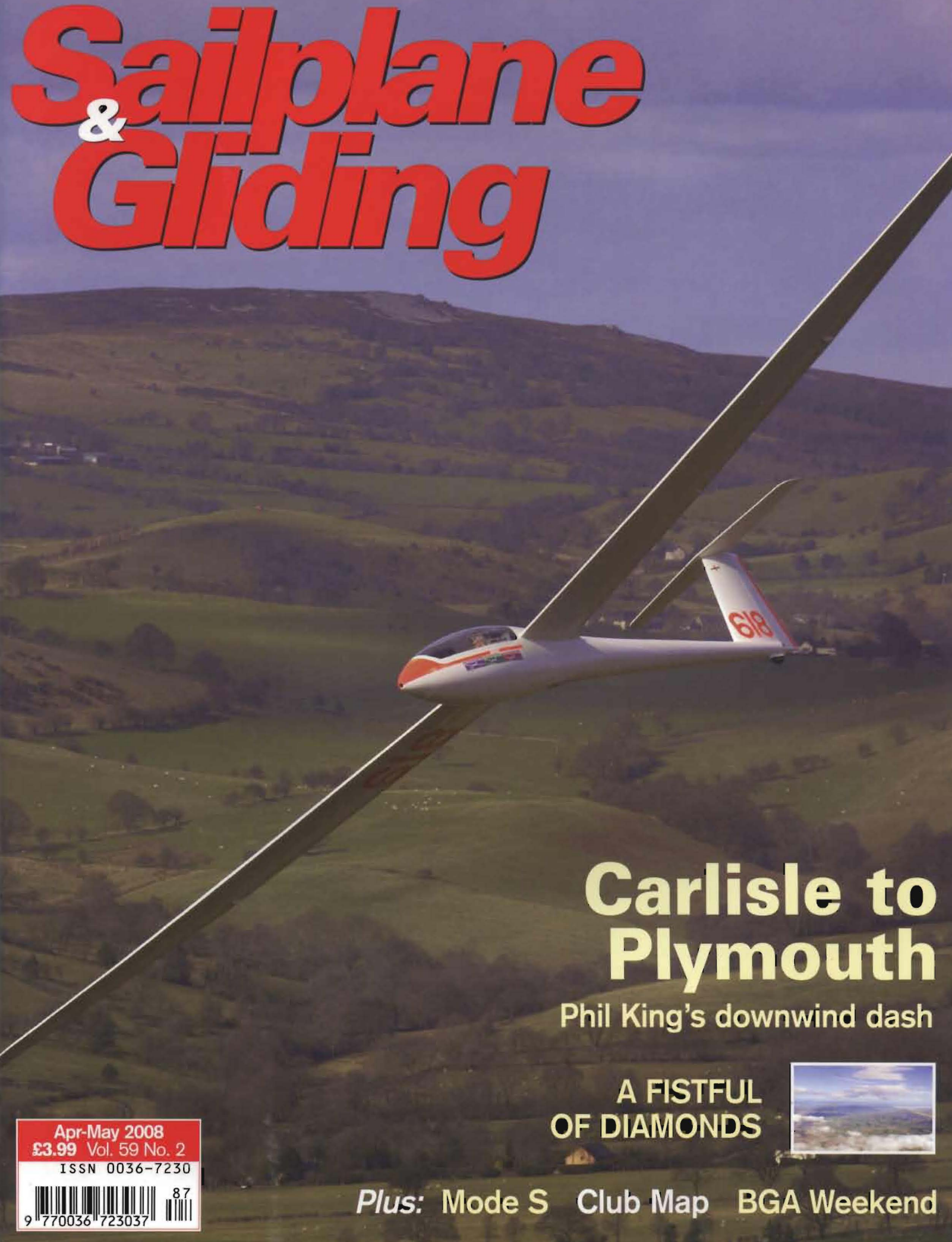
Sailplane & Gliding



Carlisle to Plymouth

Phil King's downwind dash

A FISTFUL OF DIAMONDS

Plus: Mode S Club Map BGA Weekend

Apr-May 2008
£3.99 Vol. 59 No. 2
ISSN 0036-7230

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April ~ May 2008
Volume 59 Number 2

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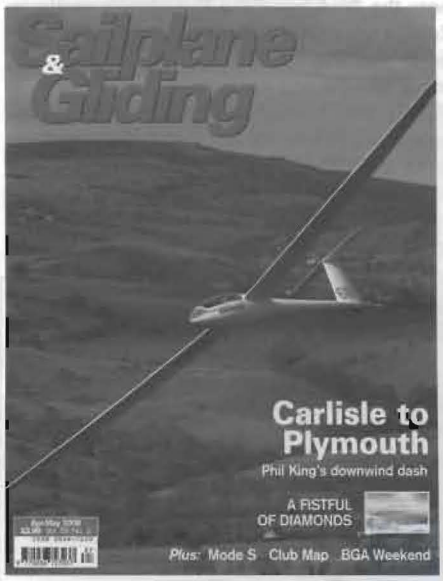
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Phil King describes his flight from Cumbria to Devon, initially intended to end at Stratford on Avon, as his biggest overshoot... or line shoot. The accompanying photos were taken at the Long Mynd in February 2008. See p30 for the story (Alto – 07831 661757)

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FAI

Member of the
Royal Aero Club
and the
Fédération Aéronautique Internationale

NATIONAL Air Traffic Services (NATS) have commenced the formal consultation on proposed changes to airspace over parts of London, southern and eastern England. This airspace is called 'Terminal Control North' (TCN) and is amongst the most complex airspace in the world. You are invited to visit *www.nats.co.uk/TCNconsultation* where detailed information on the proposals is available, along with a full copy of the consultation document, the DVD content and an online questionnaire for submitting feedback. The consultation began on February 21 and closes on May 22. The BGA's airspace team have had informal meetings with NATS over the last two years to highlight concerns and put forward our over this proposal, and gliding clubs in the proposed areas of change have been kept informed.

PLEASE would all pilots note that areas of temporary restricted airspace, RA(T)s, are established around the UK from time to time to accommodate special events, fast jet displays, military testing programmes, etc. As we near the start of the spring, the number of RA(T)s will increase and it is critically important that these are respected. As in 2007, the BGA will provide a summary of promulgated RA(T)s on the website at *https://www.gliding.co.uk/bgainfo/airspace/rats.php* The BGA will try to keep this summary up to date; however, remember that the only definitive listing is on the AIS web site at *www.ais.org.uk*

THE latest report of the UK Airprox Board (UKAB) has been published. It covers 75 incidents reported by pilots and air traffic controllers between January and June 2007 subject to full investigation. See *www.airproxboard.org.uk/docs/423/ukabbook18.pdf*

JUDI Jones has been appointed as glider representative on the committee of the British Aerobatic Association. Charles Baker has also been appointed to that committee with responsibility for co-ordination of glider judging. Both are members at Lasham. The 2009 World Aerobatic Championships (not the gliding contest) have been awarded to the UK for the first time since 1986. The contest will take place over ten days in August 2009 at Silverstone. The official website will be *www.wac2009.com*

IT can be easy to waste time on a work or leisure visit to another country by finding you don't have the right paperwork to fly a glider. Paul Jessop flies with Windrushers GC at Bicester and with the Mid-Atlantic Soaring Association in the Washington DC area. He has produced a guide to soaring in the US that will be of interest to UK glider pilots wanting to get airborne there. Covering what to expect at US airfields and how to acquire the right licences, it can be downloaded from Pilot Licensing on the BGA website at *www.gliding.co.uk/bgainfo/nppl/downloads.htm*

THE 2008 edition of the CAA LASORS (Licensing, Administration, and Standardisation; Operating Requirements and Safety) is now available. It brings together all flight crew licensing information otherwise found in JAR-FCL, the UK ANO, AICs and the old CAPs 53/54 and can be bought from the Stationery Office (*www.tsoshop.co.uk*) price £14.99. Individual LASORS sections can also be viewed at *www.caa.co.uk/LASORS*

FAI's Lilienthal Medal goes to Derek Piggott



Derek Piggott, pictured above at Lasham last year, was awarded the FAI's Lilienthal Medal at the recent IGC meeting in Switzerland. It is made to reward a particularly remarkable performance in gliding, or eminent services to the sport of gliding over a long period of time. Derek becomes only the sixth British recipient of the award, which was established in 1938. Other Britons to receive it were Philip Wills, Anne Burns, Ann Welch, Ian Strachan and George Lee. One part of Derek's contribution over many years has, of course, been the excellent articles he has written for Sailplane & Gliding *– thank you, Derek, and congratulations*

New lottery will help UK gliding

THE British Gliding Association has announced that it will be amongst the beneficiaries of BingoLotto – a new TV game which will raise money for sport and the voluntary sector.

