl)	3141
26	Dave Fidler	LS 8/18m	2943
27	Phil Sturley	Duo Discus	2508
28	Paul Moslin	Discus (wl)	2264
29	Neill Atkins	Discus	1864
30	Pete Yeo	Discus w/l	1748
31	Peter Kingwill	Discus	1487
32	Alex Chanes	ASH 26E	213
Sport			
1	Tochi Marwaha	ASK 21	4915
2	Tim Davies	ASW 15	4794
3	James Dean	SHK	4705
4	Andy Farr	ASK 21	4698
5	Roy Gaunt	ASK 21	4678
6	Andy Hyslop	ASK 21	4356
7	Paul Jessop	Std. Libelle	3938
8	Paul Wright	LS 4	3759
9	Bod Blanchard	ASK 21	3617
10	Chris Lawrence	ASW 19	3482
11	Andy Hill	ASK 21	3479
12	John Roche-Kelly	ASW 19	2675
13	Chris Bryning	Astir CS	2037
14	Bernd Vermeulen	ASK 21	1996

Bidford Regionals, June 16-24

	Pilot	Glider	Points
1	Rod Witter	Duo Discus T	1247
2	Frank Jeynes	Ventus 2cT 18m	1170
3	Alastair MacGregor	Ventus 2xT 18m	1158
4	Ian Ashdown	ASW 20	1129
5	Bill Inglis	Ventus 2cT 18m	1105
6	Dave Findon	Nimbus 4DT	1069
7	Brian Burlison	Duo Discus	1058
8	Jon Wand	ASH 26E	939
9	Andrew Cockerell	Discus b WL	920
10	B Walker	Duo Discus BT	908
11	Craig Lowrie	DG 800b	866
12	Ian Cook	Ventus 2cT 18m	784
13	Mike Costin	ASH 25M	715
14	Dick Dixon	LS 6/18m	698
15	Ralph Jones/ Simon Marriott	Nimbus 4DM	650
16	John Williams	Antares 20m	646
17	Alan Broadbridge	Nimbus 3DT	633
18	Andrew Reid	Ventus bT 16.6m	581
19	John Ferguson	Ventus cT 17.6m	556
20	Tony Moulang/ Tim Gardiner	Duo Discus	505
21	Julian Hitchcock	DG 1000T/20m	495
22	Mike Thorne	Discus bT	387
23	Kevin Hook	DG 400/17	354
24	Colin Hussell	Duo Discus XT	300
25	Z Goudie	Discus bT	289
26	John Inglis/ Richard Large	DG 1000T/20m	203
27	Bob Starmer	Discus bT	154
28	Mike Pope	Ventus 2cT/18m	107
29	David Smith	Nimbus 3/25.5m	55
30	Simon Waterfall	Ventus 2cT/18m	0



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Lasham Regionals, August 18–26

Class A	Pilot	Glider	Points
1	Alistair Nunn	LS6c (18m)	1495
2	John Taylor	LS6c (17.5m)	1448
3	John Simmonds	LS8-18 (18m)	1399
4	Paul Kite	Nimbus 3 (25.5)	1371
5	George Metcalfe	ASW28 (15m)	1250
6	Bill Inglis	Ventus 2c (18m)	1201
7	Nick Wall	LS8 (15m)	1196
8	Ian Cook	Ventus 2c (18m)	1154
9	Howard Jones	Discus 2 (15m)	1148
10	Tony Moulang	Duo Discus (20)	1145
11	Dave McCarthy	Duo Discus (20)	1136
12	Ian MacArthur	Duo Discus (20)	1086
13	Clive Thomas	DG1000 (20m)	1082
14	Ed Smallbone	ASW20 (15m)	1041
15	Derek Piggott	Duo Discus (20)	1034
16	Ed Foxon	ASH25 (25.6m)	1022
17	Jeff Warren	ASW28-18 (18m)	1010
18	Chris Cobham	ASG29 (18m)	984
19	Nicki Marchant	LS6c (18m)	966
20	Tim Dews	Nimbus 3d (25.5)	933
21	Steve Jobar	Nimbus 2	901
22	Mark Davenport	DG1000 (20m)	860
23	Mick Wells	Kestrel 20	813
24	Tim Lean	Nimbus 2	677
25	Ralph Jones	Nimbus 4	636
26	Bob Dall	Ventus c (17.6m)	623
27	Mike Sedgwick	Ventus 2c (18m)	596
28	John Hoolahan	Ventus 2c (18m)	574
29	John White	Ventus a (15m)	381
30	Eamonn Healy	ASW27a (15m)	325
31	Peter Hamblin	Ventus c (17.6m)	273
32	Julian O'Connell	ASW28-18 (18m)	0
Class B			
1	Rob Jarvis	ASW20 (15m)	1162
2	Mike Witton	Std. Libelle (15m)	1154
3	Mike Vickery	Mosquito b	1021
4	Daren Kershaw	ASW20f (15m)	1012
5	Dave Williams	Std. Libelle (15m)	991
6	Glyn Bradney	LS4 (15m)	981
7	Angela Presland	Std. Libelle (15m)	928
8	Alan Eckton	Discus (15m)	920
9	Matt Sheahan	Std. Cirrus	898
10	Colin Hunt	ASW20c (15m)	854
11	Darren Judd	Discus (15m)	849
12	Pete Webber	PW 5	804
13	Steve Nash	Mosquito b	799
14	Martin Conboy	DG101 (15m)	741
15	Martin White	LS7 (15m)	693
16	Tom Newham	Pegasus	688
17	Alison Booker	Std. Cirrus	638
18	Alan Boyle	Discus (15m)	548
19	Mike Small	DG101 (15m)	535
20	Stephen Baker	Discus (15m)	517
21	Miles Park	Sport Vega	504
22	Chris Grebby	Discus (15m)	482
23	Paul Barnett	Discus (15m)	478
24	Chris Sterritt	Capstan	375
25	John Baxter	ASW19b (15m)	356
26	Gary Pullen	Grunau Baby	143
27	Peter Healy	ASW19a (15m)	89
28	Maureen Weaver	Discus (15m)	0

Booker Regionals, August 11–19

	Pilot	Glider	Points
1	Dave Watt	Ventus 2	2592
2	Denis Campbell	Ventus 2cxT/18m	2577
3	Matt Cook	Duo Discus	2499
4	Peter Wells	ASG 29/18m	2024
5	Betteley Andrew	Ventus 2	1857
6	Jan McCoshim / Dave Byass	LS8	1548
7	Ashley Birkbeck	LS 7	1518
8	Brian Forrest	LS 7	1460
9	William Parker	ASW 20cl	1409
10	Nils Wedi	LS4	1367
11	Geoff Tabbner	Ventus bT 16.6m	1307
12	Minoo Patel	LS8	945
13	Gary Nuttall	Std. Jantar	920
14	Anne Chapman / Shack Roberts	Discus	773
15	Richard Starey	ASW 27B	759
16	Glen Alison	Ventus 2	639
17	Jim Pengelly	Discus bT	573
18	Andrew Perley / Patrick Onn	LS8	423
19	Alun Jenkins / Robert Smith	LS4	223
20	Robert Sinden / Geoff Lyons	LS 6/18m	100

Open Class Nationals

Lasham: August 4–12

	Pilot	Glider	Total	Day 1	Day 2	Day 3	Day 4	Day 5	Day 6	Day 7	Day 8
1	Ed Johnston	ASG29E	6836	7/922	1/825	2/954	1/1000	9/882	5/929	10/928	2/396
2	David Findon	Nimbus 4dt	6616	13/805	2/795	11/770	5/948	2/978	3/953	2/990	4/377
3	Lucy Withall	ASH25L	6546	3/977	11/665	4/868	3/974	6/924	12/872	4/952	12/314
4	Peter Sheard	Nimbus 4T	6476	6/923	4/732	7/860	8/916	3/949	19/845	6/945	14/306
5	John Tanner	ASH25	6474	30/500	3/771	1/1000	2/987	1/1000	1/1000	9/937	20/279
6	Richard Smith	Nimbus 3DT	6407	1/1000	20/600	4/868	7/928	4/943	10/886	21/794	3/388
7	Mike Foreman	Nimbus 3dt	6304	9/856	9/676	3/923	14/875	10/879	17/852	11/901	8/342
8	Alistair Nunn	Nimbus 3	6131	10/849	8/682	20/657	10/901	11/873	4/938	15/855	5/376
9	Roy Pentecost	ASG29E	6127	25/527	14/633	6/864	6/947	8/884	7/918	3/987	6/367
10	Ed Foxon	ASH25	6090	18/752	10/672	9/808	18/839	12/868	9/892	4/952	13/307
11	Ken Hartley	Nimbus 3	6064	2/991	15/629	25/576	11/899	16/819	6/924	8/939	19/287
12	Patrick Naegeli	Ventus 2CT	6061	8/873	7/684	19/668	9/905	7/904	24/812	16/854	7/361
13	Angus Watson	ASH25	5995	24/530	19/605	8/848	4/958	5/934	8/915	7/942	22/263
14	Richard Kalin	Nimbus4T	5848	12/814	12/650	12/749	21/810	20/784	15/857	1/1000	26/184
15	Jack Luxton	ASW22bl	5712	4/950	17/618	13/745	22/803	15/834	23/820	30/651	17/291
16	Ralph Jones	Nimbus 4T	5617	5/933	26/461	18/669	15/863	30/695	21/827	18/849	11/320
17	Terry Mitchell	ASH25	5488	25/527	13/634	15/732	17/840	21/781	18/847	23/792	10/335
18	Ian Cook	Ventus 2CT	5454	14/795	33/270	26/568	13/884	17/801	2/954	13/883	16/299
19	Bob Bromwich	ASG29E	5400	17/774	16/619	21/634	23/796	28/745	13/865	28/707	23/260
20	John Giddins	Ventus 2C	5192	14/795	18/606	22/624	25/749	25/765	28/717	31/599	9/337
21	Martin Aldridge	Nimbus3DT	5170	11/834	27/414	10/787	19/836	31/689	14/862	26/748	32/0
22	Zenon Marczynski	Ventus CxT	5084	19/747	32/308	16/676	20/821	26/751	25/800	20/809	28/172
23	John D. Williams	Antares 20E	5069	23/632	6/707	27/566	27/711	18/797	30/623	19/812	24/221
24	Bruce Nicholson	Nimbus3DT	4965	21/685	5/708	32/174	28/695	22/775	10/886	14/870	28/172
25	Chris Cobham	ASG29E	4962	29/507	22/576	33/166	12/890	24/766	16/853	21/794	1/410
26	Colin Smithers	ASH25E	4915	22/664	24/489	28/395	29/680	26/751	26/780	17/850	14/306
27	Lemmy Tanner	LS8-18	4748	31/498	23/538	14/734	30/627	33/512	21/827	27/735	21/277
28	Mike Jefferyes	LS8-18b	4715	33/293	29/370	24/585	16/856	29/710	19/845	24/765	17/291
29	Simon Twiss	Ventus 2CXT	4662	28/516	25/484	30/227	26/728	13/850	27/757	12/885	25/215
30	Tony Moulang	Duo Discus T	4371	31/498	28/379	17/675	32/583	32/658	29/703	29/703	28/172
31	Michael Thick	ASH25	4308	16/783	31/361	31/219	24/753	14/844	31/519	25/758	31/71
32	David McCarthy	Duo Discus T	4073	27/518	30/368	23/604	31/592	23/771	32/452	32/586	27/182
33	Colin Watt	LS8-18	2323	20/720	21/577	29/237	33/0	19/789	33/0	33/0	32/0

Dunstable Regionals, August 18–26

Blue	Pilot	Glider	Points
1	Daire McMahon	Std. Libelle	759
2	Melissa Jenkins	LS4	751
3	Malcolm Birch	Std. Libelle	690
4	Justin Craig	Std. Cirrus(w)	680
5	Andrew Sampson	LS4	654
6	David Brown	ASW19a	637
7	Kieran Commins	ASW20	630
8	Gordon Craig	LS4	537
9	John Jeffries	ASK21	533
10	Richard Lodge	ASW24w	507
11	Tom Beckwith	Discus	501
12	Lucas Siecz	ASW 24(w)	440
13	Peter Denman	DG200	407
14	Alan Garfield	ASK21	401
15	Peter Sharpe	ASW19b	365
16	David White	Discus	364
17	Jim Slater	Discus	180
18	David Miller	ASW20	124
19	Patrick Greer	LS4	74
20	Tom Rose	Std. Libelle(w)	-383
21	Alan McKillen	ASW20	-1333

Red	Pilot	Glider	Points
1	Nick Tillett	ASW27b	1215
2	Peter Hurd	Duo Discus(w)	1211
3	Mark Davis	Discus(w)	1208
4	Bob King	ASW27b	1194
5	Martin Smith	ASW27a	1186
6	Paul Rackham	LS 6(18m)	1138
7	John Spencer	Duo Discus	1116
8	Tony Hughes	LS6(15m)	1076
8	Bill Craig	ASW27b	1076
10	Geoff Payne	ASW27b	1070
11	John Reed	Discus	1033
12	Robert John	Duo Discus	966
13	Rob Brimfield	ASW24(w)	956
14	Mark Newland-Smith	ASW28	928
15	Robin Hodge	ASW22	853
16	Aidan Paul	LS8(15m)	805
17	Graham Paul	Lak 19(15m-w)	782
18	Andrew Hyslop	Discus	750
19	Ian Reekie	LS8(18m)	732
20	Paul Whipp	ASW28(15m)	649
21	Simon Edwards	ASH26	614
22	Alan Harrison	ASW24(w)	563
23	Trevor Nash	Glasflugel 604	522
24	Stephen Haley	DG800(18m)	449
25	Andrew Brown	ASW27a	432
26	Paul Candler	LS7(w)	311
27	Errol Drew	ASW20L	284

Midland Regionals

Husbands Bosworth, Aug 4–12

	Pilot	Glider	Points
1	Paul Crabb	LS 8	6438
2	Peter Baker	LS 8	6339
3	Chris Curtis	ASW 27c	6135
4	Andy Holmes	LS 8	5854
5	Rob Jarvis	ASW 20	5753
6	Peter Coward	LS 6	5692
7	Bill Inglis	Ventus 2cT/18m	5584
8	Rory Ellis	Discus	5497
9	Mike Armstrong	Ventus 2cT/18m	5492
10	Richard Johnson	ASW 28	5485
11	Paul Shelton	LS 8	5399
12	Chris Alldis	LS 8	5379
13	Rolf Tietema	ASW 20	5103
14	Derek Westwood	LS 8	5037
15	Mike Costin/ Frank Pozerskis	ASH 25M	5025
16	Rod Hawley/ Dave Crowson	Duo Discus	5021
17	John Popika	LS 7	4903
18	Dave Bray	LS 6/18m	4891
19	Graham Hibberd	LS 7	4851
20	Rob Lockett	ASW 20	4794
21	Derrick Roddie/ Sam Roddie	ASW 24	4757
22	Paul Machacek	DG 300	4565
23	Guy Corbett	LAK 17/18m	4535
24	Richard Large/ John Inglis	DG 1000/20m	4219
25	Terry Moyes	Duo Discus T	4218
26	Chris Davison	ASW 28E/18m	4147
27	Christopher Gough	ASW 20BL	4112
28	Malcolm Allan	LS 8	4098
29	Julian Fack	Duo Discus	4028
30	Ron Davidson/ Mike Jordy	Duo Discus	3910
31	Colin Cownden/ Jem Davies	ASW 20	3614
32	Claudia Buengen	DG 100	3488
33	Tessa Whiting/ John Whiting	Discus	3197
34	Chris Luton	ASW 28	3134
35	Derek Coker	PIK 20 D	2641
36	Steve Turner	PIK 20 E	2416
37	Sarah Aldridge	Mini Nimbus	2288
38	Brian McDonnell	Duo Discus	1621
39	Paul Johnson	Std. Cirrus	1440
40	Carol Marshall	ASW 19	866
41	George Rizk	LS 8/18m	659
42	Rob Brown	Ventus 2cT/18m	620
43	Basil Fairston	ASW 20	605
44	David Sandells	Pegase	414
45	Tricia Pearson	Std. Libelle	78

HERE are more 2007 comp results – for BGA-rated regionals and nationals that are not already listed on pages 44 and 45 of this issue

For Deeside's UK Mountain Soaring Competition, see page 45

For the provisional 2008 Ratings List, see page 43

For the BGA's 2008 Competitions Calendar turn to page 5

S&G's thanks are due as always to John Wilton, who is a member of the BGA Competitions and Awards Committee, for all his hard work on collating and supplying the vast majority of the information that is contained on these results pages

18-Metre Class Nationals

Husbands Bosworth, July 7-15

	Pilot	Glider	Total	Day 1	Day 2	Day 3	Day 4	Day 5
1	Mike Young	ASG29	3779	2/810	15/809	1/800	1/530	4/830
2	Ed Johnston	ASG29	3766	3/804	3/948	2/705	3/510	6/799
3	Russell Cheetham	ASG 29e	3710	1/839	2/976	5/671	6/490	9/734
4	Andy Davis	Ventus 2cT/18m	3660	4/754	6/915	7/652	4/501	1/838
5	Howard Jones	VENTUS 2CT	3498	16/612	8/896	3/686	8/468	2/836
6	Paul Brice	ASG 29	3355	28/514	1/1000	30/485	2/524	3/832
7	Chris Starkey	ASW 27	3320	21/586	4/936	8/646	7/482	20/670
8	Steve Jones	VENTUS 2CXT	3292	18/605	24/738	4/675	5/491	8/783
9	Roy Pentecost	ASG29	3285	6/687	9/869	10/628	12/389	10/712
10	Brian Birlison	Ventus 2C	3208	17/607	11/830	11/622	18/357	7/792
11	Paul Crabb	LS8	3183	5/743	14/814	20/560	16/361	13/705
12	Bill Inglis	Ventus 2ct	3168	11/655	20/773	13/601	9/445	16/694
13	Graham Smith	LS8	3010	10/658	22/760	16/583	13/377	25/632
14	Afandi Darlington	ASG-29	2990	29/488	10/836	6/664	19/356	22/646
15	Zenon Marczynski	Ventus CxT 18	2974	24/550	28/703	9/631	28/290	5/800
16	Dave Watt	Ventus 2a	2969	37/410	5/920	14/589	22/339	12/711
17	Alan Tribe	LS8-18	2854	26/546	17/797	21/558	34/241	10/712
18	Russ Francis	LS8-18	2798	12/625	13/825	37/408	21/347	29/593
19	Frank Davies	LS6c	2723	15/615	25/724	27/521	27/292	30/571
20	Denis Campbell	Ventus 2cxt	2712	13/624	37/618	24/547	14/366	32/557
21	David Booth	LS8-18	2663	24/550	36/624	29/498	20/349	24/642
22	Matt Cook	VENTUS2	2656	14/623	31/676	18/580	33/250	33/527
23	Stephen Ell	LS8 18	2618	39/384	16/801	23/548	29/283	26/602
24	Jan McCoshim	LS8-18	2617	32/451	18/791	39/390	25/299	17/686
25	Jim White	ASW27	2608	23/553	23/754	38/399	39/223	18/679
26	Martin Durham	LS8	2591	8/674	43/442	19/566	35/237	19/672
27	Tony Pozerskis	LAK19 TURBO	2556	22/570	27/704	26/526	42/195	31/561
28	Phil Jeffery	LS8	2554	9/662	30/694	12/611	11/397	42/190
29	Damian Le Roux	LAK19T	2543	7/678	33/656	15/587	24/313	40/309
30	Andrew Hall	LS6C	2533	19/597	11/830	32/478	36/234	37/394
31	Angus Watson	LS8 18	2508	31/453	32/666	28/520	40/218	21/651
32	Richard Browne	ASG 29e	2437	41/342	7/909	44/131	17/359	15/696
33	Bob Thirkell	ASW28-18	2401	19/597	26/714	17/582	10/432	44/76
34	Ian Cook	Ventus 2CT	2395	36/428	19/786	43/161	23/323	14/697
35	Dan Pitman	LS8-18	2229	45/88	29/697	22/554	26/296	28/594
36	Jerry Langrick	LS8-18	2120	43/113	35/646	34/441	31/275	23/645
37	Chris Alldis	LS8-18	2058	34/441	40/545	36/425	45/184	34/463
38	Geoff Lyons	LS6c-18w	2056	30/479	44/383	25/545	44/191	35/458
39	Rory O'Conor	DG800B / 18m	1983	40/372	39/551	33/465	38/229	39/366
40	Alistair Cook	Ventus ct (17.6)	1924	38/405	41/508	35/433	30/278	41/300
41	Robert Welford	LS8-18	1922	27/520	20/773	42/233	32/267	43/129
42	Jack Stephen	DG400 17m	1902	33/443	42/468	40/389	42/195	36/407
43	Colin Sutton	Ventus 2Cxt	1751	43/113	34/647	41/373	37/231	38/387
44	Mark Szymkowicz	DG600-18	1521	42/189	38/563	30/485	41/208	44/76
45	Rod Witter	Ventus 2CT	1352	35/431	45/-42	45/0	15/363	27/600

British Glider Nationals, Saltby, June 7–10

Beginners	Pilot	Glider	Overall %
1	Robert Thring	Lunak	66.67
2	Chris Young	Puchacz	66.29
3	Michael Corcoran	Puchacz	57.7
Sports			
1	Emily Todd	Pilatus B4	75.55
2	Charles Baker	Puchacz	71.84
3	Mark Erlund	Lunak	67.05
4	Brian Griffin	Lunak	60.48
5	Steve Hardy	ASK-21	56.26
6	Ron Jubb	Pilatus B4	53.74

Intermediate	Pilot	Glider	Overall %
1	Paul Barker	S1 Swift	77.82
2	Graham Saw	Lunak	71.87
3	Paul Watson	Fox	70.42
4	Patrick Greer	Fox	70.02
Unlimited			
1	Guy Westgate	S1 Swift	69.55
2	Steve Jarvis	Fox	68
3	Mike Newman	S1 Swift	63.06
4	Andy Cunningham	Fox	47.26

Gransden Regionals, August 18–26

Sport Class		Glider	Points
1	Ken Payne	ASW20	1022
2	Phil Jeffery	LS8	980
3	John Wilton	ASW20 C	974
4	Graham Drury	LS8	968
5	Colin Smithers	ASH25E	905
6	Alastair MacGregor	Ventus 2CX	894
7	Gavin Deane	ASW28	892
8	Paul Rice	Duo Discus W	810
9	Andy Walford	ASW27B	767
10	Alan Head	Duo Discus	764
11	Alan Kangurs	ASH 25	749
11	Janet Birch	ASW28/18	749
13	John McNamee	Duo Discus	741
14	Mark Hawkins	ASW20 CL	728
14	Damien Dyer	Ventus CT	728
16	John Ellis	Nimbus 3T	662
17	Paul Rowden	LS8	657
18	Geoff Glazebrook	LS6C	598
19	Steve Foster/ Julian Bayford	LS8 ST	562
20	John Ferguson	Ventus CT	374
21	Chris Davis/ BrianHooson	DG500	4
22	Ron Bridges	LAK 19T	1
23	Colin Davey	Duo Discus	0
23	David Bradley	LS8-ST	0

Club Class		Glider	Points
1	James Ewence	Std Cirrus	1157
2	Richard Maskell	Discus B	1054
3	David Latimer	Discus W	1020
4	Mike Thorne	Discus BT	987
5	Neil Goudie	LS4	931
6	John Gilbert	LS3	868
7	Michael Schlotter	Std Libelle	859
8	Toby Wright	Discus W	827
9	Bill Bullimore	Mosquito BW	801
10	Rory Ellis	LS7 WL	793
11	Rod Ward	LS7 WL	775
12	Paul Copland	ASW 19B	762
13	John Carter	DG 303	746
14	Simon Armitage	Discus CS	743
15	Peter O'Donald	LS7	740
16	Mat Handke	ASW20	688
17	Tony Limb	Discus CS	610
18	Andy Preston	Discus CS	577
19	Streb Strzebrakowski	Vega	563
20	Richard Maisonpierre	Speed Astir 2	500
21	Paul Machacek	DG300	432
22	Andy McKee	Pegasus	363
23	Z Goudie	Discus BT	287
24	Steve Woolcock	Grob Acro	225
25	Gavin Goudie	LS4	0
25	Derek Coker	Pik 20 B	0

Bicester Regionals, July 21-29

Open	Pilot	Glider	Points
1	Chris Curtis	ASW27c	4212
2	Bill Inglis	Ventus 2cT	4020
3	John Wilton	ASW20c	3852
4	Terry Mitchell	Nimbus 3	3653
5	Robert King	ASW27b	3571
6	Jamie Allen/ Pete Stratten	Ventus ct 17.6m	3516
7	Mike Jordy	Duo Discus	3483
8	Mick Webb	LS8	3427
9	Frank Jeynes	Duo Discus xT	3412
10	Richard Large	DG1000T	3233
11	OJ Garrity	Lak17t	3228
12	Geoff Lyons	LS6c-18w	3191
13	Derek Westwood	LS 8/18m	3184
14	Eric Smith	Ventus 2cxT	3068
15	Ian Gallacher	Duo Discus xT	2987
16	Paul Rackham	LS6	2945
17	Al McNamara/ Matt Cook	Ventus 2	2905
18	Tim Webb	Ventus 2cT/18m	2843
19	Steve Codd	Nimbus 2c	2812
20	John Ferguson	Ventus cT	2616
21	Alistair Cook	Ventus cT 17.6m	2368
22	Basil Fairston	ASW27b	2354
23	Graham Paul	LAK 19t	2341
24	Ken Hartley	ASH25	2297
25	Colin Davey	ASW20L	2285
26	Mike Costin	ASH25M	2259
27	Andy Holmes	LS8	2246
28	Tony World	ASW27	2177
29	Paul Armstrong	ASH25	2152
30	Peter Ryland	DG400-17	2072
31	Derek Jones/ Pip Barley	ASW27b	1843
32	Chris Davison	ASW28 18e	1689
33	John Clark	Nimbus 2c	1368
34	Phil Dolling	Nimbus 2c	1047
35	Dave Bell/ Dave Peters	LAK17aT	527
36	George Rizk	LS8	9

Sport	Pilot	Glider	Points
1	John Roberts	DG505 20m	3074
2	Luke Hornsey	ASW20	2644
3	David Williams	Std Libelle	2639
4	Mike Tomlinson	LS4	2471
5	Ayala Liran	Std Libelle	2403
6	Mark Critchlow	Janus cM	2345
7	Alun Jenkins/ Robert Smith	LS4	2336
8	Philipp Schartau/ Mark Szymkowicz	Discus	2277
9	Sunay Shah	DG 100	2266
10	Tim Wheeler	Std Cirrus	2048
11	Derek Staff/ William Parker	LS4a	2018
12	Paul Machacek	DG300	2012
13	Norman Parry	LS4	1938
14	Martin Langford	Std Cirrus wL	1890
15	Minoo Patel	LS 8	1889
16	Mike Howey	DG200	1851
17	John Staley	LS4wl	1838
18	Shaun Lapworth	Std Cirrus	1823
19	Stephen Archer-Jones	ASW20a	1822
20	Louise Walker/ Neil Kelly	ASW15	1755
21	Ian Smith	Janus a	1754
22	John Strzebrakowski	Vega 15	1700
23	Paul Copland	ASW19b	1675
24	Hannah Hay	LS4	1647
25	Henry Freeborn	ASK21	1626
26	David d'Arcy	LS4	1572
27	Sarah Platt	LS4	1544
28	Fran Aitken	ASK21	1375
29	John Wright	LS 8	1365
30	Lukas Brandt	Astir	1349
31	Geoff King	Std Jantar 1	1338
32	Mark Lavender	ASW19b	1292
33	Andy McKee/ Tim Parker	Pegasus 101	1279
34	Andy Henderson	Discus b	1225
35	Mike Truelove	Std Cirrus	1032
36	Andy Parish	Discus	1014
37	Marjorie Hardwick	Discus b	674
38	Alan Smith	Discus bT	670
39	Dave Smith	ASK21	166
40	Alan Jenkins	Discus b	55
41	David Keith	Discus	0
41	Tim Gray	DG300	0
41	Donald Gosden	SZD59	0