BingoLotto will be a weekly game broadcast on digital TV channels Virgin1 and Challenge. Tickets will be on sale from outlets around the country and will allow viewers to take part in the BingoLotto game from the comfort of their own homes, with a one in 9.5 chance of winning.

The BingoLotto game has run in Sweden since 1991 where it has raised just under £1bn for charities and sports organisations.

At least 20 per cent from each ticket sold in the UK will be distributed to sporting and recreation projects in the country.

Profits from the show will be distributed to the governing and representative bodies of sport and recreation. The funding the BGA will receive will be spent on new and enhanced programmes of activity at the grassroots level or on special projects, like infrastructure improvement and capacity building, for which funding is currently unavailable.

The game will also provide valuable profile to a wide range of sports and activities by featuring them on the weekly show and on the BingoLotto website. The BGA will support the game by promoting it to our members; by providing examples and case studies of how the proceeds have been spent for the TV show; and by identifying current and future stars from gliding to appear on the show when required.

The more tickets are sold each week, the more the BGA benefits. The game's motto is 'Real people. Real winners.' and it will offer life-enhancing, rather than life-changing prizes to winners.

The prizes in the game are varied and range from tickets for the following week's game, through to cars and holidays, to a maximum cash prize of £100,000.

BingoLotto is regulated by the Gambling Commission.

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
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National Aerospace Library opens its doors in Hampshire

THE Royal Aeronautical Society's (RAeS) National Aerospace Library was officially opened in January by Mary Fagan, the Lord Lieutenant of Hampshire, in Farnborough's RAE Q134 building ('the hub') next to the Q121 listed building that housed the low-speed wind tunnel. The library initially is open from Tuesday to Friday, 10am-4pm (01252 701038). The RAeS and Hampshire County Council provide librarians who will be on hand to help visitors. In the fullness of time it will house a huge and invaluable collection of books, papers, collections, photographic archives, art and medals – all of which will record the UK's aviation history. For gliding, Wally Kahn's comprehensive library of books, papers and other ephemera will, in time, be housed there.



Wally Kahn *(centre)* and Peter Hearne *(right)* with Gerald Howarth MP at the launch (Ian Strachan)

Pilot's Licensing Sub-Group

SINCE I last reported on EASA's pilot licensing activity, *writes Chris Gibson,* the BGA has reviewed and responded to a plethora of licensing framework and associated Acceptable Means of Compliance (AMC) material (essentially syllabus material) in support of the preparation of the EASA Notice of Proposed Amendment (NPA) public consultation document. Our efforts have clearly had an impact in the development of the licensing framework and negotiation of more favourable conditions for both new and established sailplane pilots in the UK. By the time you read this, the draft NPA document should have been published for public consultation. You will in due course find a summary of the BGA position and advice on how to respond to an NPA on the website at *www.gliding.co.uk*. The BGA strongly recommends that all pilots respond appropriately to this very important EASA consultation.

The detailed transition process, and maximisation of 'grandfather' rights, is still to be negotiated and we continue to work with the CAA and EASA with the aim of ensuring that the process will be as smooth as possible with no loss of existing privileges.

The changes to pilot licensing will also affect the way in which we deliver our training. There is a requirement for us, as a national body, to show that we deliver a compliant and standardised training package as well as to ensure the quality of future glider pilots.

We believe the UK is already well placed in this respect but club operations should be aware that there are likely to be additional requirements on them in the delivery of training to student pilots. The BGA will provide support and advice in this respect but clubs will need to assure themselves that they are preparing for, and capable of providing, a satisfactory service to their members in this respect.

Nationals, regionals and other useful dates

BGA-rated and International Competitions

Eastern Regionals	Tibenham	24/5-1/6/08
Overseas Championship	Ocana	26/5-6/6/08
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
15-Metre 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
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
Worlds (flapped)	Lusse	3/8-15/8/08
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
Wolds Two-Seater Comp	Pocklington	17/8-24/8/08
18-Metre Class Nationals	Bicester	17/8-25/8/08
UK Mountain Soaring	Aboyne	31/8-6/9/08

Aerobatic events

Dan Smith (Sports Class)	Dunstable	29-30/3/08
Beginners' Day	Saltby	24/5/08
Comp Preparation (Sports)	Saltby	9-11/6/08
Nationals (all classes)	Saltby	12-15/6/08
Saltby Open	Saltby	5-7/9/08
Gliders v Power	Lasham	10-12/10/08

Other events

International Air Tattoo	RAF Fairford	12-13/7/08
Farnborough Airshow	Farnborough	14-20/7/08

Your letters

THE CAA has begun the next stage of consultation over its proposals to introduce Mode S and the BGA is again asking all glider pilots to read the CAA's proposals and make their own views known. See the articles in this S&G and visit the BGA website at www.gliding.co.uk/bgainfo/airspace/modes2008.htm for more information and links to the CAA documents.

FOLLOWING recent reminders about the life-saving properties of energy-absorbing cushions, the BGA Safety Committee recommends that these are secured in position with suitable ties or Velcro. Loose cushions can cause control restrictions, and, if not in position, can be both uncomfortable and ineffective.

THE EASA glider transition process continues with 600-plus applications received by the BGA to date. The Civil Aviation Authority process is, at the time of printing, still being held up by the EC administration process that will allow the UK to issue EASA Certificates of Airworthiness to transitioned gliders, but the Department for Transport has assured the BGA that this will not be a problem for much longer. The BGA urges all owners of EASA type-certified gliders to complete the transition without delay, although it is appreciated that there are cases where transition is not a straightforward exercise.

THE CAA's General Aviation Safety Awards for 2007 are to be postponed. Few suitable nominations have been received; those which have been will be considered with those received for 2008. The awards are presented in recognition of good airmanship or practical skills and abilities when faced with potentially serious incidents directly related to flying.

FOLLOWING an initial evaluation of the responses from the public consultation, the CAA has decided to delay proposed changes to Air Traffic Services Outside Controlled Airspace (ATSOCAS). More details are at *www.caa.co.uk/docs/33/ATSIN0125.pdf* Updates will be provided by the CAA in due course.

WE are happy to correctly attribute the beautiful photograph of Bicester control tower, on p34 of the February-March *S&G*, to Stuart Poynton of Portsmouth Naval GC.

STEVE Fossett, who has been missing for five months since his single-engined plane disappeared over the Nevada desert, has been declared legally dead by a court in Chicago. His wife had asked to have him declared dead so the process of executing his will could begin. The judge said the evidence Steve Fossett was dead was "more than sufficient".

THE Edition 34 1:500,000 VRF Chart for Southern England & Wales is due to be published on April 10 and will be available via the usual stockists. The 1:250,000 Chart for West and South Wales will be updated on July 30, 2009; and the 1:250,000 Chart for England South will be updated on February 12, 2009. For more details see *www.caa.co.uk/charts*

THE winner of the BGA 1000 Club Lottery for January 2008 was H. Maddams (£23.00), with runners-up C. Garton and N.C. Morland (each £11.50). The February winner was R. Hanna (£25.25), with runners-up P. Wells and M. Doran (each £12.62).

Your letters

Those unexpected days

AS editor for our club mag, *Portmoak Press*, I have been reminding people to get their annual check flights out of the way over the winter months – to be ready for those epic flights. To practise what I was preaching, I turned up on the only Friday I had off in February – the 8th – to "make a start". The morning was very blustery and showery and by mid-morning, CFI Neil McAuley, Tony Brown and I had to put the K-21 back into the hangar as the gusts were getting to 40kts.

By early afternoon, the wind had dropped so we started again and the three of us had the K-21 on line and ready to go. Neil and I were able to complete about an hour of check flight stuff and I regained my confidence in sideslipping.