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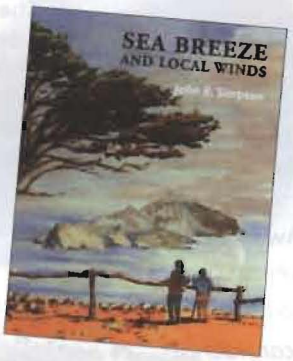
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Settle down to winter reading

Christmas is approaching, so why not get yourself a present you really want? Even better, you could persuade a loved one to treat you. We've taken a look at some books you might add to your wishlist



How to fly a plane (Nick Barnard, with photography by Lucy Pope) – this is not a PPL handbook but a visual treat containing 230 exclusive pictures and eight "first flights" by the author – which include his go in a Lasham DG-1000. Great stuff to cheer you up on dark, wet winter days. (Thames & Hudson, £14.95 paperback)



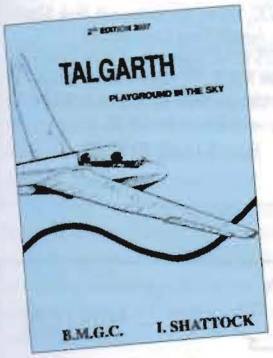
Sea Breeze and Local Winds (John Simpson) – reprint of this excellent 1994 text for the met-minded (Cambridge University Press, £22.99 paperback)



Life is hard and then you fly! (Paul Moggach) – a Canadian's take on gliding training – interesting and worth reading for the *Why Do It?* section alone (Can. $35.00 plus P&P – for contact details, email editor@sailplaneandgliding.co.uk)



Forgotten aviator Hubert Latham (Barbara Walsh) – part biography, part detective story, this looks at the achievements and untimely end of Bleriot's rival for the first powered flight across the English Channel (Tempus Publishing, £17.99 paperback)



Talgarth: playground in the sky (Ivor Shattock) – second edition of this highly practical guide to soaring this Welsh site (£5 including P&P from Ivor Shattock, Whitegates, Bedwas, Caerphilly CF83 8ES)



The story of the Black Mountains Gliding Club (Derrick Eckley) – the formation of the BMGC at Talgarth with all its highs and lows, from the earliest days of removing hedges and converting a sheep shed to a temporary hangar (£5 plus P&P from *www.blackmountainsgliding.co.uk*)



Advanced Soaring Made Easy

By Bernard Eckey. Hardback, 200 x 270 mm
173 pages, 92 graphics, 55 photographs
Eqip – 25.00 EUR plus P&P – ISBN 3-9808838-2-5

ANYONE writing a book on cross-country soaring or competition flying has a hard act to follow. Reichmann's *Cross-Country Soaring* is the classic work on the subject, and although techniques and equipment have moved on it remains an intimidating example of just how to write a textbook. Clear diagrams, a logical ordering of subject matter with good explanations and pertinent personal examples from a multiple world champion and superb soaring coach. It's hard to emulate his achievement – I know, because I've tried: knowing the subject and being able to coach are not the same thing, and writing a useful textbook is something completely different again. It's a skill I'm currently trying to learn. So when your editor asked me to review Bernard Eckey's new book, *Advanced Soaring Made Easy*, I was intrigued. Given that there is now an accepted body of soaring technique and that coaching skills are becoming more established around the world, what would he make of putting it down on paper?

Although an unfamiliar name in the UK, Bernard Eckey is well known in the southern hemisphere as an experienced soaring pilot, a successful manufacturer's agent and a soaring coach with the Gliding Federation of Australia. His book draws heavily on his experiences within Australian gliding, both a strength and a weakness. A strength because any one soaring environment will produce clear examples of certain types of conditions. A weakness because what works as a coaching technique for one set of conditions may not work for another.

So, as an example, his explanation of how to centre a thermal (open out in the lift, tighten up in the sink) is clear, concise and completely wrong for a British glider pilot. It will work fine in big thermals and is fine in Australia, the west of the United States and on good

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British Gliding Team – 'One Team, One Aim'

BRITISH GLIDING TEAM MANAGER

The British Gliding Team Manager, Brian Spreckley, intends to 'retire' from this voluntary role during 2007.

If you feel that you are able to contribute to the ongoing success of the British Gliding Team in this voluntary leadership role by maintaining the focus on excellence and continuing to develop our strong competitive philosophy, we would really like to hear from you. Please forward a brief CV including covering letter headed 'Team Manager' to;

Russell Cheetham
Chairman of the BGA Competitions and Awards Committee
BGA, Kimberley House, Vaughan Way, Leicester LE1 4SE
Or email c/o pete@gliding.co.uk

All applications will be treated in confidence

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✦ **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** Original OM Series £199, CW Series Long Life Alternative for Modern Gliders – Aero Tow CW400 Series £179, C of G. CW300 Series £239, Exchange OM Series £119, CW Series £99, Spring kits available all series. "Ottfur" launch safety weak link carrier. £9.50.

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days in Spain. Try it in small thermals, though, and it's a recipe for losing the lift. One needs to do exactly the opposite and, more to the point, one needs to understand why. This bias towards one soaring environment is subtle but apparent throughout the book – even down to giving us the exact log-in details for one of Australia's met forecasting sites.

Generally, though, the information contained within the book is accurate, relevant and useful. His basic structure is to follow the student's progress from local thermal soaring through to initial thermal cross-country and competition flying with additional material on the mental game, safety, preparation, outlandings and wave and ridge flying. This sounds straightforward enough. However, I found it difficult to follow the logical progress of his chapter headings and the grouping of ideas, explanations and models within some of the chapters. Some of the absolute basics sit right alongside much more advanced technical points and the chapter reads more as list of disconnected bullet points than a progressive flow of connected ideas. This is of course the great difficulty in writing a textbook like this: there is a lot of stuff in the writer's head and getting it out in a useful sequence is very hard indeed. All the good stuff is there and it's all correct, but it's going to be hard for anyone who doesn't know the material to sort out what is important and what's not. I think the issue here is not having a clear idea of who one is addressing: if you're writing for a beginner you must have a logical flow to the ideas, going from the easy and known to the more complex and unknown. If you're writing for more advanced pilots then one can assume a lot more prior knowledge and jump around a bit more, not necessarily making all the steps in laying out an argument. You have to be exceptional to write for all levels of reader at once and in some chapters Bernard does not pull off the trick.

This doesn't apply to every section of the book: some of the chapters are much more logical and easy to follow, particularly the one on predicting weather, which contains a very good primer on the tephigram and how to apply it to the soaring day. He presents some fascinating information on research into thermal structures: I've never come across it before and it's made me think very hard about how to teach thermal selection and centering in different conditions.

His chapter on radio usage is also very useful to the beginner, as are the sections introducing ridge and wave flying. Unusual in a book of this type is a chapter on sports psychology (*Being mentally one step ahead*), which gives a quick overview of some of the basic concepts.

The book itself is well produced with decent-sized pages, clear text, diagrams and colour photographs, although I think the diagrams should generally be a little larger. Overall I'd recommend it notwithstanding the structural difficulties: the information is good, there's some very interesting new ideas and, coming from the southern hemisphere, there's just enough unfamiliarity in the approach to make the British pilot think a bit harder.

G Dale

G, current British National Club Class Champion, is a Full Rated instructor and a Regional Examiner, and also has a US commercial gliding licence. He has been teaching mountain soaring skills since 2000 in New Zealand and the US. A former BGA National Coach, he will represent the UK in the Club Class Worlds in 2008



Sailplane Design

By Vittorio Panjo. Paperback. 466 pages
Macchione Editore
Contact *vittorio.pajno@fastwebnet.it* to order

THIS EXCELLENT new book is squarely aimed at engineering students and practising glider and light aircraft designers, and provides a very thorough summary of all practical aspects of sailplane design from initial conceptual design through to detailed aerodynamic, performance, loads, stability and structural strength calculations. The author, Vittorio Pajno, is the designer of the V1/2 Rondine sailplane and many calculation examples in the book use the Rondine as their basis. An understanding of mathematics and engineering is required to get the most from the book but even the keen non-engineer glider pilot will learn much from studying the text and diagrams in its 466 pages. Perhaps what marks this book out from others in the field is the practical information provided, such as, for example, the allowable stresses for different composite materials and laminating methods provided in chapter 2, summarising Vittorio's own design experiences alongside data derived from academic journals and the German Akafliegs. The end of the book also has many calculation examples covering 24 design subjects over 86 pages showing the student and designer how to do it rather than just leaving the reader with a generic equation to deal with.

A detailed description of airworthiness requirements for gliders, CS-22, is provided along with a description of the certification process itself. A typical list of design loadcases is included, running to 117 cases, illustrating to the reader the degree of detail necessary in properly stressing a glider to meet CS-22 requirements.

A note is included stating that over 350 loadcases were investigated for an Akaflieg Braunschweig two-seater glider project so whilst the loadcase list in the book is not comprehensive, it does give the reader a good feel for the size of the design task in hand.

Chapter 11 of the book also contains a good section on static and dynamic tests made for certification of a sailplane, describing the test facilities required, testing procedure and typical testing rig setup for structural strength testing of the wings and tailplane of a glider.

Much of the content of the book is clearly derived from Vittorio's personal experiences during design and testing of the V1/2 Rondine and it would have been interesting to see photos and descriptions of structural failures discovered during certification testing, which are often unexpected and therefore of interest. A chapter with examples of design details – for example, differing approaches to designing automatic elevator connections – would have also been a useful addition for aspiring designers; having said this, though, there are some excellent pictures of DG gliders in production showing much interior detail of a modern sailplane.

I heartily recommend this book to anyone interested in the design, testing and construction of modern sailplanes and light aircraft; it has much to offer.

Afandi Darlington

Afandi is a glider pilot who flies at Lasham. He is a graduate of Imperial College London and is an aircraft designer, having worked on the design of the A340-600 and A380 airliners at Airbus. He is currently Technical Director at Farnborough Aircraft Corporation and Chief Designer of the Kestrel single-engine turboprop business aircraft

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A gallery of more great pictures from around the UK's clubs begins this issue's Club News *section:*

Above and left: ***Deeside**'s Charlie Jordan landed out at Glenshee car park in September. "It's a ski resort in the middle of the mountains at 2,132ft," he says. "I have heard of hang-glider pilots landing here before, but is this the first glider? And is it the highest successful landout in the UK? The approach was interesting – and I don't fancy doing it again. I've been joking that there is a skid mark where I landed and a skid mark in the glider!"*

Left: *Can we get away with saying: "Roll out the Barrells"? We bet James Barrell* (in the front) *and his brother Edward* (in the back) *who went solo on October 13 and 14 respectively, are tired of hearing that pun – even if their father Jim's recent re-solo gives the family three reasons to celebrate. Seen with the two new soloists at **Windrushers GC** is instructor Alan Smith (Dave Smith)*

Below left: *Colin Weyman from **Dorset GC** took this shot of an instantly recognisable chunk of his county's coastline – Lulworth Cove. The "Jurassic Coast" is about six miles south of the club's site*



Above: ***London's** Ben Glasgow-Smith after soloing, and instructor Mike Stringer* (www.blacknosugar.com)

Left: *Jim McLean in **Cleveland**'s Ventus over the Vale of York, taken by Roger Burghall from Pilatus B4 678*

Below left: *ASW 24 JEL flown by Derek Robson from **Borders** over the Cheviot Hills, looking towards the Northumberland coast (Richard Abercrombie)*

Bottom right: *Ashley Bullen, Kevin Moseley's partner (see p6) took this photo of him soloing on aerotow at **Burn**. "I adore gliding," adds Kevin, "and have decided that, long term, I want to become an instructor".*

Below: *Easterly wave at **Talgarth** (Robbie Robertson)*









Above: *The **Dunstable** Minimoa syndicate's 30-year restoration finally came to an end on Saturday, September 11,* writes syndicate member Pete Stammell, *when Lofty Russell took the first launch in the venerable Queen Mother of the skies. After a morning-long effort to complete the last few fixes for airworthiness, the ever-patient Peter Underwood attached a 30-day ticket and she was ready to go. The tow from under the Downs out on* **London GC***'s west run was seamless as Her Majesty quickly left the ground behind the Super Cub then stayed bolted in position. After release, tug and glider met for a planned photo-opportunity, on completion of which Lofty took to hill soaring, wowing onlookers with the almost prehistoric plan-form of the Mini overhead. A faultless landing followed. The very happy and relieved pilot reported excellent, stately flying characteristics, in keeping with the Mini's status, and pronounced her fit to be flown by the rest of us (Maggie McGee, Brian Wise, Mike Boxhall and me). The afternoon came to a close with pre-derig champagne (a magnum!) and group photographs. Superb! But I'm not convinced the champagne and the derig were in quite the right order...* *(Photo: Paul Rackham)*



Below: *If the restored Minimoa is the Queen Mum of the Dunstable ridge then Moyra Johnston is an even more regal presence in the skies over **Sutton Bank**. Mike Wood photographed the **Yorkshire GC**'s Honorary President during Slingsby Week in the T-21, overlooking her kingdom – the club's west ridge, the airfield, and the North York Moors. For more about Moyra, who joined YGC two years before Amy Johnson, see* S&G, *October-November 2006, p25*





Club news



***Aquila's** winning Inter-Club League team, from left: Jim Hughes, John Giddins, Nick Tarbuck, Tim Wheeler and Tony Limb*



***Borders GC's** Arran Farquhar after instructor Keith Lattly sent him solo – he's one of three recent soloists there (Graham White)*

Andreas (Isle of Man)

THE weather has not been the best: we have had only two or three good soaring days so far. Still we managed some more Bronze qualifying flights; George Bridson and Tony Webber are now swotting for the test. In the spirit of the RAeS Scholarships we can announce that our first scholarship winner, George Green, is off to the USA to do his PPL; he has taken his exams here and can boast full marks in some of his results. George is determined to make aviation a career and the scholarship has given him that chance. Finally, thanks to everyone at Bowland Forest GC for all they did to make our annual visit possible – especially to Bob Pettifer for his usual enthusiasm to ensure we got the best possible from our time there. Thanks.

Bob Fennell

Aquila (Hinton in the Hedges)

WE were all delighted with the results of the Inter-Club League. It is the first time Aquila has won this competition. We have achieved our 2007 target of recruiting ten new members: the latest two are David Sibthorp and Ron Ricks. We have exhibited at local events, including the Banbury Canal Day. Thousands of people visit this each year and having a rigged Astir there was a centre of attraction, particularly since the day was ostensibly a long boat day. It was not just children that wanted to be photographed in the cockpit but many adults, too.

Rod Watson

Bath, Wilts & North Dorset (The Park)

DURING August we saw Mark Player go solo and Bob Purdy solo after a break in his gliding career. We also learned that Michael Schlotter had completed his 500km and therefore his third Diamond. Well done all. We also welcomed Dick and Mary Dixon to the club, bringing with them a wealth of experience and an instructor rating. We also welcomed back Tom Bell, who is renewing his BI status. Despite the weather we have had busy weekends flying, including voucher and new university members. Thanks go to Geoff Pook, who, after long hours of arduous work, has completed the refurbishment of our Puchacz trailer. John Garland has revamped our vouchers, making them look impressive, and more convenient for our use. During the late autumn months Dick Yerburgh will be working hard modifying our Pawnee and overseeing the extension of our trailer park.

Jan Smith

Bannerdown (RAF Keevil)

FIRST of all big congratulations go to our newest assistant instructor Ian Harris. October has been pretty decent to us really; with 4kt thermals and spectacular views as low-lying mists hug the lovely Wiltshire countryside. Many members are enjoying seeing the start of autumn with several weekends of 60-plus launches and great soaring flights. Our Janus 16 has now been sent away to be fitted with a turbo. As we head into winter we're planning an expedition, possibly to Bowland Forest, where we've been made very welcome in the past.

Debb Hackett

Please send news to *editor@sailplaneandgliding.co.uk* or to Helen Evans, BGA, Kimberley House, Vaughan Way, Leicester LE1 4SE **to arrive by December 11** for the next issue (later deadlines at *www.gliding.co.uk*)

Booker (Wycombe Air Park)

CONGRATULATIONS to our competition pilots, especially to Mike Collett winning the Junior Nationals and Richard Hood winning the Standard Class Nationals and coming second in the Club Class. Elsewhere, several members went solo, some gaining Bronze legs: Yan Clave, Greg Chilvers, Rob Neale, Philip Coleridge-Smith, Peter Stumcke and Chris Young, whilst Emily Todd and John Bonnallack completed their Silver Badges. Our Aboyne expeditions ended with three Diamond and one Gold height claims as well as two Silver durations. Thanks to hard work by our staff and volunteers we achieved our budget launch rate this year and our treasurer, Jim White has been seen smiling. Our Duo Discus will spend the winter at Parham, while at Booker winter lectures and training continue. A TV Production course at Wycombe & Amersham College spent a day at Booker shooting a video – see *www.bookergliding.co.uk/index.html*.

Roger Neal

Borders (Milfield)

IT'S been a busy few weeks with recent solos from Arran Farquhar, Craig Newbold and Lianne Hollingsworth. The Scout flying course went very well with Craig Newbold being one of the scouts participating. Huge thanks to all who helped. The end of August saw Helen Frazer complete her five hours and in September Robin Johnson in the SHK reached 15,500ft while Graham Mitcheson in his Libelle claimed Gold height with a climb to 15,300ft. We're now well into our autumn wave weeks, and so far so good. On a sad note, Graham Carr died suddenly on October 8. In earlier days at Milfield he was one of our tug pilots, and more recently, an active syndicate partner in the T-42B Eagle BBQ. Our thoughts are with his family.

Rich Abercrombie

Bowland Forest (Chipping)

CONGRATULATIONS to Brian Lomas on his 70th birthday. He has been gliding since 1977 instructing since 1987. His friends presented him with a cake during his last duty at the club as an instructor. We would like to take this opportunity to thank him for all his support and wish him happy flying in the future. Congratulations also go to Martin Roberts for his Bronze Badge, John Harter for his Silver and Eileen Littler, for her Silver distance.

Tracy Joseph/Phil Punt

Bristol & Glos (Nympsfield)

MORE soaring was done late in the year. Several pilots rounded St Catherine's lighthouse – and got back. There is now a small cup for this challenge to be presented to the last person to fly to the Isle of Wight each year. Trevor Stuart went to Lydd, past Hastings, for 500km too. Congrats to Colin Fisher and Barry Liles on first solos, also John Morris, who re-soloed and converted to the K-8 and the Baby Grob. Recent solo pilot Darin Brietz also converted to the K-8. Jeremy Mitcheson completed his Bronze. Will Amor completed Bronze. Colin Fisher achieved two Bronze legs. Our committee has changed our Fixed Price to Solo scheme, renaming it Solo and Beyond. Aquila (Hinton-in-the-Hedges) won the national Inter-Club League final here. With no thermals we flew in wave and ridge, so Nympsfield was probably the only site that could have got a result that weekend.

Bernard Smyth

Burn (Burn)

THE Government Development Agency Yorkshire Forward seems intent on our vacating the airfield as our lease ends in 15 months even though they have found no other use for the site. We have a great deal of support from the local community and are progressing options on several fronts. Bill Thorps has retired from instructing after over 30 years. He has been a tireless worker for the club, serving in many capacities, including chairman. We thank him for his service and wish him many more years of flying. Good soaring continued into autumn with wave and thermals. Our annual expedition went to Sutton Bank.

George Goodenough

Cairngorm (Feshiebridge)

AT the time of writing we are halfway through our Octoberfest; it has been blessed with summer-like weather, and barograph-bending wave, with most visitors enjoying climbs up to 15,000ft QFE. We have hosted to Bowland Forest, Parham, Edgehill, Portmoak, North Wales, Shenington, Oxford, Welland, and "Herman the German" from Lauf-lillinghos, Bavaria! Badge claims so far include: Pete Smith (Gold height), and Brian Lomas (Gold height). Thanks to tuggies Ian and Chris, CFI Bill Longstaff, chefs Maggie and Luise, overworked bar stewards Andy Farr and John Whyte, and atmosphere-enhancer Trevor Wilson. Special thanks to Nick Norman and his team of helpers for getting our Robin tug through its C of A. We will fly through the winter at weekends, and sometimes midweek by arrangement. Check *www.gliding.org* for details, and do book early for Mayfest.

Chris Fiorentini

Cambridge (Gransden Lodge)

AS soon as the ink dry was on our report of improving soaring conditions, things fell apart and we suffered in the late-August week for our Regionals. Undeterred, we are already planning the 2008 Gransden Regionals, with new dates (August 2-10) and with Neil Goudie as Director. Entry lists are open now. Through the ingenuity of club member Peter Weston, our retired T-21 Bluebell now lives fully rigged and ready to fly, two metres in the roof of the hangar. We have seen a huge increase in utilisation as a consequence. Max Bautin, Colin Hinson, Bill Crane and Geoff Foote have gone solo and Emilie House and Neal Hayes have completed Silver, while Alex Ward has been flashing around 300km tasks in the club Discii. We are now putting the finishing touches to planning the 2008 season. This year's successful professional instructor team has already been re-engaged.

David Howse

Carlton Moor (Carlton Moor)

STAN Lincoln has qualified as a winch operator, driving our converted fire engine. We still use piano wire, which is all that



*Winching at **Andreas** on the Isle of Man (Brian Goodspeed)*



Lianne Hollingsworth with her wings as another new solo pilot at ***Borders****. The third on there is Craig Newbold (Graham White)*



Burn's *newest solo Ian Myles (left) and instructor Tony Flannery Right: ... and* ***Darlton's****, Ernie Fothergill, with his, John Cawrey*



will survive being dragged over the rocks and through the heather. The season finally got under way and at times we have enjoyed some good soaring. Numbers attending have, however, fallen off again, which is disappointing for the regulars.
Nigel Ling

Channel (Waldershare Park)

A blitz with the mower on the long grass adjoining the strip has had been beneficial. The launch rate has improved with the wider landing area and two long-lost retrieve cars rediscovered. Several members have completed extended cross-country flights from Waldershare in the fine weather in spite of the club's proximity to the sea. The unseasonal weather has also attracted quite a few new members which is an encouraging trend. Congratulations to Peter Tucker on his first solo. Modesty prevents me mentioning my own Bronze Badge.
Nigel Shepherd

Clevelands (RAF Dishforth)

THE wave season got off to a cracking start. September 1 saw us breaking off 4kt climbs at 11,500ft, while looking at the upper system seemingly going on as far as the eye can see. There has been a major push in the recruitment and progression of Leeds University (LUUGS) members. In return, they have begun the year enthusiastically, with Dan Pallace flying solo, having soloed first at Aston Down at the Inter-Uni comp, and Matt Woodhouse converting to the K-18. The K-21 had its first aerotow at Dishforth behind a visiting Dimona, courtesy of Bob Lloyd.
Polly Whitehead

Cranwell (RAF Cranwell)

DESPITE an interesting year weatherwise, a considerable number of hours and cross-country kilometres have been flown with many members achieving a goodly number of badge claims. Congratulation to Morag Allen, who went solo recently; it is nice to see an increasing number of female pilots. A pre-emptive thank-you to all those club members I may have missed during these articles for all their hard work be it on aircraft, vehicles or organising social events – your commitment makes the club what it is and long may it continue. Finally, seasons greeting to all and let's hope that the New Year brings even better flying.
Zeb Zamo

Darlton (Darlton)

GOOD progress is being made on the infrastructure of our new combined club with plans for aerotowing and motorgliding. Improvements in the weather suiting our clay/grass airfield have enabled activities at Darlton to increase significantly with some notable cross-country flights. Members' spirits and enthusiasm are high and we continue to attract interest and prospective members, from juniors to experienced pilots rejoining the merged clubs. Congratulations to Ernie Fothergill, who, on our fixed price to solo scheme, successfully soloed recently – interestingly, interrupted by the odd cable break! The club was well represented at the Pocklington Two-Seat Competition and the Wood and Glass Event at the Trent Valley club and further visits are planned shortly to Milfield and Portmoak for some serious wave flying! Visitors to our new club are warmly welcomed.
Geoff Homan

Dartmoor (Brentor)

SHARP-eyed readers of the last *S&G* will have noticed our own Steve Clark topping the Badge listing on page 60 with a Diamond distance. This was from Gariep near Bloemfontein, South Africa and has inspired him so much that he has now bought a Ventus 2CM. Gemma Rickwood, 24, of Corner Ways Residential Home Tavistock, has physical disabilities, but was so enthused by the sight of two gliders at the local Balloon Fiesta that she signed up for a flight with the club. Accompanied by carers Vicki and Gemma, she was given not one, but two flights in one of the club's K13s. Also pictured at the Tavistock Balloon Fiesta, from which generated great many ripples of interest in the club, are our three 'Silvers' – hair colour as well: Steve Lewis (chair), Bob Jones (secretary) and Ged Nevisky (safety officer). Congratulations to Rick Wiles on his Cross-Country Endorsement.
Martin Cropper

Deeside (Aboyne)

VISITING season at Aboyne has seen many pilots enjoying the wave, with heights of 24,500ft and trips to the west coast. August ended with a 500km from Roy Wilson at 152km/h – hardly surprising there are three Scottish pilots in the top five of the BGA Ladder! The UK Mountain Soaring Championships was won by Richie Toon – congratulations to him. The competition was overshadowed by the tragic accident in the SGA ASH25, and our best wishes go to Mike Whyment during his recovery. We are a seven-day operation, giving you all week to get that 1,000km Diploma. Let's not just leave it to John Williams.
Charlie Jordan

Derby & Lancs (Camphill)

AS I write, the annual pilgrimage to Aboyne is under way, and congratulations go to Peter Gray for his second place in the UKMSC, and for his 766.3km flight in wave, crossing Scotland several times. That makes him only our second 750km pilot. Mike Armstrong and co-pilots took the DG-500 to first place in the Two-Seater Competition at Pocklington. We have a resplendent Mercedes bus awaiting transformation into a launchpoint vehicle, and the simulator is finished and has given introductory flights to a group of instructors. It should quickly be integrated into the training programme. The Discus syndicate now has its engine, and it has been great to see the Puchacz flying again, complete with G registration. An Elfe S4 has joined the private fleet. Our thanks go to all our summer staff, who have done a great job. We now operate Tuesday to Sunday for the winter.
Dave Salmon

Devon & Somerset (North Hill)

JOHN Street must have some pact with the weatherman, since once again his course had glorious weather. Dehane Cownley commutes from Majorca to fly at North Hill and after several years went solo on this September course. Gill Morrison and Daniel Johns both gained Gold height on a visit to Portmoak, and John Sillett got his five hours at the Long Mynd. Congratulations also to Simon Minson, who has completed his BGA Basic Instructor Coach rating. Once again we held an open weekend in August. The weather was not kind, but there was some flying, we did gain some new members and so the venture was deemed successful. It was a poor summer for the South West Inter-club League with meetings cancelled because of poor weather; eventually we were a close second overall.
Kaye Alston



Brian Lomas at ***Bowland*** *with his "last instructor duty" cake*

Dorset (Eyres Field)