After landing, Tony said he just wanted to put in some P1 time ahead of his BI course and would I mind coming along so that he could practise his patter for 20 minutes or so. Yes, why not. After the promised 20 minutes (by the way, he was very good), we "arrived" in some weak wave over Loch Leven. As we ambled along chatting about various elements of instructing, we noticed that this smooth lift was now registering 7kt and in next to no time we were at 10,000ft. We hadn't planned for this and my thin-socked feet were getting cold, but the views and serenity more than compensated.

So, back down again to see if anyone else wanted to fly – 50 minutes to 10,000ft and back – great! Don't you just love those unexpected days, to remind you what this great sport is all about?

And when we landed, the wave had moved away so no one else could enjoy it!

Ian Easson, *via email*



Aidan Hughes is one of a new vintage of pilots at Rattlesden. See A Premier Cru? *on this page (Graham Drewery)*

A Premier Cru?

GOOD wine takes many years to mature. Perhaps we have the makings of a vintage year at Rattlesden. For years we have had just one or two youth members and they have sometimes been a bit lonely amongst a sea of grey.

There is now the dawning of a new era. Dawn Goldsmith is a "veteran" youth pilot. She went solo at 16, now 22 she shares a DG-100 with her dad and earned her water wings last year splashing around at the Junior Nationals at Tibenham. Aidan Hughes has been flying regularly since he was 14. On his 16th birthday on Monday, February 4, 2008, on what would normally be a non-flying day, many club members turned out to set up the site and help him go solo in the K-21.

These two young pilots are now encouraging and mentoring not one or two but a marvellous Youth Cru of seven young pilots aged 14 to 16. Four of these are following in the *Platypus* tradition (see *It seems like yesterday*, February-March, p16) of a train journey (two trains for Alex) followed by human power. They cycle the last six miles from the railway station to the airfield.

This may not sound much if you drive, but you try cycling six miles in the dark in January after a long day on a cold windswept airfield.

In the space of a short time Helen Page suddenly has a much larger responsibility as our Youth Protection Officer.

With these cadets putting in a lot of effort to get to the club the regular members have been energised into getting the maximum amount of flying for the cadets. The result is much more of a buzz about the place. This has rubbed off on the rest of us in the Grey Plonk, who have also suddenly shown signs of a possible vintage status as four of the regular Wednesday crowd have gone solo in the last few months with more to come.

The February-March *S&G* contained details of grants and bursaries available to young pilots (*Opportunities in aviation*, p26). These are indeed well worth applying for as four of our cadets have applied for bursaries to the Caroline Trust and have all received awards.

We do provide a very good deal to the youth pilots as we give them free membership and they fly off the winch for half the normal £7.00. We do, however, charge full price for aerotows and this is where the bursaries come in especially handy. We are a flat site and all of this activity has occurred in the winter, so aerotows are necessary to do the upper air exercises. A big thank you to the Caroline Trust and other organisations that provide encouragement to young pilots.

Dawn and Aidan are leading the way and we are looking forward to our Youth Cru maturing into a fine vintage of Rattlesden-trained pilots pulling above the weight of such a small club in future Junior and Senior Nationals. Get the cellar ready and put the Champagne on ice.

Pete Harrison, *via email*

Conversation with nature

IN the 1970s I picked up 35 copies of Philip Wills's "On Being a Bird" in an Edinburgh book remainders shop with the intention of selling them at a profit to fund my flying whilst a poor student. I did in fact give one away to each person who flew with me on their first glider flight. In each front cover I copied the following excerpt:

"You are no longer the slow, plodding, puny thing of clay, creeping tortuously upon the ground; you are a part of Nature! Your heart is throbbing against hers. Her glorious arms are around you, raising you up against her heart! Your spirit is at one with hers; your limbs grow light! The voices of the air are singing to you. The earth seems far away and little; and the clouds so close above your head are brothers, and you stretch your arms to them."

What an amazing description of what we do, or perhaps more "why we do it", in the same way that Pete Harvey quoted the expression "having a conversation with nature" (February-March 2008, p36). It also brings to mind the subject *Platypus* calls "the gliding substitute"! One would think that the author had flown in a glider, but in fact he was describing that first sensation of sailing and wrote it in 1889. It comes from *Three Men in a Boat* by Jerome K Jerome.

Pete Whitehead, *via email*

Ron Asplin remembered

I WAS very sad indeed to read of Ron's death in the February-March issue (p61).

As a technical author and secretary of the Handley Page GC, I met Ron on a regular basis and was instrumental in getting him to join the club. Being a closed club, only HP employees were able to join and many of Ron's subordinates, flight test engineers, were instructors. Our fleet at the time comprised a T-31, Tutor and Skylark III (a gift from Sir Frederick Handley Page). Whenever I suggested he join, Ron always made excuses and said he would not be able to squeeze into a T-31 cockpit. However, when this was replaced with a T-21 in 1965,

Ron finally joined the club and soon converted to the Skylark. Sadly, it was in the final months before HP went into liquidation. I came north and eventually joined Blackpool and Fylde GC (now Bowland Forest). Ron followed to Woodford and we often met up at various clubs. He flew a Skylark IV and I a Skylark IIIB. He was always a jolly, helpful person and I have many fond memories of our time at Radlett and should like to add my condolences to those already expressed.
Roy Northall Bond, *via email*

Half a century ago

PLATYPUS' piece *It seems like yesterday* in *S&G* (February-March, p16) stirred some memories for me. I too did classics at King Edward's School Birmingham (but changed to Chemical Engineering at Cambridge) and did the Gliding Course at Castle Bromwich two years after him and Keith Mansell. The Beaverette had been replaced by a Bedford 15cwt truck by then, but the Cadet Mk 1s were still in use. I too remember my first sight of a Silver C Badge when Sqn Ldr Nadin arrived in his Auster. Subsequently, I was Staff Cadet at No 43 GS Lichfield for two years, and progressed to ridge flying at the Long Mynd.

My father gave me a copy of *Gliding and Power Flying* for a birthday present, and like *Platypus* I was mesmerised by the description of the flight from Dunstable to Norfolk in the first chapter. Although I no longer have the book, I still remember the entry into cloud, and the ice on the leading edges!

I have been instructing at Lasham for the past 20 years, but decided to hand over the baton last year. I have a distant relative in New York who sends me articles from the *New York Times* regularly, so I passed on to him *Platypus*' review of its coverage of the events at Kitty Hawk. He speculates that the entire composing room team must have been drunk that night.
John North, *via email*

Platypus *replies: I don't think the* New York Times *team were drunk in December 1903 when they reported the Wright Bros triumph so inadequately; it was just that successful powered flying machines had never existed until then, and nobody knew how to describe or explain aeroplanes to themselves, let alone the American public. How would we report the arrival of a Martian spacecraft a thousand miles away in front of a couple of witnesses, especially with no phones or television or internet? One is reminded of the pathetic way British national and local papers reported glider distance records ("must have had a very high tow") or field landings ("crashes") during the early history of our sport. Because what we do is magic, sheer blooming incomprehensible magic. And so was the news from Kitty Hawk*

Burning issue

LAST October, when I was meeting my new glider for the first time, on a bright sunny morning at Talgarth, Tim Donovan – who had passed it on to me and was planning one last exciting week of rockpolishing – was trying to persuade me to have a go.

If he thought I was about to launch GCY into those perilous Black Mountains for my first go, no way. I prefer to have my new experiences under the most benign and familiar conditions, like at the home airfield of Shenington. However, Tim did talk me into sitting in it.

So I opened the canopy, began to survey the instrument panel, and decided to connect the battery. To my alarm, as soon as I did so, smoke curled up from the instrument panel. "Help!" I hollered, "HELP! HELP!" and Tim came running.

Meanwhile I disconnected the battery; nevertheless, the spark grew brighter and the smoke still curled.

In fact, the small but intense conflagration had absolutely nothing to do with electricity in any form. It was the power of the sun, the rays concentrated through the immaculate canopy, focusing on the bit of felt on the top of the instrument panel. Tim saw the cause at once, and proved it by burning his hand; we interfered with the cause by application of canopy cover. And were left only with a small reminder the size of a cigarette burn.