WE have finally had some decent weather to appreciate the spectacular scenery of The Jurassic Coast, to our south. Barrie Stuckey has gained his Cross-Country Endorsement, and five hours. Carol Marshall went off to Hus Bos in August for the Comp, and by all accounts had an enjoyable time. Well done, Carol. Our second K-13 is back on line after an expert repair to a damaged wing, thanks for sterling work as usual from Barry, Alan, Dave, etc. Our new workshop is nearly finished, thanks to hard work by the Linee Clan, and will be well used this winter. The refurbished winch has given us sterling service and we would highly recommend any petrol winch be converted to LPG. Our winch launches now cost us about half in terms of fuel costs. The Dorset GC wishes all pilots and their families a very happy Christmas and a prosperous and soarable New Year.
Colin Weyman

Essex & Suffolk (Wormingford)

CONGRATULATIONS to Peter Joslin and James Odell for their first solos. After the rash of broken club records, first solos and long cross-country mileages reported by Dick Skinner in the last issue, things seem to have quietened down a bit. We are looking at materials (eg netting) for strengthening the grass landing areas so as to improve ground handling and minimise runway damage over the winter. If anyone has experience of such products we would be pleased to hear from them.
Bob Godden

Essex (Ridgewell)

CONGRATULATIONS to Paul Bott on his Cross-Country Endorsement and to Peter Keehern for re-soloing after 29 years. After seven years in command Don Ling has stepped down as our CFI. His approach has instilled confidence in even the most timid of students, and he has worked tirelessly and seen many changes, not least the move of all flying operations from North Weald to Ridgewell. We extend a big vote of thanks to Don for all he has done. He will continue instructing and tugging. The CFI reins are now in the capable hands of Dave Hertzberg (ex DCFI) and our new DCFI is Geoff Martin. We wish them the very best in their new roles. Our office at North Weald has closed down and gone "virtual" (not I hasten to add the office staff Vee). Although all their work is now done via computers our contact number (01992 522222) still remains the same.
Peter Perry

Fenland (RAF Marham)

OH what joy to return from the blistering 45° daily heat of the desert and to see some rain. We glider pilots are not usually fans of rain but try blue cumulus-free skies for a month and you'll find it's quite refreshing. Alex Saunders has soloed in the Queen



Kestrel

KESTREL is the newest of the RAF Gliding & Soaring Association clubs, becoming a member in 2006. It has however been in existence since 1949, when it was founded by Anthony Deane-Drummond as an Army gliding club and has operated from RAF Odiham since that time.

The change to GSA status has seen an increase in membership and the addition of a motorglider as a very welcome addition to the fleet, while aerotows have also been reintroduced over the last few months with the loan of a tug from the GSA.

Along with the usual clubhouse and workshops the club operates from what must surely be the last surviving WW1-style Bessonneau hanger in use; its continued availability is thanks to Rubb buildings, who have over a number of years provided new purpose-made coverings to replace the original canvas.

With the site being operational (it's home to the RAF Chinook fleet) Kestrel has had to make the most of the airfield's availability. Wednesday afternoon flying has been introduced this year, for the first time, further extending the club's ability to offer its facilities to the Service community, while the arrival of the motorglider has opened up the whole week as possible training time, working under the control of Odiham ATC. Aerotowing will also enable the growing number of solo pilots to learn more about soaring and increase the number of tasks and badge attempts.

Kestrel continually seeks new ways to expend its membership and is working closely with the Station and Garrison at Aldershot to offer its facilities to a wider audience by attending events such as the Aldershot Army Show and local events and open days. Short taster courses at weekends have proved very popular and this year we increased the number on offer.

The club operates alongside 618 VGS, which operates a fleet of Vigilant motorgliders, so if you are thinking of visiting please acquaint yourself with the circuit regulations from the club website and phone ahead to confirm any movements.

Neil Armstrong

At a glance

Full membership: £80/150 pa (Service/Associate)

Launch type: Aerotow, Winch

Club fleet: K-21, Astir, Motor Falke

Instructors: 8

Type of lift: thermal

Operates: Bank Holidays & weekends

Contact: 07969 451627 weekends (answerphone at other times)/ *enquiries@kestrel-gliding.org.uk*

www.kestrel-gliding.org.uk

R/T frequency: 122.100

N51.14.0 W00.56.45



Top: aerotow made a welcome return to Kestrel in 2007

Above: happy club members – what more could anyone want?



*It's amazing what they stock at the supermarket these days, as this **Midland** pilot discovered at the Inter-Club final (Alto)*



*Paul Crabb of **The Gliding Centre**, winner of the the Midland Regionals, pictured there with his and Siobhan's son, Liam*



*Power pilot Geoff Roberts soloed on gliders at **Herefordshire***

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Club news



*Alex Saunders, who has soloed in **Fenland GC**'s Astir, is seen here being congratulated by the club's CFI, Paul McLean*

the Skies, our Astir. It's now to be a race between Alex and our other resident up-and-coming ace of the base, Shaun Mitchinson, as to who can fill in most lines on our achievements board.
Graham French

The Gliding Centre (Husbands Bosworth)

CONGRATULATIONS to Lara McMillan and Simon Freethy on going solo. Brian Scaysbrook has his Gold height and Jonathan Tipler his five hours and Silver. Gary Carr has his Silver distance, which completes his Silver. Ellie Armstrong has her Gold distance. Adam Gilmore is now an Assistant Instructor and Chris Curtis is a Full Rated one. Jonathan Walker has replaced Mike Cater as DCFI alongside Roy Spreckley. We warmly welcome Sarah Ferns as our new Office Administrator. The third hangar door is now being refurbished. There have been successful expeditions to Aboyne and Milfield. Our Annual Dinner and Awards Presentation was on November 17. Many congratulations to all the prizewinners! Contact the office for details of the Children's Christmas Party, in December.
Siobhan Crabb

Herefordshire (Shobdon)

AFTER some good thermal flying in August, we have made the best we can of autumn so far. Our chairman Dewi Edwards has completed his PPL and is busy converting to the tug. Well done to him and also to Geoff Roberts, a convert from power flying, who went solo on gliders recently. His first solo was described as a very short flight with a big smile at the end! In September, we entertained a group from a local company, where our tugmaster Mike Hayes works: 22 visitors enjoyed trial lessons and kept both our two-seaters and instructors busy for a full day. We welcome Keith Edmunds, who is returning to flying, and also Richard Palmer and Steve Foster, who are taking advantage of our wave membership. We would be pleased to see any club expeditions or individuals who would like the opportunity to get some winter ridge and wave soaring, with our winter wave membership scheme.
Diana King

Highland (Easterton)

DESPITE more wet weather in August there were a few soarable days. During the last weekend of the month our mammoth Meccano set was assembled to form the framework for the new fuel store. To show their appreciation the weather gods laid on wave to 7,500ft. September was a better month with wave, thermal and even a soarable sea breeze front. We welcomed a few new members too, the Napier family and Tom Brennan. October has started well with wave to 10,000ft right over the site. The Fulmar Discus now has a new oxygen system and the Astir should be back from repair soon. We have been made aware of a proposal to build several "wind farms" in our area. Some of the suggested sites would have a major adverse effect on our operations and the club's Board of Directors, with help from the BGA, are preparing our response.
John Thomson

Lasham Gliding Society (Lasham)

THE Tribute weekend to Sir George Cayley (September 29-30) went as well as we could have hoped for: unfortunately the weather wasn't very kind to us so we only managed to get two of the vintage gliders into the skies (what a wonderful sight to see the graceful old ships floating around above us). The talk and film showing the replica flying was attended by over 80 people. Our End of Season Party, the Bonfire Party and the annual Farmers Party will all have taken place by the time you read this. Details of our Winter Talks are on our website and the restaurant is open for lunch every day and on Saturday evenings.
Marjorie Hobby

Lincolnshire (Strubby)

THE club has enjoyed the same mix of weather as everyone else but despite it all Dave King has gone solo. Dave and Mick Whitbread have a Bronze leg each. Lots of underprivileged children in Lincolnshire have taken the opportunity to try gliding and the scheme is a tremendous success. Our other trial evenings have been well supported. Dave King has a vintage glider, a Scheibe SF26, which he intends to wear out – or so he tells us.
Dick Skerry

London (Dunstable)

OUR cadets are as active as ever – see www.lgccadets.co.uk – with Ben Glasgow-Smith the latest first solo. Junior pilots have been busy at national and international levels, with Tone Claiden, Stuart Carmichael, Ewan Crosbie and Andy May at the Junior Nationals. Andy May and Shaun McLaughlin were in the British team at the Junior Worlds at Rieti, and at senior level Ed Johnston won the Open Nationals and was second at the 18-Metre Nationals. Back home our regionals was badly affected by poor weather, with the first seven days scrubbed! On the last day we had decent conditions and overall Nick Tillet won the Reds by four points, and the Blue winner was Daire McMahon from Dublin GC. Thanks to competition director Lofty Russell and his team for sterling efforts in handling 50 very disgruntled pilots. As I write, around a dozen trailers have departed to Talgarth.
Andrew Sampson

Nene Valley (Upwood)

WE have a few more trainees. Kerry Mertz has joined the club and soloed, a couple of weeks later converting to the K-8. Taff Turner has gained his SLMG NPPL. The last Friday evening group of the season was flown thanks to the small band of volunteers. We have our lease renewal through, thanks to Roger Emms and Richard Hayden for all their work. Our resident Inspector John Bennett gave an excellent EASA presentation so we are now all better equipped to sort out the requirements. A small group went to Sutton Bank at the end of October.
Dave Mansfield

North Wales (Llantysilio)

WE have made the best of a dubious summer – on the last weekend of September six members made their way to Feshiebridge in Scotland for Octoberfest. They were given a warm welcome and by all accounts had a fantastic time in respectable flying conditions; one flight included a Gold height and others of good duration. They are all looking forward to next year when they plan a return visit. I must thank Ian Samples, who after a period of ill health has returned to the club. Over decades Ian has held various positions within the club including treasurer, committee field member, keeper of the flying statistics and producing an amusing and informative newsletter. Thank you Ian for everything you have put into our club.
Brian Williams

Oxford (Weston on the Green)

WE have held our regular summer happening, known as the "Flying Two Weeks". It did indeed last for two weeks, but there was precious little flying carried out. We were delighted to welcome a number of old friends back during this soggy time: Mike O'Neil, Brian Evans, John Freymuth and Alan Lapworth. Martin Laxåback became at least the third OGC pilot this year to fall down a few minutes short of five hours. We are planning on redefining the "Oxford hour" to just 58 minutes to enable our pupils to get their Silvers this year. Martin has also bought a DG-100 onto site, shared with the other Martin – should make their rota easy to work out. Congratulations also to Martin for a 50km to Sackville, although he just missed out on his five hours during the same flight. Finally, congratulations to Keith White on his "first" solo, some 30 years after his "first first" solo at Lasham.
Neil Swinton



*Keith White following his "first" solo at **Oxford**, which comes after his "first first" solo 30 years ago (Photo: Martin Laxåback)*

Peterborough & Spalding (Crowland)

CONGRATULATIONS to Nick White and Dave Gilham for completing their Basic Instructor course, to Sheena Fear, Rob Theil and Dave Crowhurst for Diamond height and to Al Flintoft for Gold height. Our second flying week was well attended, but with only a couple of decent days for cross-country. Our club expeditions to Portmoak and Aboyne were a great success with ridge and wave flights at both. A big thank you goes to Kev and Sheena Fear for arranging the accommodation. Aboyne has already been booked for next year with other expeditions in the pipeline. A farewell party was held for Matt Bell, who has taken on a new job and relocated to Australia. A big thank you to Matt for his help and hard work, including the building of a new trailer for our Grob 102 and for keeping the airfield grass nicely cut. We wish him well.
Merv Bull

Portsmouth Naval (Lee on Solent)

SUMMER was obviously disappointing, but an enjoyable time has been had nevertheless. A week's course in August saw several solos, including new member Steve Sault. Soon after, Alan Turner and Neil Shaw achieved Silver height in their Vega. Two weeks later Neil managed his Silver duration but subsequently failed badly in his 50km. Away from Lee-on-the-Solent, Tony World flew in a competition in Spain, where the rain genuinely was "mainly on the plane"; and Mark Holden, Andy Payne, Henry Freeborn "swam" at the Junior Nationals at Tibenham, where Fran Aitken excelled as the top woman competitor. Recently, Alan Turner's determination deservedly realised his SLMG licence. Congratulations to all. Finally, our best wishes to Chris Pennifold, Stuart Pollard and John Bradbury who emigrated to Australia, New Zealand and Nottinghamshire respectively! We now look forward to a mild winter, dovetailed Cs of A, and settling of sundry aspects of our future facilities and usage of the airfield.
Neil Shaw

Rattlesden (Rattlesden)

DAWN Goldsmith landed out near Cambridge after flying 48km of a 50km attempt; Andrea Cornish has re-soloed after 18 years and converted to the Junior. Graham Dewery got his first half hour in the Junior less than a week after his first flight in it. Martin Raper came second on the Saturday of Anglia Cup at the beginning of September. Don't forget that if your airfield is waterlogged over the winter you are welcome at Rattlesden to take advantage of our Tarmac/concrete runway.
Helen Page

Sackville Vintage (Sackville Farm)

VINTAGE solution has kept our overheads down on a very bad year and the drainage contractors have just completed an extensive scheme to keep us flying all winter. Our expedition to Sutton Bank's Slingsby week provided the three Fs – Friends, Flying and Food – in abundance. New this year has been the British Women Pilots' Association's lunchtime barbecue, where we introduced new people to gliding in our K-2. The outstanding success of the turbo tug for trial flights and glider training has brought back enthusiasm again. Now we can do the Cross-Country Endorsement and field landing selection, with NPPL training in the spring. 2008 is going to be a great year.
Tim Wilkinson

Club news

Shropshire (Sleap)

THE last few months have seen a steady advance in our activities. Matt Woodiwiss took part in the Western Regionals and the Junior Nationals. Steve Tilling completed his Silver. Chris and Jo Fox took the Janus to Pocklington for the two-seater comp. There has been a fair bit of cross-country flying with Chris repeating a 300km. Nick Peatfield has obtained his instructor rating and a power IMC rating. John Vella-Grech is now the proud owner of an ASW 28. Ric Prestwich told him he'd be so pleased with its performance that he'd never fit the turbo. An unusual hazard occurred the other day. While I was flying in the Chevvron several hundred geese settled on the airfield and I had to choose another runway to land on. Ric told everyone that the Chevvron was overtaken by a duck when we were flying: I'm glad I didn't have to mix it with the geese that stayed on the ground while I landed.

Keith Field

South Wales (Usk)

I would first like to apologise to Dave Jobbins and Dave Jeffries who took the club's Grob Acro, 609 around its first 300km under our ownership; I hope no offence or confusion was caused. Despite the stalled start to the season solos have been achieved by Matt Hammond and Mark White, who both converted to the K-8, with Mark promptly going solo on aerotow. The instructor ranks gained two new Assistant Rated Instructors: Chris Cole and Mark Thomas. Congratulations to George Robertson for becoming a Basic Instructor. We have welcomed Doug Gardner from Talgarth to help out instructing from our site, marking the increased cooperation between our two clubs.

George Robertson

Southdown (Parham)

A dozen or so club members visited Sutton Bank recently for the Slingsby Vintage rally. For some it was their first experience of wave flying. Back at Parham, we enjoyed some autumnal sunshine and northerly winds, which attracted visitors from Lasham, Sutton Bank, Nympsfield and the Park. For pilots who want to hone their hill soaring skills we offer a special "Winter Membership" rate. In the Club Class nationals, we employed our 18m DG 1000 to provide P2 cross-country experience to *ab initios*. There were a number of 300km flights and we hope to develop this training. With morale thus raised, Joe Standing and Alastair Gill went solo, and Howard Joseph flew a Silver distance. Most of us know the Albatross is the world's largest soaring bird, and it is in danger of extinction. Southdown, in conjunction with the local RSPB, are organising "Sponsored flights" to raise money for this very good cause.

Peter J Holloway

Staffordshire (Seighford)

OUR open days over the Bank Holiday were a great success and over a hundred members of the public enjoyed their flights. September and early October have seen some reasonable soaring helping to regain some of the launches and flying time lost during the poor weather earlier in the year, and allowing both Dave Wootton and Dave Coops to re-solo. Derek Heaton has up-rated his Assistant Instructor rating to a Full Cat with the help of Simon Adlard and Derek Miles has completed his BI rating. There is much activity among the private owners as they get their aircraft registered in readiness for transition to the new C of A system. Our tug has been taken out of service for some rest and restoration: a new engine is being fitted for next year. The Twin Astir we bought earlier this year has proved so popular that our committee has found us a second aircraft.

Colin Ratcliffe

Stratford on Avon (Snitterfield)

THERE were some notable successes during our August task week but overall the summer was disappointing. Overall launches are down, flying times are down, visitor flying is down and new member numbers are down. We turn our thoughts to the prospects of winter flying. On the non-flying side, the winter should see us continuing with much-needed field improvements and we'll be hoping to make significant progress on acquiring a new clubhouse. Congratulations to Louis Deane another of our intrepid cadets, who went solo in September, and to Adam Reading, who flew his first solo at the beginning of October. Our resident man of the cloth, the Very Reverend Ian Kennedy, was able to take time off from his autumnal ecclesiastical duties to complete his Silver with a 50km jaunt to Bicester.

Richard Maksymowicz

Trent Valley (Kirton in Lindsey)

SEPTEMBER saw the second and home leg of our annual Wood and Glass Cup competition, contested with our friends from Buckminster. This year the entry was further boosted with seven gliders from our new neighbours at Darlton. The weather was kinder to us than it was for the first leg. Steve Nock showed the pundits how to do it by taking the club's K-6e around the longest task, giving him overall honours and victory in the Wooden Cup. Robin Parker took the honours in the Class Cup and Team Trent Valley won back the coveted Yellow Bung Trophy from Buckminster. We put on a static display at Lincoln Castle as part of the Scouting Centenary celebrations and generated a lot of interest. A Falke motorglider has been added to our fleet, following the construction of a new T-hangar, thanks in no small part to the brilliant organisational skills of our chairman, Vin Marchant.

Alan Spencer

Welland (Lyveden)

WE have seen a number of achievements. Paul Sallis' first solo showed he could cope admirably with a crosswind. Roger Tallowin's attempt at five hours was a little short but he comfortably gained his Silver height in the process. On September 16, our last good soaring day, saw cross-country flights; one of which was in our club Grob with pre-Bronze Jo Cooper taking Mark Rushden around 102km. Once again I waved to Gold height at Feshiebridge and there is more interest in wave expeditions for next year.

Strzeb

Windrushers (Bicester)

WE were all saddened by the death of Dick Stratton and a full tribute appears on p61. We have gained three Basic Instructors, Gail Stevens, Clive Dalzell and James Wilson. Jim Barrell resoled after a seven-year gap, followed by sons Sam and Edward, with first solos for Jason Gauchi from Cranfield Uni, Mario Nadone from Oxford Uni and Seth Helstrip, who joined earlier this year on our learn to glide package. Kjell Konis and Corbin Davies completed Bronze. Phillipa Roberts completed hers and added Cross-Country Endorsement and George T gained his in August. Dave Catt and Emma Salisbury have completed NPPLs, and one of our members is the European Open Class Champion – well done to Pete Harvey. During September and October we had expeditions to Aboyne and Denbigh. Oxford and Cranfield University have provided us with a new crop of students and we are heading towards our half-term training week.

Dave Smith

Wolds (Pocklington)

FIRSTLY, congratulations to Alan Fletcher and Peter Bull, who's only 17, on going solo recently. Well done also to Tony Kendall on completing his Assistant Instructor Rating and Sam Roddie on being a BI. The assistant instructor courses held at Pock this year have all been a big success and we look forward to holding more next year. Two-seater comp was yet again adored by all with wave tasks being flown (and completed) while comps at other clubs were almost washed away. The Manchester Uni Gliding Society has had a major presence at the club recently, resulting in a fantastic launch rate and giving us all a reminder of what enthusiasm really means. Thanks, guys!

Sam Roddie

Wyvern (Upavon)

WYVERN GC has completed the seventh and final course week with some decent weather. We have completed as many launches as last year and at least another 100 hours of soaring. Ten new students have started the third annual QinetiQ Graduate Airmanship programme training at weekends and on a course week in November. The sad news is that, due to military operational requirements, Wyvern GC may be unable to continue to fly from Upavon from some time in 2008. The club committee, our parent body the Army Gliding Association, and even the Army Sports Control Board are all actively seeking a new gliding site as either a new permanent home, a short-term bolthole or a site suitable for weekday gliding whilst weekend gliding remains at Upavon.

Andy Gibson

Yorkshire (Sutton Bank)

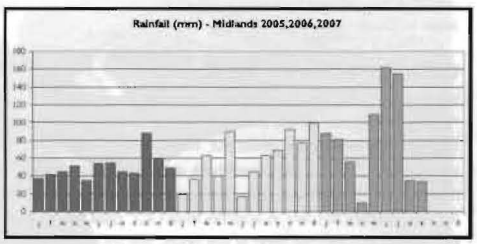
DESPITE the incessant rain clouds this year, Sutton Bank has managed to shine with James Ewence achieving the highest place on the National rating position for many years. Well done, James! The longest flight this year goes to David Latimer, beating Andy Wright's 765km by 130 metres on handicap! Bill Payton – our intrepid Gliding Explorer – took his DG-1000T to Wales and back with Dean Crosby in the back, providing in-flight catering and entertainment. Congratulations to our September soloists, Ali Scrope and Nigel Willis. Several clubs visited us this year to enjoy our superb site, facilities and fleet. Why not visit us next year?

John Marsh

S&G's thanks as always to Debb Evans for editing this month's Club News from the 8,300 words received to the 6,500 that we had room for this issue – Helen Evans, Editor



Above: *Matt Hammond before his first solo on type, a K-8, at* ***South Wales*** *with his instructor Richard Slater*



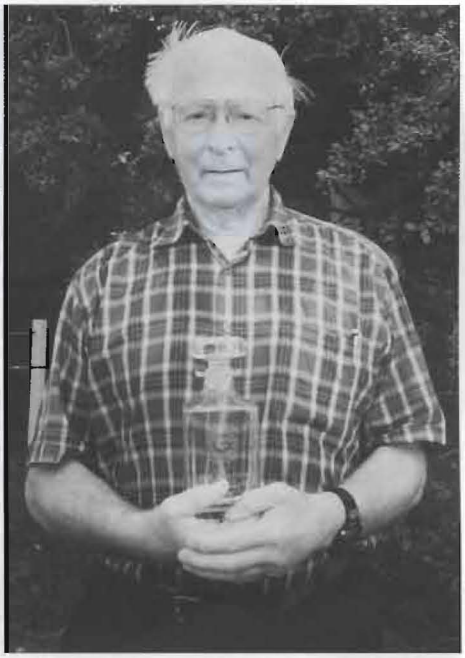
Above: *This rainfall chart was produced by Severn Trent employee and Stratford on Avon Club News Contributor Richard Maksymowicz. It shows the average monthly rainfall in millimetres in the Midlands from January 2005 to September 2007. At just over and just under 160mm (c. 6 inches) respectively, wet weather in May, June and July 2007 shows clearly – compare these to previous years. The extremely dry April in 2007 also stands out*



Above: *this Falke has joined Trent Valley's fleet, after the construction in just a few weeks of a new T-hangar*

Obituaries







Former British Gliding Association Chief Technical Officer Dick Stratton earlier in his career (above) *and as many younger pilots will remember him* (right)

Far right: James Davidson photographed at Aboyne

Richard Brian (Dick) Stratton – RAFGSA, Windrushers

DICK Stratton (1923-2007), who was for many years the BGA's Chief Technical Officer, started his remarkable career in aviation as an RAF flight engineer on flying boats, later becoming involved with the flight testing of the Saunders Roe Princess flying boat, SR53 rocket aircraft and P531 helicopter. He followed this up by becoming the Chief engineer at CSE Aviation at Oxford and later still an aviation consultant. A Fellow of the Royal Aeronautical Society, he was also a Royal Aero Club Silver medallist, awarded for his services to aviation. His long association with gliding began when he joined the ATC gliding school at Christchurch in the early 1950s, where he quickly became an instructor – an activity he continued well into his seventies. After a short spell as CFI of the Isle of Wight gliding club he began his long association with the RAFGSA, joining their club at Andover. After the formation of the RAFGSA Centre at Bicester, Dick quickly became one of its stalwarts: tug pilot, instructor, converter of the Chipmunk tugs to modern engines, and general Gliding Guru... The list is endless. Living next to the airfield as he did, seldom a day went past that he was not there, supporting and helping especially the young in their gliding and flying. He must have sent dozens of people solo over the years.

Dick, who during his time as BGA CTO set up a glider, motorglider and tug maintenance system that we could be proud of, had little time for petty officialdom. His main enemy was those people in the "Kremlin at Gatwick" as he always referred to the Civil Aviation Authority. He was an engineer of the "if it ain't broke, don't fix it" brigade, and the stories of his practical approach to engineering and aviation are legendary. "I shall never forget how he cured the huge compass error on the Bicester RF4 with the aid of a portable MiG welding kit," says one person. Or on another occasion, when discussing with a another engineer a modification to a glider... "B*llocks!" said Dick. "Use stiff nuts". "Not happy with that," replied the engineer. "Dear boy," said Dick, "entire American aircraft are held together with stiff nuts. Why in God's name do you want to start a rabbit warren?" Or, again: "Rubbish – just get on with it and don't muck about" – this last always said with his characteristic twitch of his shoulders.

His last great project was to oversee the rebuild of the Ulster GC's Super Cub, a very fitting memorial to his engineering skills. It's also thanks to him that many a PFA aircraft is flying in the UK and very often on MOGAS – the use of which he trialled in order to make it legal. There was not a gliding club in the UK that he did not visit, even after he gave up as CTO, always offering advice and encouragement wherever he went. It was largely thanks to his encouragement that clubs exchanged their often dangerous and inefficient winches and cables for modern and safer ones.

On a personal note, Dick gave me my first flight in a glider at the age of nine, and he was an instructor on my *ab initio* course, a general gliding mentor and friend. I was immensely privileged to re-solo him after he regained his medical on his 80th birthday in the same type of glider as my first solo – a T-21. Just days before his death he showed me with glee evidence of his latest victory over the "Kremlin" – a refund of the fee they had demanded for his engineering licence renewal.

As a person Dick was – to quote from one of his many admirers – "often blunt, and only rarely wrong; but he was also quietly thoughtful and, behind the gruff facade, a kind and gentle soul". One could fill a book about this remarkable man – suffice it to say, gliding, Windrushers GC and British aviation will be the poorer for his passing. Dick, we will miss you!