A number of the ancient pilots that were hanging around Talgarth recounted similar incidents, some leading to even more interesting outcomes, like one chap whose hat caught fire. How many readers have also been surprised by this effect? Should I report it as an incident to the authorities?
Mary Meagher, *via email*

BGA Chief Technical Officer Jim Hammerton replies: Unfortunately this is the result of keeping the glider nice and clean and well polished and of the exceptionally good weather at Talgarth... The experience does highlight the necessity to use canopy covers (that are also white and clean!) whenever possible. Excluding the sun's rays will have several advantages, keeping the inside of the cockpit cooler and, not least, help in preventing the canopy acting as a magnifying glass and creating a hot spot. Try to avoid the use of flammable materials, especially where they may get hot

Flarm in the Alps

I HAVE been flying with Flarm since 2005, logging about 600 hours since in the fairly crowded airspace of the eastern part of the Alps. I cannot claim that Flarm has actually saved my life (which is the tragic thing about any safety device: if it works, nobody will notice; if it fails, everybody will blame it). However, it has certainly spared me three or four near misses, which would have been very unpleasant.

Based on this experience, I would like to comment on two issues that are often seen as possible disadvantages of the system: first that it might distract the pilot, and second that pilots might rely entirely on Flarm.

I agree that Flarm warnings can possibly distract the pilot, especially when flying in a piece of sky that is known to be crowded. Ridge soaring is a classic example. However, from talking to many pilots of all experience levels at our airfield (which has a reliable, but short and usually very crowded ridge right next to the field), I have the impression that a pilot's perception of Flarm distracting or annoying her or him should be interpreted as a clear indication that this pilot is not yet fully capable of integrating Flarm messages into his situational awareness picture.

Experienced pilots rarely use the muting option, even when frequent warnings occur during ridge soaring. Obviously they are capable of fitting this additional piece of information quickly and subconsciously into their whole image of the situation, and can easily distinguish between irrelevant warnings (gliders they have seen already) and those possibly life-saving critical warnings (for example, new gliders arriving on the ridge, or gliders turning unexpectedly). This emphasises the importance of thoroughly reading the manual, giving special briefings to club members or even designated training flights. Like with any technical device, you can only fully benefit from the information it provides if you have understood how it works. It's good to see from both articles in the last issue of *S&G* (*Two views of Flarm*, p18) that in Britain this need for training about the use of Flarm has been recognised.

It is often said that pilots might rely on Flarm only, to the detriment of proper "see and avoid". While it is certainly beneficial to emphasise that Flarm can only be an aid to classic see-and-avoid techniques and not in any way a replacement, in my experience in fact Flarm rather encourages me to look out more, thus enhancing good airmanship.

Most Flarm users I know confirm this somewhat unexpected training effect of both the device's warnings and even more so of its (silent) proximity messages. Maybe this can be explained by comparing Flarm to a good copilot, who sits happily in the back, every now and then pointing out another glider he's spotted: "Have you seen that guy in our three-o-clock position, slightly below?" Sometimes, you will have seen the other aircraft before, sometimes not. But in any case, you would not be tempted to rely entirely on your copilot, would you? His remarks will continuously remind you that you are not alone up there, and thus motivate you to look out more, not less. During the first year with Flarm, I was stunned how many gliders there were that I would never have noticed, and how often a proximity message reminded me to look out.

Funnily enough, every Flarm message seems to also remind me that there might be more aircraft around which are not equipped with Flarm.
Jan Lyczywek, INNSBRUCK, Austria

Helen Evans, S&G's editor, adds: The BGA is continually monitoring the situation with regard to low-cost collision-avoidance systems such as Flarm

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* **April 15**

Funding: possibilities and pitfalls

Keith Batty travelled all the way to Dorset from Yorkshire for a BGA seminar on club funding

QUINTESSENTIALLY English. Thatched Cottages in the Deverills. Rolling hills peeping over the early morning blanket of mist. What a site! Ill-mapped by sat-nav, the narrow track leading to the copse on the summit takes time to find. The Park. I'd arrived with minutes to spare and I was the last.

There had hardly been time to slurp the first caffeine fix of the morning before the proceedings were under way... "Just say who you are and why you're here," said Alison Randle, our workshop leader. I was beginning to wonder on both counts. It was a perfect day to get into the air, and members of the Bath, Wilts and North Dorset GC were preparing do just that as we prepared for a whole day of "Funding". I've not been a treasurer and any knowledge I have gleaned about the financial side of things has been out of necessity rather than desire and as part of a professional career of quite a different nature. On the bright side, I mused, I'd never done funding in quite such splendid surroundings.

"I've recently taken over as Chair and our committee at the York Gliding Centre is putting a lot of effort into developing a strategic plan for the future," I said. "We have a fantastic site, strong membership, a good fleet, robust finances and lots of potential. If we're going to realise our plans, we have to start thinking about how to fund our ambitions and... that's why I'm here". The caffeine was doing what it was meant to and I found myself sounding almost coherent. The dozen or so of us around the table all seemed to be there for broadly similar reasons but some were much further down the road in terms of securing external funding. Although at Rufforth we own the airfield, the threat of the ending of a lease seemed to have become a powerful driver for urgent action in some other clubs represented round the table. I was glad that we were acting out of a desire to develop rather than the threat of disappearing! Nonetheless, it was to transpire through the day that we all had a lot to learn from each other.

Alison did a great job of getting us talking to each other and sharing our experience and knowledge: some gained through our gliding club work and some from our professional roles. It was reassuring to learn that we seemed to be taking the right approach. Trying to attract money for its own sake is never going to convince funders that we are going to spend it wisely. It became very clear through Alison's first presentation that the development of an overarching strategic plan to take the club forward is an essential prerequisite. External funding should be sought to resource elements of the plan that cannot be financed by other means. We learned the importance of preparation, of networking with agencies linked with funding long before bids have to be made and of getting policies and paperwork in place from the outset. Funders are bound to ask for it. "Make the funders your friends" as one delegate put it.

Equally, we learned how to make our plans sound attractive to funding bodies: do we need a new two-seater because the old one is clapped out or because it will increase the number of young people we can train to go cross-country? What a great contribution we make to community cohesion by having a membership of such a range of ages.

Come lunchtime we were all famished and the hospitality of our hosts came into its own. An excellent lunch and some very pleasant sunshine and fresh air sustained us into a fruitful afternoon. I guess when we arrived, the thoughts in all our minds were about "where do we get the dosh?" Alison skillfully led us through the intricacies of web-based resources that could be used to drill down to possibilities once a project is defined. The experienced club officials around the table shared their journeys and a number of other possibilities, as well as pitfalls, came to light. We never lost sight of the messages from the morning: the need to see external funding as just one means of supporting elements of a carefully worked-out plan.

By five o'clock we were all pretty jaded but fulfilled, I guess. As the giant red sun slipped over the hills to the west and the gliders were being hosed down before being put to bed, my thoughts were of the many lessons of the day and the challenges ahead. Many thanks to Alison and the BGA, and to Bath, Wiltshire and North Dorset GC for an extremely useful day.



Sue Cutler

"From my perspective," says Alison Randle, (second from left) *"it was a useful and enjoyable day working hard in great company. I would like to thank all those who gave up a fabulous gliding day to make it happen! Thanks to our hosts, not only for looking after us so well, but for arranging one of the best sunsets I've ever seen and rounding the day off with a flypast by the space station and shuttle. I'm not sure when I will repeat this workshop, but if you have project planning or funding matters you wish to discuss, please contact me on* alison@gliding.co.uk"

Child protection update for clubs

THE BGA is currently working under the guidance of *Working Together to Safeguard Children 2006* and Department of Health Publication *What To Do If You Are Worried A Child Is Being Abused.*

Given the changing pace and continual updates of safer practice whilst working with Children and Vulnerable Adults could I bring to your attention the following publication. Best practice should be that Child Protection leads, deputies and committees take note of the following document – it has been circulated with the latest Child Protection pack at the Chairman's Conference:

Guidance for Safer Working Practice for Adults who Work with Children and Young People.

Published by Allegations Management Advisors (Department for Children, Schools and Families - DCSF) this document offers guidance. It does not replace or take priority over advice or codes of conduct produced by employers or national bodies. It is a generic document that should complement existing professional procedures, protocols and guidance which relate to specific roles, responsibilities or professional practices.