Roger Crouch

James Davidson – Bristol & Gloucestershire, Deeside

JAMES (1956-2007) joined Deeside in 1992, when he returned to his native Aberdeen. He made an enormous contribution to the club, holding the committee posts of membership secretary, treasurer and finally chairman for six years, and was also often to be found on the airfield as duty instructor. Latterly, he served as Chairman of the Scottish Gliding Association, having stepped down from all DGC committee responsibilities last year to enjoy his own flying. James originally learned to fly at Nympsfield where he flew a syndicate K6 (EEL). At Aboyne he flew the DG-200 (EBR) before creating the Duo Discus 3D syndicate. James enjoyed gliding competitions and was instrumental in establishing the UK Mountain Soaring Championships at Aboyne. He regularly took part in the Scottish Inter-Club League and was for many years a strong supporter of the Northerns at Sutton Bank. As a competition pilot he kept his crew amused with some unusual retrieves and achieved tabloid fame when he landed on the lawn at Balmoral when the Queen was in residence. James was always a friendly face at Aboyne, welcoming new members as well as wave season visitors. At social events he could usually be found near to the bar at the start, middle and very end of the evening, where his good humour was legendary. Around gliding James fitted in many other interests including ski-ing, travel, bee-keeping, supporting Aberdeen Football Club and entertaining. His famous Sunday night parties were enjoyed by family and friends. He was a devoted son, brother and uncle. His funeral, after a field landing accident in the SGA ASH25 at Tomintoul, was attended by many members from Scottish, Yorkshire and South of England clubs. James made a major contribution to Scottish gliding over the past 15 years. Deeside GC has lost one of its most dedicated members and many of us have lost a loyal friend.

Ed Colver & Robin Cutts

Hugh Etherington – Burn, Doncaster, York

HUGH (1944-2007) first went solo on powered aircraft on a Jackaroo in 1965. He flew Tiger Moth tugs at Hus Bos until 1970, when he made a career move to Leeds. His tugging continued with the Condor at Doncaster GC and then followed his first move to Rufforth and his first share of a glider as part of the Vega syndicate. In 1984, Hugh moved to Burn, where he bought a share in a Pik 20E. By the early 1990s, a longstanding illness meant that Hugh had to stop flying and his pastime became the restoration of an Alvis car, which he returned lovingly to its former glory. On completion Hugh was able to take his pride and joy on a tour of France before selling it on and making a long-awaited return to aviation. Flying was still a passion for Hugh and the new NPPL was a real god-send. Hugh was quick to seize on the opportunity to start flying again. Initially taking a microlight NPPL route, Hugh's innate flying skill quickly enabled him to convert to single-engined-piston and he was back doing what he loved. In his first year of tugging after requalifying, Hugh completed a stunning 150 hours! Although it was hard to prise him out of the tug, Hugh began gliding again and his flying was to continue for another five years until his illness finally caught up with him once more. Happily, Hugh was able to fly up to just a few weeks before his untimely death on September 28. Hugh was a valued member of the management committee at Rufforth for a number of years up to his death. Everyone who came into contact with Hugh knew him as a true gentleman. He brought a sense of civility and dignity to everything that he did. A stalwart of the gliding community, he was known as the tuggy in the white flying helmet. Hugh will be sadly missed.

Keith Batty

BGA Badges

No.	Pilot	Club (place of flight)	Date
BGA 750KM DIPLOMA			
61	Andy Wright	766km/Yorkshire	30.7.2007
62	Malcolm Lassan	759km/South Africa	10.1.2007
63	Jed Edyvean	758km/Windrushers	30.7.2007
64	Paul Fritche	754km/Southdown (Hus Bos)	30.7.2007
65	Rose Johnson	758/Midland	31.7.2007
DIAMOND BADGE			
720	Andy Jessett	Lasham	30.7.2007
721	Peter Carpenter	Kent (Gransden)	31.7.2007
722	Michael Schlotter	BWND (Aston Down)	31.7.2007
Diamond goal			
2-3159	Chris. Lawrence	Norfolk	8.7.2007
2-3160	David Pye	Kent (Gransden)	30.7.2007
2-3161	Martyn Johnson	Yorkshire	31.7.2007
2-3162	Steve Riddington	Gliding Centre	31.7.2007
2-3163	Aidan Paul	London	11.8.2007
2-3164	James Fisher	Midland	31.7.2007
2-3165	Paul Rowden	Cambridge	24.7.2007
2-3166	Barney Crump	Windrushers	31.7.2007
2-3167	Patrick Hogarth	Mendip	31.7.2007
2-3168	Leslie Rayment	Yorkshire	31.7.2007
2-3169	Dave Holborn	Wolds	8.8.2007
2-3170	David Bienasz	Trent Valley	11.8.2007
2-3171	Chris Davidson	Buckminster	8.8.2007
2-3172	Roger Emms	Nene Valley	8.8.2007
2-3173	Rowland Clarke	Devon & Somerset	30.7.2007
2-3174	Lukas Brandt	Oxford University	31.7.2007
2-3175	John Maddison	Darlton	8.8.2007
2-3176	Mark Shuttleworth	Yorkshire	8.8.2007
2-3177	Kevin Neave	Bristol & Glos	11.8.2007
2-3178	Sarah Aldridge	Buckminster	8.8.2007
2-3179	Paul Daly	Nene Valley	8.8.2007
2-3180	Barry Douglas	York	8.8.2007
2-3181	Barry Monslow	Stratford on Avon	31.7.2007
2-3182	Mark Lavender	Windrushers	31.7.2007
2-3183	George Rowden	Yorkshire	8.8.2007
2-3184	Stephen Jarvis	Nene Valley	11.8.2007
2-3185	David Mansfield	Nene Valley	9.8.2007
2-3186	Tony Walker	Nene Valley	11.8.2007
2-3187	Sharon Kerby	Stratford on Avon	11.8.2007
2-3188	Ken Arkley	Yorkshire	9.8.2007
2-3189	Robert Starling	Darlton	31.7.2007
2-3190	Mike Taylor	Welland	9.8.2007
Diamond distance			
1-1074	Simon Buckley	Cotswold	31.7.2007
1-1075	Andy Jessett	Lasham	30.7.2007
1-1076	Chris Edwards	Bristol & Glos	31.7.2007
1-1077	Rob Thompson	Bristol & Glos	31.7.2007
1-1078	Peter Carpenter	Kent (Gransden)	31.7.2007
1-1079	Chris Davidson	Buckminster	8.8.2007
1-1080	Derek Tagg	Lasham	8.8.2007
1-1081	Michael Schlotter	BWND (Aston Down)	31.7.2007
1-1082	Robert Starling	Darlton	8.8.2007
GOLD BADGE			
2438	George Knight	Cambridge	30.7.2007
2439	Barney Crump	Windrushers	31.7.2007
2440	John Maddison	Darlton	8.8.2007
2441	Mark Shuttleworth	York	8.8.2007
2442	Kevin Neave	Bristol & Glos	11.8.2007
2443	Chris. Bryning	Seahawk (Honington)	10.8.2007
2444	Barry Monslow	Stratford on Avon	31.7.2007
2445	Sharon Kerby	Stratford on Avon	11.8.2007
2446	Chris Cole	S. Wales (Sutton Bank)	9.8.2007
Gold distance			
Christopher Lawrence		Norfolk	8.7.2007
Angela Presland		Lasham	8.7.2007
David Pye		Kent (Gransden)	30.7.2007
Steve Riddington		Gliding Centre	31.7.2007
Graham Smith		Southdown	30.7.2007
Aidan Paul		London	31.7.2007
George Knight		Cambridge	30.7.2007

Accident/incident summaries by Douglas Every

Ref	Type	Reg	Damage	Date/Time	Place	Pilot(s) Age	Injury	P1 Hours
91	ASW19	3252	Substantial	08-Aug-07 16:00	Wilby Cambs	54	None	112

After 170km of a 250km task and in the face of weak and patchy lift, the pilot elected to land out. The landing was fully held off but the ground run was longer than expected. The pilot deliberately groundlooped the glider to the left to avoid running under wires and into the road at the field's end. As it looped, the undercarriage retracted and the glider fell onto the fuselage, damaging the seam in the hull.

Ref	Type	Reg	Damage	Date/Time	Place	Pilot(s) Age	Injury	P1 Hours
92	Astir CS	4720	Substantial	11-Aug-07 12:33	RAF Honington		Minor	

The aerotow combination started its take-off run when the wing of the glider apparently started to drop and the pilot released the rope. The glider continued to turn towards a parked motorglider, which had been pushed back off the runway to provide additional clearance. The glider's left wing went through the propeller of the motorglider and the front shield of the motorglider. There were no persons on board the motorglider. The pilot of the glider was kept in the cockpit of the glider, treated for shock and prevented from moving until the arrival of the emergency services.

Ref	Type	Reg	Damage	Date/Time	Place	Pilot(s) Age	Injury	P1 Hours
93	LS4	2959	Minor	11-Aug-07 16:25	Nympsfield	51	None	434

The pilot made a normal fully held off landing on the correct part of this grass airfield but with the main wheel retracted. The aircraft landed on its belly and slid over the grass to a halt. Although the pilot was certain that he moved the undercarriage lever during landing checks, it seems most likely that the wheel was never retracted in flight and in fact was raised, rather than lowered, prior to landing.

Ref	Type	Reg	Damage	Date/Time	Place	Pilot(s) Age	Injury	P1 Hours
94	Grob Twin II Acro	4583	Minor	11-Aug-08 18:20	Lyveden	43	None	357

After 73 mins flight P2 was instructed to land the glider at the end of the field. Flying under verbal instruction P2 approached but had too much airspeed; P1 failed to take over in time, which resulted in a heavy first landing and two subsequent bounces before P1 recovered the situation.

Ref	Type	Reg	Damage	Date/Time	Place	Pilot(s) Age	Injury	P1 Hours
95	ASK13	3656	Minor	08-Aug-07 12:45	Talgarth	59 32	None None	

P2 was exiting the glider and badly damaged the canopy with his elbow.

Ref	Type	Reg	Damage	Date/Time	Place	Pilot(s) Age	Injury	P1 Hours
96	ASW20BL	4041	Write off	06-Aug-07 12:40	1/2 mile SW Welford	54	Serious	

The glider was on aerotow launch and the pilot asked the tug for more speed. The tug pilot was concerned at the lack of control and released the glider. The glider, with obvious control problems, descended rapidly and landed in a field. The glider struck obstacles on approach and cartwheeled, eventually stopping inverted in crop.

Ref	Type	Reg	Damage	Date/Time	Place	Pilot(s) Age	Injury	P1 Hours
97	Std Libelle 201B	3969	Substantial	06-Aug-07 16:00	Bourne	61	Minor	

During a competition flight the pilot became low and elected to land at Bourne airfield. The glider stalled in and damaged the fuselage and wing connections.

Ref	Type	Reg	Damage	Date/Time	Place	Pilot(s) Age	Injury	P1 Hours
98	Pégase 101A	3599	Substantial	05-Aug-07 16:00	Arthingworth	31	None	

The pilot elected to make a field landing into a rough uniformly ploughed field. The glider arrived at the hedgeline prior to the field at 70kts and encountered lots of lift, probably due to curlover from the hedge. The pilot closed the airbrakes, pulled up over the hedge, descended into the field, which had downslope, and struggled to reach the ground. The pilot forced a groundloop because of the rapidly approaching hedgeline and caused substantial damage to the glider.

Ref	Type	Reg	Damage	Date/Time	Place	Pilot(s) Age	Injury	P1 Hours
99	Standard Cirrus	4761	Substantial	30-Jul-07 13:00	Beddingham roundabout	69	Minor	120

After one and a half hours into an attempted five-hour endurance flight, the pilot had just left a thermal when he heard a 'clonk'. Nothing was felt through the airframe or the control stick and a few seconds later the glider started uncommanded pitching, which the pilot was unable to control. The pitching got worse but without excessive G forces. Holding the stick without responding did not help. The glider pitched in and out of cloud with the wings level and, while in a steep dive before the speed became excessive, the pilot baled out and landed safely. The glider was observed rotating inverted before crashing into a river.

Ref	Type	Reg	Damage	Date/Time	Place	Pilot(s) Age	Injury	P1 Hours
100	ASK13	Minor		22-Jul-07 Incident Rpt None			None	

Prior to a trial lesson taking place, the glider was being manoeuvred from the holding area beside the runway to the launch point. The wingtip walker, his view probably obscured by assistants surrounding the cockpit, slowed to turn the glider without noticing that a rope handler was engaged in disentangling the aerotow rope close to the glider. The glider's port wing struck the elbow of the rope handler, resulting in a puncture to the wing D box ply just outwards of mid span. The rope handler was uninjured.

Ref	Type	Reg	Damage	Date/Time	Place	Pilot(s) Age	Injury	P1 Hours
101	DG300	None		10-Jul-07 Incident Rpt			None	

The pilot undershot his intended field landing and landed in a standing rape crop.

Ref	Type	Reg	Damage	Date/Time	Place	Pilot(s) Age	Injury	P1 Hours
102	Discus B	None		10-Jul-07 Incident Rpt			None	

The pilot strayed too far from the airfield and had to make a forced outlanding into a wheatfield.

AIRCRAFT Ref	Type	REGISTRATION	Damage	DATE Time	Place	PILOT(S) Age	Injury	P1 Hours
103	ASW20L	4347	Minor	06-Aug-07	Sutton Bank	44	None	200

During a cross-country competition, the pilot set off on a final glide of 29km with 4,000ft AAL. Heavy sink was encountered en route but at 5km the glider was still 1,500ft AAL. In the last 5km exceptionally heavy sink was encountered due to being downwind of the ridge. Although the airfield was possibly reachable, with trees on the approach the pilot opted for a stubble field just short of the airfield. As he approached he realised that the field had a downward slope and a fence across so decide to land in the overshoot field of spring wheat. The glider ground looped on the landing run, causing damage to the port aileron.

104	Nimbus 3DT		None	24-Jul-07	Incident Rpt		None	

The glider got very high on aerotow.

105	Bocian 1E	1474	Minor	17-Aug-07	The Park	51	None	
				19:40		75	None	

After a normal aerotow and 25 minutes of flying, an approach was carried out, including a sideslip to the left. As the sideslip was established the front canopy opened and impacted the fuselage, cracking the canopy Perspex. The glider landed normally.

106	Carmam JP-15/34 Kit	3169	Minor	09-Aug-07	Talgarth	32	None	100

After a check flight and in good conditions, the visiting pilot flew his own aircraft. On landing he undershot the runway, the threshold of which is clearly marked, and landed heavily on the upslope that lies short of the threshold.