As usual if anyone has any questions or requires specific advice in this area or that of CRB (Criminal Records) please do not hesitate to contact Phil Burton on

- **07799 831504**
- **01986 895314**
- **or at *philburtonphoto@aol.com***

Please see the classifieds section of this *S&G* for training dates in April and May. These Child Protection and Vulnerable Adult Awareness Sessions, which are gliding club focused, are provided for Child Protection Leads and Deputies, Committee Members and Membership of BGA clubs

Some important NPPL changes

The BGA Senior Regional Examiner for motorgliders, Andy Miller, offers an unofficial guide to new NPPL regulations



If you fly power on an NPPL, make sure you line up behind the right requirements – this unofficial explanation will help until the relevant AIC is promulgated

(Photo: Mike Greenwood)

SEVERAL changes regarding the UK NPPL came into effect at the end of January. An explanatory Aeronautical Information Circular was agreed at about the same time, but the AIC production process means that it physically cannot be promulgated until about the end of March.

There is thus a rather awkward gap between the (difficult to understand) legislative change and (somewhat easier) circular, intertwined with *S&G*'s own deadlines.

These questions and answers, posted originally on the Pprune website by "BEagle", are the best explanation available at the time of going to press.

Broadly, they are a welcome regularisation of the requirements, but the simple fact of being different to previous understanding is bound to cause grief. They certainly repay careful reading.

Do I need to do anything immediately?
NO – there will be a 'transition period' from now until the end of April 2009.

What are the main changes?
Mainly to revalidation. Whereas up until now Microlight and SLMG Class Ratings on an NPPL have had 13-month validity periods and a logbook stamp, SSEA Class Ratings have had a 'rolling' validity period. After your next revalidation (which must be within the transition period) all Class Ratings will have a 24-month validity period and a Certificate of Revalidation will be used, not a logbook stamp.

Does this affect 'old-style' UK PPL (M) or PPL (SLMG) holders?
No. They can stay on the present system if they so wish.

What exactly are the new revalidation requirements?
"12-in-24 + 6-in-12" – meaning that in the new 24 month period you will need to fly 12 hours TT on SSEA, SLMG and/or Microlights, of which 8 must be as PIC and 12 take-offs and landings are required. Six of the 12 TT must be in the final 12 months.

Is there a 'dual training flight' requirement?
It's now optional – but if you don't fly at least one hour with an instructor in the 24-month period then, when your Class Ratings are next revalidated, you will be restricted to 'Single Seat Aircraft Only'. If you only ever fly something like a single seat Microlight or a Cosmic Wind, you may wish to exercise this option.

Is the 'dual training flight' still a minimum of one hour?
No. You can do whatever training you wish in any of the three Classes of aeroplanes you can include in an NPPL. So, if you normally fly off tarmac and go to a nearby grass strip, do half an hour's training, then land for lunch before coming home again, that'll all count. If it doesn't add up to at least one hour then you can do the rest at another time.

Up until now I've only held a SSEA Rating, but I've taken Microlight differences training and exercised my licence privileges on Microlights. Can I still do that?
Yes, but when you apply for your next revalidation the Examiner will add a Microlight Class Rating to your Certificate of Revalidation with 'Exempt' in the 'Date of Test' column. For legal reasons you will need to fill out a form (which will be available from *www.nppl.uk.com*) and send it off to the CAA so that they can issue you with an updated licence. You can carry on flying both SSEAs and Microlights without needing to wait for the new licence. The CAA expect this to be a nil cost process, but this has yet to be confirmed. Don't say anything sarcastic – they've been very, very helpful in all this!

Does the same apply if I've been using my SSEA Rating on SLMGs?
Yes. And also if you've been exercising your NPPL (SSEA) privileges on Microlights and SLMGs.

Does this also apply if my SSEA Class Rating has lapsed?
No. If your SSEA Rating has lapsed, then you will need to renew it by GST. If you then wish to add Microlight and/or SLMG Class Ratings to your licence – even if you've been previously flown such aircraft on your SSEA Rating – you will need to follow the requirements listed in NPPL XC REV 07 which you can find on the 'Licence Allowances' tab on *www.nppl.uk.com*

If I hold more than one Class Rating, will I need to meet the '12-in-24 + 6-in-12' requirements on each Class?
NO! Good news – the '12-in-24 + 6-in-12' can be accumulated on any of the three classes, so long as the total adds up to at least '12-in-24 + 6-in-12', including the 12 take-offs and landings. The only additional requirement is that you must fly at least one hour on each Class – which may either be as PIC or as PU/T with an instructor on that Class. Again, that's a minimum total in each Class. So, for example, 2 x 30 min in one of the Classes will be fine.

But that means I need only fly an hour in two years in a SSEA to maintain my validity if I do everything else in a Microlight? Isn't that a bit risky?
Not at all – if you own your own SSEA would you really let it rust for the rest of the period? And if you only did an hour, would anyone be happy to rent you an aeroplane? In any case, you still have to maintain 90-day recency in any Class in order to carry passengers in that Class.

What about Instructor Ratings?
You will be able to include an FI or AFI Rating on Microlights and/or an FI Rating on SLMGs in a NPPL. This includes the right to receive remuneration.

Does this apply to SSEA instruction?
NO. There are no changes to the requirements for SSEA flight instruction.

What about seaplanes?
The ANO has introduced a formal requirement for differences training for seaplanes. For microlights this will be as decided by the BMAA, but for SSEA seaplanes, the same requirements as for JAR-FCL SEP (Sea) Class Ratings will apply.

Any medical changes?
Nothing significant – just administrative tidying up.

What an excellent weekend

BGA Chairman Patrick Naegeli reports back on a resoundingly successful BGA Weekend – and asks you to act on Mode S



Left: *Patrick Naegeli receives his FAI 1,000km Diploma from Diana King, who as well as being BGA Development Committee Chairman is the Secretary of The Royal Aero Club. The tables had been turned earlier in the day, when Patrick presented both Diana and Airspace Committee Vice Chairman Bruce Cooper with BGA Silver Medals for their services to gliding*

Opposite: *At the AGM itself, the BGA Executive Committee members pictured opposite were announced. Together with the BGA Officers also seen opposite, these are the team who will be leading the BGA in the coming year*

THE morning after the night before... normally a statement with a particular set of connotations. In this particular case, however, it reflects the fact that I am writing this issue's Executive News the Sunday after the BGA Conference and AGM.

There are reports on the detail of the conference proceedings elsewhere in this issue. From my perspective, the entire event proved to be a resounding success. Everyone I spoke to during the day – both gliding people as well as our invited guests – had nothing but positive comments to make. They all took away something of value to them.

That we had to have several concurrent streams on the day says much about just how potentially complex the administration of gliding has become. The quality of the presentations, accompanying debate, and informal conversations show just how seriously these challenges are being taken by clubs. Whilst the nature of the issues being addressed is not necessarily new – something clearly highlighted by Alison Randle as she reminded us of the subjects of concern in *S&G* in 1966 and 1977 – I really did detect a renewed appetite amongst club officials to do something about them.

New issues were also covered. One, in particular, is of major concern to the BGA. The Civil Aviation Authority's proposals for introducing and extending the use of Mode S transponders is one of the most serious potential issues for the gliding movement (and other air sports, for that matter) in modern times. Every one of us must make our views known to the CAA as part of the recently started consultation round. This will be our last chance to ensure that we secure a pragmatic outcome to the debate. The gliding movement was central to getting the CAA to change the detail of its proposals during the last consultation round in 2006. We must do the same again. When I say "we" I really do mean each of us individually. Every one of us must send in a response to the consultation document – if you don't you really will be letting others down. Pete Stratten has written a piece on the subject elsewhere in this issue *(see p26)*. I urge you to read it carefully.

The conference is not only an opportunity to deal with important matters of current concern. It is also the perfect occasion to celebrate and acknowledge the achievements and contributions of individuals from across the movement. This year, we had the honour of awarding a number of BGA Diplomas to people who have made an outstanding contribution at both club and national levels.

We also awarded BGA Silver Medals to two people that have led the movement in different, but both extremely important, areas.

'Every one of us must make our views known to the CAA as part of the current consultation round'

Diana King has been – indeed, still is – central to the BGA's development efforts. She and her team work tirelessly on a diverse range of complex matters, all of which are of critical importance to clubs.

Bruce Cooper has been the long-standing Vice Chairman of the Airspace Sub-Committee. Working closely with Carr Withall, he has been at the heart of securing national and regional operating freedoms for clubs and glider pilots in the face of the incessant pressures that would otherwise make life very difficult for us.

We owe much to Diana and Bruce: they are not only very effective in what they do but are also true ambassadors for gliding. It was my great privilege to make the award of their medals and I found the experience tremendously humbling.

Our after-dinner speaker, Pete Harvey, regaled us with tales of hang gliding and gliding exploits all of which were excellently delivered, absolutely outrageous and, of course, concerned people other than himself. Like many, I have no doubt about the veracity of events. I just don't believe he was an unwitting observer.

The planning, organisation and staging of the event was very impressive. Several of our invited guests marvelled at just how well things were done and at the turnout, which the organisers estimate as more than 500. I would like to thank the entire BGA team as well as the various speakers for their efforts – they have set high expectations for next year's event and I am certain that they will not only meet them but exceed them once again.

I cannot finish this article without mentioning someone else who has done more for the movement than words can adequately describe.

Helen Evans has announced her intention to retire as editor of *Sailplane & Gliding*, a post she has held for more than eight years. *S&G* is not only a vital part of the BGA's communications efforts; it is not only very informative; it is a genuinely inspirational window on the world of UK and international gliding and widely read by people and in organisations outside the gliding movement.

Helen has been instrumental in making *S&G* what it is today. She manages to combine the ability to produce a finished product of the absolute highest quality with a deft skill in handling contributors of varying levels of diligence – myself being at the worst end of the spectrum. Thank you, Helen. We will miss you.

Have fun, stay safe.

Patrick Naegeli
Chairman, British Gliding Association
March 2008
chairman@gliding.co.uk



***Keith Mansell**, President of Midland GC, stood down from the Executive in 2008 after serving a full term of six years: he is its Company Secretary. A trustee of the Planning and Environment and the Philip Wills Funds, he holds a BGA Gold Medal*



***John Birch** stood down from the Executive in 2008 after serving a full term of six years but remains as BGA Treasurer. He flies from Cambridge GC and is a full-rated instructor, who has a Duo Discus XT. He soloed in 1988 and has all three Diamonds*



***Pete Stratten**, the BGA's Chief Executive, has worked professionally in the sport since 1990. He began gliding at 14, flies a Ventus CT from Windrushers GC at Bicester and is an active instructor and inspector*



*BGA Chairman **Patrick Naegeli** flies from Lasham. A Senior Regional Examiner, 2005 British Team member, tug pilot, BGA motorgliding examiner and CAA SLMG instructor, he has 3,000hrs and owns a Ventus 2*



***Chris Gibson**, who chairs the BGA's licensing working group, flies from Lasham and has MGIR and NPPL instructor ratings as well as being a full-rated gliding instructor. A tug pilot, he has two Diamonds, 1,500hrs and an ASW 20cl share*



***Pete Harvey** flies from Bicester and York and is a British Team member. After success in international hang-gliding, he won the European Open Class Gliding Championship in 2005 and again in 2007. He has a Nimbus 4 and a small share in a Robin 400*



***Andy Perkins** is the CFI at Booker and a Regional Examiner. He has three Diamonds, 2,500hrs gliding and is a tug pilot. He loves mountain flying and partying with glider pilots the world over. His mission: to make gliding fun, exciting and accessible*



***Matt Cook**, 29, has been gliding since 15, instructing since 17. A keen cross-country/competition pilot and member of the British Junior Team 2003. Now Thames Valley RE after five years as professional instructor and Booker CFI. Currently investment banker in the City*



***Ted Norman** flies from Ulster GC. He began gliding in 1960 with the RAFGSA, was RAFGSA Centre Manager for nine years and is a BGA MGIR & CAA SLMG instructor with 2,000hrs and two Diamonds*



***Rose Johnson** flies from Midland GC. A team member for the 2007 Women's Worlds, she did her first Worlds in 1997. A tug pilot and full-rated instructor, she has a Diamond Badge and shares in three gliders*



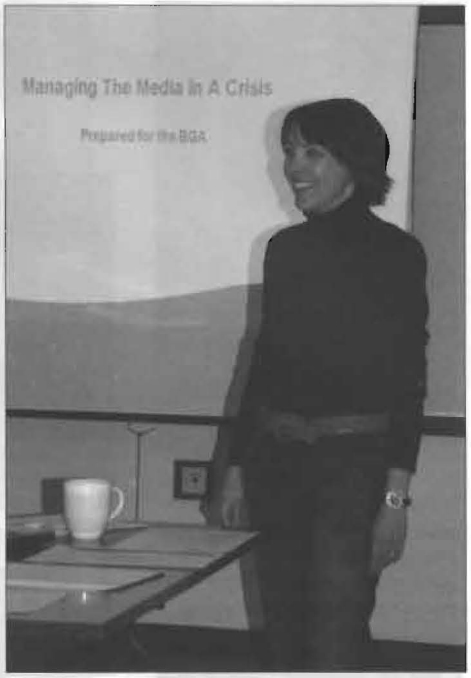
***Phil Burton**, who is the BGA's Child Protection Lead, flies from Norfolk GC and Suffolk Soaring Society. An assistant instructor, he has a share in a Grob 103 and enjoys focusing on introducing people to gliding*



***Bruce "Tappo" Tapson**, who flies from Buckminster, began gliding in 1957 with the Air Cadets, is a former RAFGSA CFI and BGA SRE. A CAA examiner (FIE) and CAA CRI, he has more than 12,500hrs and a share in a Duo Discus*







Above: *Sharon Kerby of Tonic Public Relations, who is also a glider pilot based at Snitterfield, presented two seminars in February, at Husbands Bosworth and at Lasham, on managing the media (Chris Curtis)*

Top left: *seminar at Husbands Bosworth (Chris Curtis)*

Left: *participants in the Lasham event (Helen Evans)*

Good ideas I hope never to use

Andrew Watson of Cambridge GC reports on a media management seminar run by Sharon Kerby of Tonic Public Relations on behalf of the BGA's Communications & Marketing Committee

WITH more and more adventure sports competing for potential recruits, gliding clubs increasingly look to the media to help spread the messages that our sport is fun, affordable and almost anyone can participate. Many clubs have a press officer, who issues cheery press releases encouraging local TV, radio and newspapers to cover open days, competitions and smiling youngsters soloing on their 16th birthdays. However, there will also be times when the press's attention is less welcome. If someone's just rolled their glider into a ball at the end of your runway, or a former club employee is threatening legal action for unfair dismissal, your club press officer would rather that the media stayed away.

Unfortunately, that's probably a vain hope, so the BGA's Keith Auchterlonie recruited Sharon Kerby, a long-time glider pilot who does crisis PR for a living, to run two seminars in February on Critical News Management.

I went to the one at Husbands Bosworth on February 2; it attracted 15 attendees from clubs across the Midlands and East Anglia.

Sharon's polished three-hour presentation covered the essentials of how to deal with the media when it all goes pear-shaped.

The first essential is "be prepared" – every club should have copies of a concise emergency plan easily to hand at the launchpoint and clubhouse.

In addition to immediate response actions (such as summoning the emergency services, contacting the CFI and club chairman, and the AAIB and insurers if necessary), this plan should also take into account that the local media will have contacts in the emergency services, or perhaps even monitor their radio frequencies, so may arrive on site soon after a 999 call.

There's no room here to do justice to all Sharon's excellent advice on what to do when the media do arrive. However, it is worth covering some of her basic advice to anyone unlucky enough to be manning the launchpoint when an incident occurs, and who is unexpectedly faced with (or phoned by) a journalist in search of a story. While it may be upsetting to be confronted by a persistent, or perhaps even aggressive, newshound, don't lose your temper. Never say "no comment", or try to ignore him or her in the hope that they'll go away. There may be a crisis, but don't give the impression there's a cover-up.

On the other hand, it's vital that a club provides just one authoritative source of information in a crisis, so put the journalist in touch with the club press officer or chairman as quickly as possible. Never speculate on what might or might not have happened, even if you were a witness. Never say anything that might be construed as an admission of liability. In fact, say as little as possible – send the journalist to the press officer, and let him or her handle it.

If you're reading this thinking "Hang on, I *am* the press officer, and I have no idea what I should do", then contact Keith now to find out when he's organising the next seminar, so you too can learn about the three Cs of crisis PR (Care and Concern, Control, Commitment), and how to cope with the questions you'd least like to be asked (such as "How many gliding accidents are there every year?" or "Is the club satisfied with its safety record?"). Sharon's talk provided invaluable advice on dealing with crisis news management, which I nevertheless hope I'll never have to use.