107	ASK21	4991	None	22-Aug-07	Challock	43	None	546
				17:55				

During the first few metres of the aerotow ground run, the port wing tip struck the log keeper in the neck and jaw. The pilot had adjudged her to be clear of the wing at the time of all out. The log keeper confirmed that she was using a mobile phone at the time.

108	DG505	4304	Substantial	23-Aug-07	Nympsfield	49	None	740
	Elan Orion			15:23			None	

The glider was on its fourth flight in a series of winch launches designed to refresh P2, who had not flown on the winch for a while. Conditions were clear with a fresh northerly wind. The preflight brief had included what to do if the wing touched down, P2's hand was on the release. The launch seemed to be proceeding normally and the glider was just airborne when it yawed violently. P1 pulled the release, which required considerable effort. The glider continued to turn in the air, landed sideways, more or less level and continued to turn about the main wheel. It finished up rolling backwards and P1 pulled on the airbrake lever to engage the wheel brake, which stopped the glider. Both pilots got out, unhurt, and found that the tail plane had come off completely.

109	SZD Junior	3842	Substantial	11-Aug-07	Ringmer	66	None	7

The pilot made a faster than normal approach with the result that the glider bounced three-four times on landing. Each bounce was more severe than the previous, resulting in a very heavy landing, which caused substantial internal fuselage damage.

110	Astir CS	4960	Minor	02-Sep-07	Tibenham	22	None	

The pilot rounded out too late, resulting in a bounce; he then reduced the airbrake and the glider ballooned. The pilot then reapplied the airbrake too abruptly, resulting in a heavy landing causing minor damage to the undercarriage doors.

111	Nimbus 2C	2751	Substantial	02-Sep-07	Lyveden	51	Serious	
				13:49				

The pilot, who was new to the glider type, carried out an aerotow flight without incident. He then decided to take a winch launch and was suitably briefed. After the first 5m of ground roll the left wing dropped and contacted the ground. The pilot failed to release or take correcting action with the ailerons. The glider started to yaw to the left. It then reached flying speed, lifted off and rolled rapidly to the left as it cartwheeled. The glider was inverted at 60° down when the nose impacted the ground and came to rest still inverted – the winch cable had back released by this time. The pilot, who was conscious but seriously injured, was attended to by the emergency services.

112	LS4	D-3443	Substantial	03-Sep-07	Kent GC	58	None	
				15:30				

On his third flight on type and following an uneventful launch and short soaring flight, the pilot approached the airfield directly into wind at a selected airspeed of 65kt. During final approach and with approximately a quarter airbrake, the pilot noticed that the airspeed had reduced to 50kt. He increased airspeed to 65kt but failed to round out fully, resulting in a heavy landing, the collapse of the undercarriage and damage to the fuselage belly.

113	ASH25	3909	Write off	02-Sep-07	Tomintoul	51	Fatal	
				16:15		31	Serious	

Field landing resulting in fatal and serious injuries. Subject to AAIB investigation.

114	Mosquito B	4777	None	05-Aug-07	Wormingford	32	None	420
				14:00				

On returning to the airfield from downwind the pilot was low after making a final turn at approximately 200ft AGL. He deployed landing flap but made insufficient allowance for the wind gradient, which caused the glider to sink rapidly through the last 10ft of the approach. The pilot's efforts to round out normally resulted in a heavy landing, during which the left wing touched the 4in-long grass, initiating a ground loop. The glider rotated 180° and ran backwards for a short distance before stopping. It was reported that the tail was in the air during the ground loop and that, combined with the grass surface, prevented any damage to the aircraft.

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No.	Pilot	Club (place of flight)	Date

(continued from previous page)

Gold distance

James Fisher	Midland	31.7.2007
Mike Sapwell	London	29.7.2007
Paul Rowden	Cambridge	24.7.2007
Barney Crump	Windrushers	31.7.2007
Patrick Hogarth	Mendip	31.7.2007
Leslie Rayment	Yorkshire	31.7.2007
Dave Holborn	Wolds	8.8.2007
David Bienasz	Trent Valley	11.8.2007
Roger Emms	Nene Valley	8.8.2007
Rowland Clarke	Devon & Somerset	30.7.2007
Lukas Brandt	Oxford University	31.7.2007
John Maddison	Darlton	8.8.2007
Mark Shuttleworth	York	8.8.2007
Kevin Neave	Bristol & Glos	11.8.2007
Sarah Aldridge	Buckminster (Hus Bos)	8.8.2007
Paul Daly	Nene Valley	8.8.2007
Barry Douglas	York	8.8.2007
Christopher Bryning	Seahawk (Honington)	10.8.2007
Barry Monslow	Stratford on Avon	31.7.2007
Mark Lavender	Windrushers	31.7.2007
George Rowden	Yorkshire	8.8.2007
Paul Wright	Wyvern (Honington)	10.8.2007
Stephen Jarvis	Nene Valley	11.8.2007
David Mansfield	Nene Valley	9.8.2007
Tony Walker	Nene Valley	11.8.2007
John Haigh	Southdown	31.7.2007
Sharon Kerby	Stratford on Avon	11.8.2007
Kenneth Arkley	Yorkshire	9.8.2007
Chris Cole	S. Wales (Sutton Bank)	9.8.2007
Mike Taylor	Welland	9.8.2007

Gold height

Andrew Turner	Bristol & Glos (Gap)	6.7.2007
Francis Parkinson	Bristol & Glos (Gap)	5.7.2007

SILVER BADGE

11762	Colin Troise	Yorkshire	10.7.2007
11763	Peter Mather	Kent	7.7.2007
11764	Andrew Rattray	Buckminster	8.7.2007
11765	Volker Pacher	London	8.7.2007
11766	Eric Atherton	Shenington	22.6.2007
11767	Stephen Tilling	Midland	7.7.2007
11768	Peter Goulding	P'boro & Spalding	29.7.2007
11769	Neill Atkins	Cranwell	2.6.2007
11770	Jesper Mjels	Yorkshire	30.7.2007
11771	Andrew Turner	Bristol & Glos	6.7.2007
11772	Paul Smith	Oxford	19.7.2007
11773	Anthony Cullen	Gliding Centre	30.7.2007
11774	Stuart Black	Buckminster	31.7.2007
11775	Paul Porter	Welland	29.7.2007
11776	David Newbigging	SGU	7.7.2007
11777	Michael Sapwell	London	24.7.2007
11778	Richard Trussell	Trent Valley	20.5.2007
11779	Jonathan Tipler	Gliding Centre	24.7.2007
11780	Anthony Cummins	North Wales	28.7.2007
11781	Roger Duke	P'boro & Spalding	30.7.2007
11782	Martin Lawson	Essex & Suffolk	30.7.2007
11783	Ian Russell	Kent	30.7.2007
11784	Nicholas Redfern	Devon & Somerset	31.7.2007
11785	John Sillett	Devon & Somerset	8.8.2007
11786	Matthew Waters	Kent	7.7.2007
11787	Colin Hinksman	Derby & Lancs	8.8.2007
11788	Ralph Jones	Burn	29.7.2007
11789	Lukas Brandt	Oxford University	31.7.2007
11790	Elizabeth Russell	Wormingford	3.8.2007
11791	Martin Palmer	Stratford on Avon	6.8.2007
11792	Alan Spencer	Trent Valley	5.8.2007
11793	Philip Newman	Lasham	10.8.2007
11794	John Bonallack	Booker	30.7.2007
11795	David Salvage	Rattlesden	11.8.2007
11796	Eoin Cassels	Essex	31.7.2007
11797	Rory Condon	Imperial College	21.7.2007
11798	Robert Page	Bristol & Glos	6.8.2007
11799	Colin Winterburn	Southdown	8.8.2007

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Accident/incident summaries *continued from overleaf*

AIRCRAFT Ref	Type	REGISTRATION	Damage	DATE Time	Place	PILOT(S) Age	Injury	P1 Hours
115	Astir CS77	2540	Substantial	07-Sep-07 06:30	Camphill	52	None	136

The base leg was positioned too close for the wind strength and the final turn, although adequately high, was flown with little bank. This resulted in the glider being too high on approach. Judged by the glider's attitude the approach was flown at a higher speed than normal. On touchdown the glider bounced and left the ground at a steep angle, which was corrected by the pilot. The glider then descended in a flat (stalled) attitude to a hard landing resulting in the collapse of the undercarriage.

116	ASW15B		None	11-Aug-07	Incident Rpt		None	

During the take-up slack phase of a winch launch and whilst on a downward slope the strop was picked up by and wrapped around the glider's main wheel when the glider over ran it. This was noticed by launch point crew and the launch was stopped. The glider subsequently flew about 20 metres landed and came to a stop without damage. At some (late) point the pilot had sensed he should release, having heard noise from the undercarriage, tried but was unable to do so.

117	ASK21	4573	Substantial	15-Sep-07 11:15	Upavon	47	None	9

The early solo pilot was on his second solo flight of the day, having previously had two check flights, including cable breaks. On what would otherwise have probably been an uneventful landing the pilot allowed the glider to drift to the left and, almost at the point of landing, collide with a stationary glider with two pilots onboard. Both aircraft sustained substantial damage but none of the pilots was injured.

118	ASK21	2887	Minor	19-Jul-07	Burn	50	None	29

The pilot was advised by radio of a change of runway from 010 to 015 and a change of ends. However, when he was on approach there were gliders and trailers on the runway that prevented him from landing long. Although runway 010 was available he elected not to use this because of the crosswind conditions. He therefore decided to land short in the stub of 015, which is half the width of the normal runway. Whilst rounding out the glider's starboard wing hit a wooden stake, which was in the long grass at the edge of the runway, causing a delamination of the leading edge. The pilot was uninjured.

119	Falke M/G	G-BODU	Minor	28-Aug-07 19:50	Gransden Lodge	60 17	None None	3800

Returning from a field landing exercise with P1 flying and landing long to the hangar, the motorglider landed heavily. Immediate inspection revealed no damage. However, a later inspection identified a small crack in one undercarriage leg possibly as a result of a previous heavy landing.

120	PA25 Pawnee Tug		Minor	23-Sep-07	Incident Rpt		None	

The towrope became entangled in the tug's tailwheel during the take-off run, causing the tailwheel to drop off. The aerotow proceeded without further incident, and the landing without a tailwheel was uneventful.

121	Std Libelle 201B	1670	Substantial	05-Sep-07 13:55	Asselby Nr Howden	53	None	505

During a field landing in a cropped oilseed rape field the glider ground looped due to the left wing contacting the stubble. The glider slewed through about 120° before stopping, fracturing the fuselage and damaging the undercarriage.

122	ASW27	4677	Minor 13:00	09-Aug-07 65	Lasham	44	None Minor	

The glider, with full waterballast on board, commenced an aerotow launch, possibly without the wings having been levelled long enough to be properly balanced. Shortly after the ground run started the starboard wing dropped and hit the ground. The pilot tried to pick it up with the rudder and aileron. With an estimated speed of 25 to 30kts the glider started to ground loop around but the wing started to come up and the pilot released from tow. The glider was now heading towards the northern perimeter track. At this point the port wing touched the ground but the glider swung to the right and rolled slowly into two members from another club despite the pilot using the wheel brake to try and stop the glider.

123	Ximango M/G	G-CECJ	Substantial	17-Aug-07 15:20	Lasham	67	Minor	375

The pilot was planning to land on 27 grass and flew an uneventful left-hand circuit. The approach speed at 60kts was less than ideal for the gusty wind conditions on the day. A vehicle on the ground caused the pilot to allow his attention to be diverted at a critical phase of flight. The glider undershot and crashed into the undershoot, consisting of a rough stubble field 15 metres short of the airfield perimeter track. Substantial damage was done to the glider.

124	SZD 55	4962	Minor	15-Sep-07 14:00	Kilndown	57	None	250

During a cross-country flight and after the sea breeze set in the pilot elected to make a field landing. The pilot could see power lines on the selected field but cleared these and then made a firm landing. After about 20 yards the glider's wheel dropped into a gully, which resulted in damage to the undercarriage.

BGA Badges

No.	Pilot	Club (place of flight)	Date
(continued from previous page)			
SILVER BADGE			
11800	Brian Mills	London	1.8.2007
11801	John Hall	Southdown	8.8.2007
11802	Jeremy Taylor	London	8.8.2007
11803	Keith Springate	Burn	8.8.2007
UK CROSS-COUNTRY DIPLOMA			
1046	David Pye	Kent	14.7.2007
1047	David Jesty	Dartmoor	1.8.2007
1048	Martin Lawson	Essex & Suffolk	30.7.2007
1049	Ian Russell	Kent	30.7.2007
1050	Anthony Machin	Burn	9.8.2007
1051	Martin Palmer	Stratford	9.8.2007
1052	Terence Crow	Windrushers	31.7.2007
1053	Jeremy Taylor	London	31.7.2007
1054	Keith Springate	Burn	9.8.2007
AEROBATIC BADGES			
Spt Kwn	Luke Cooper-BerryBooker		11.9.2007

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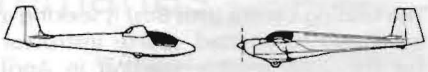


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to assist with the Royal Aero Club Trust with its 'Flying for Youth' Bursary program

The Royal Aero Club Trust, a registered charity, wishes to appoint a part-time, unsalaried and home-based volunteer as its Bursary Administrator to administer the Trust's 'Flying for Youth' Bursary program. The Bursary Administrator will be part of the Management Committee. Created in 1998 the Trust does not employ full-time nor part-time staff. HRH The Duke of York is its Patron. This is a rare opportunity to play a major role in the life of a small and prestigious charity. The Trust's mission is – Advancing the cause of air sport and aviation. The Trustees usually meet quarterly in Central London. The Bursary Scheme provides grants to young persons (16 to 21 years) to: improve their flying competence in their air sport and also to FlightSim enthusiasts. Establishing links with educational establishments and with schemes which are part of the DfES National Curriculum activities is a possibility. More information can be found on the Royal Aero Club Trust website: www.royalaeroclubtrust.org

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