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picture courtesy of Mike Evans

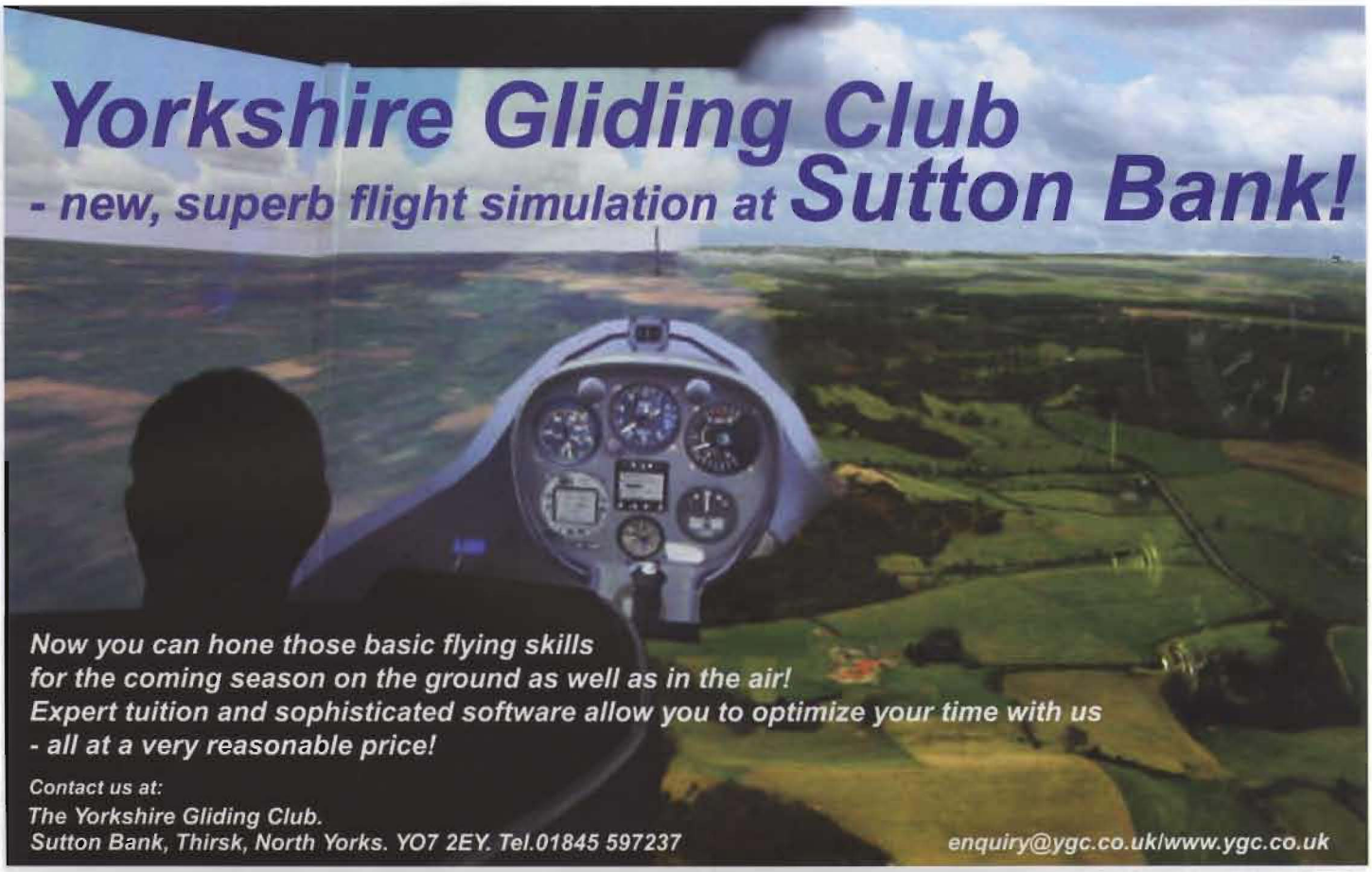


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Sherlock homes in on a mystery photograph

"Lemme see, that's a very bendy wing, so it's probably Schleicher..."

"And there's a join, so it's a big four-piece wing, maybe even six pieces..."

"And the winglets look like mid-late 1990s..."

"Probably an ASH 25 after 1994?"

"Yes, but where is it?"

"Those silted river beds – that's typical New Zealand South Island."

"On the back of the print it says Fujicolor."

"Where are the negatives? That would be a huge help, since they'll in batches of six and you can easily relate one picture to another..."

"Can't find the negs yet, but that photograph's probably from the same batch as this one with a bunch of people – same brand of paper, and the developing company's little numbers and letters (whatever they may mean) are the same..."

"The kid in that picture is Fred Fumble's boy, who was born in 1992, and he looks five or six in the photograph..."

"And the white-haired geezer next to him is his great-granddad, who died in 1998 at the age of 92..."

"That hill in the background looks familiar..."

Finally we decide that the picture was probably taken in January 1997 at Omarama, when Fred Fumble was flying the ASH 25 in a competition and the people and aircraft are all identified, even the day and approximate hour.

Splendid – only another 1,047 photographs left to archive.

Well, it's one way of passing the cold, wet months if you are not the hardy, wave-seeking type with frost-proof toes.

I gave an illustrated talk to Dunstable and another to Lasham this last winter on different topics but both dealing with events of 30, 40 and 50 years ago. The pressure of deadlines made me search through piles of photographs (and I mean literally piles or heaps of well-shuffled nostalgia, not organised in any way) and caused me to wish I had kept neat albums. But anyone who keeps well-organised archives of photographs must be missing much more exciting things in life. They should get out more.

How to avoid dangerous clots in the air

A very experienced glider pilot, who is also a senior figure in British medicine, said to me that whereas airline passengers can get deep vein thrombosis, glider pilots don't – despite not being able to get up and wander about or go to the loo or do any of the exciting things one can engage in while on a non-stop to Tokyo or Los Angeles. The reason is that the glider pilots on a ten-hour flight are perpetually pushing on the rudder pedals, which exercise the leg muscles and generally cheers up the circulation in the lower parts. It occurred to me immediately that to combat DVT airline passengers could each be given a set of rudder-pedals to push back and forth, the way toddlers are given a dummy steering wheel to play with when Mummy or Daddy is driving.

"Ah yes," you say, "but they'd get no feedback and would get bored in no time".

"OK," I reply, "then we rig things up so that the passengers could all have some real effect on the plane. Thus if 200 passengers pressed the Port pedal (marked in red with the additional information LEFT) and only 100 passengers pressed the Starboard pedal (marked in green or black with the additional information RIGHT), then the majority would win and the Boeing 747 would begin a majestic turn to Port.

Clearly there would be limits. Running out of one's allotted bit of airspace would be made impossible by the 747's autopilot, but a victory for the team in question in bouncing the aircraft off the left or right walls of their spatial prison would be signalled by an announcement on the video screens and, on the headsets, loud klaxons and celebratory music."

"What's all this about teams?"

"Well, people love competitions, so they would be allocated to Team Blue or Team Orange, and be told to beat the heck out of the other team, with a prize at the end. You would be allocated to a team by lot, or perhaps passengers could choose teams before take-off, the way we did at school. Teams would have to start off with equal numbers. People sitting in the same row would have to belong to the same team, I suppose, or they might start kicking or punching each other.

It occurs to me, to get more physical exercise, that the pedals should measure physical input so if Team B put in a real effort they would overpower Team A, a bit like a tug-o-war."

A highly motivated team would sweat buckets but they wouldn't see time passing, they'd get so involved and never be bored."

"Wouldn't this favour the big, strong passengers, in other words, young males?"

"Yes it would, unless we had a handicap system based on age, sex and body weight, so even the little old ladies should overwhelm the football players. No problem for the computer."

"What about making the plane go up and down?"

"No difficulty, so long as we stay within the legal limits of structural safety and airspace regulations. Pulling up or pushing down the armrest should cause up and down elevator movements and the airliner would respond accordingly."

"What would a contest consist of? Left vs right is not very interesting after a while."

"Well, at a more sophisticated level, Team A should given the task of keeping the 747 as close as possible to a continuously-varying curve 100 miles (or 10 minutes' flying time) long, created randomly by the onboard computer and projected on the passengers' screens. Team B would try to frustrate Team A by keeping the 747 as far away as possible from the required line. Then they would swap after 100 miles or 10 minutes. The team with the lowest average variance from their target-curve would win."

"I just wonder – if passengers are going to put in so much physical effort to get their side to win, couldn't all that energy be used to power the internal systems of the 747 and thus reduce fuel consumption?"

"Oh, now you're being silly!"

Surround-sound

I got yet another letter published in *The Times* the other day, much to the envious fury of two elderly and distinguished gliding

friends. Grapes have never been so sour. They accuse me of getting my letters published so often in the Top People's Paper merely because of a romantic entanglement I have with a senior person in the newspaper industry – female, I hasten to say. This is rubbish – the undue influence, I mean, not the romance.

The Times story that sparked me off was about an American professor who had made the amazing discovery that small boys are different from small girls, and even more different from middle-aged schoolmarms. These harassed teachers always strive to persuade the boys to think nice thoughts, and in art class to draw pleasing things. They don't get far: not these days any more than they did in the old days. It was permissible or even actively encouraged 66 years ago to beat an uncooperative child with a long stick, but even in that stern and unforgiving era it would not have looked quite right in the end-of-term report to say, "I had to thrash the little blighter because he wouldn't draw daffodils!" Here was my response:

Sir, schoolmistresses have always wanted boys to draw "nice" things. In 1942, after the mandatory half an hour of drawing trees, flowers and so on in our mixed art class, we would be allowed a free choice for the rest of the lesson. Our teacher dreaded my inevitable depictions of bombers coming down in flames amid flak of incredible intensity, parachutists machine-gunning the ground below, and massive explosions; but her real objection was that my creativity could not flow without a deafening soundtrack, which was the special talent of eight-year-old males."

Tornadoes and twisters

First, if you have not already done so, go and rent a video and watch Judy Garland in the *Wizard of Oz*, to see how a friendly tornado can not only rescue you from a dreary life on a Kansas farm but transform your world in an instant from dull black and white into glorious Technicolor. If you are easily bored and crave excitement, why not go on a special tornado-chasing vacation in the American prairies this summer? There are several specialist tour companies, one of whom in my opinion ruined its spiel by promising total safety for its clientele. For Pete's sake, people should be told that their lives will be in constant peril, that they should put their affairs in order before they start, and that the operator formally disowns all responsibility for whatever God chooses to wreak upon them, despite His being sorely provoked by lunatics in four-wheeled drives racing towards the blackest parts of the sky and positively demanding trouble.

I have some modest experience of pursuing twisters across the vast open spaces. A few years ago I made the 3,000-mile journey from the West Coast to the East Coast, intended to be all the way in a two-place sailplane at a cool 10,000ft with a world-famous champion pilot but, because of its being officially the worst recorded summer for 150 years, we proceeded most of the time at ground level in the problem-plagued Motor Home From Hell (MHFH). On the equally disaster-prone 3,000-mile return journey, I heard frequent messages interrupting the radio to warn us breathlessly of impending tornadoes in specified areas that lay more or less in our path. By this time I was so heartily sick of the MHFH, which in addition to $1,000 rental had cost me $1,000 in repairs and lost us soaring days through breakdowns, that I steered it towards where the worst tornadoes were predicted. If this wretched, smelly, hot, noisy and wayward disaster-movie-on-wheels could be coaxed directly into the path of a real monster maybe the whole contraption could be sucked up to cloudbase and shredded across two or more states.

My loathing for this vehicle had blotted out the fact that the glider and trailer would also be destroyed – and so would Plat and his two teenage accomplices, who did most of the driving.

They say, "Tornadoes are God's answer to trailer parks", so there was every hope that He would do His stuff with this squalid motor home. But you know how it is. A watched pot never boils. Not even a brief squall, nor a high wind, nor a mildly belligerent cloud.

Apart from the non-functioning air-conditioning; a burst tyre (no spare being available, but it was on a double rear wheel so we coped, just); total engine failure owing to the melting of a solenoid (no, I don't know what that is either) against the hot exhaust pipe; the subsequent disappearance of most of the exhaust piping on some lonely road; sudden battery-death and refusal to start; drains progressively failing and three violent encounters with low buildings and trees (this vehicle was much taller than any of the drivers had experienced before) that wrecked the superstructure on the roof and scarred the sides of the MHFH, the journey back was without incident. I did notice at one point that the trailer clamshell was trying slowly to come apart at the front hinge, which could have proved interesting on the road at speed; the repairman working on one of the MHFH's major problems kindly fixed it for $50 as part of a bulk deal.

You'll notice the exact details are missing – to protect the guilty, as the saying goes. Just where did these things happen, you must be asking, and when, and who were these guys, and what happened to your star co-pilot? Well, let me say – and I am not making this up, honest – people have been extradited to the USA and are currently doing the US President's equivalent of spending time at Her Majesty's Pleasure after a plea bargain. And what they said was done occurred outside the USA. So I am stumm on all these points.

"Crying Wolf!"

A last word: after we staggered back to the little airport on the West Coast, I asked the owner of the MHFH how he acquired this gem and he said, "Well, I met a guy in a bar who was buying a new motor home and he sold me his old one – for one dollar!"

He wuz robbed. Or rather, we wuz.

platsandg@blueyonder.co.uk

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 2008.

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

BRITISH GLIDING TEAM SPONSORSHIP MANAGER

The British Gliding Team will shortly require the assistance of a Sponsorship Manager. If you have the appropriate experience, skills and time available to join the British Team in this important part-time remunerated role, we would like to hear from you. Please forward a brief CV including covering letter headed 'Sponsorship Manager' to;

Russell Cheetham
Chairman of the BGA Competitions and Awards Committee
BGA, Kimberley House, Vaughan Way, Leicester LE1 4SE

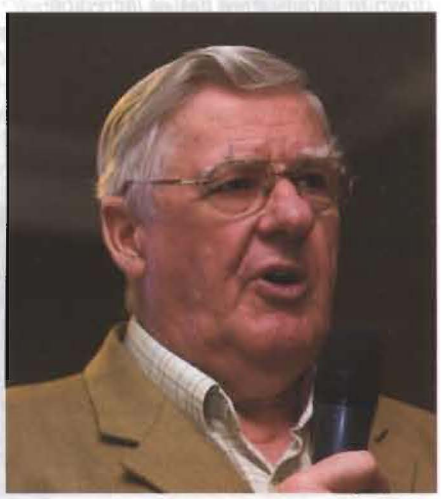
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All applications will be treated in confidence


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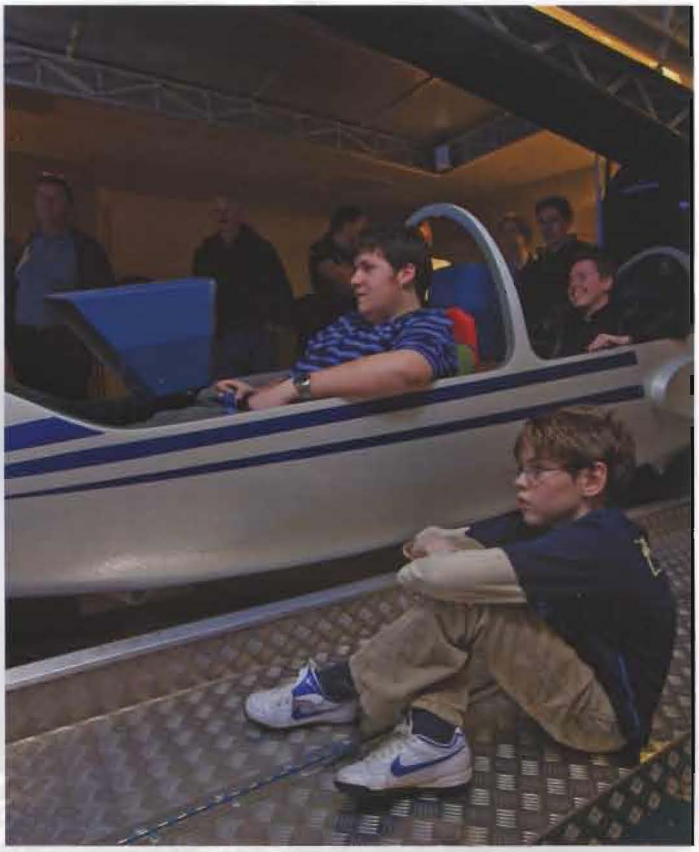












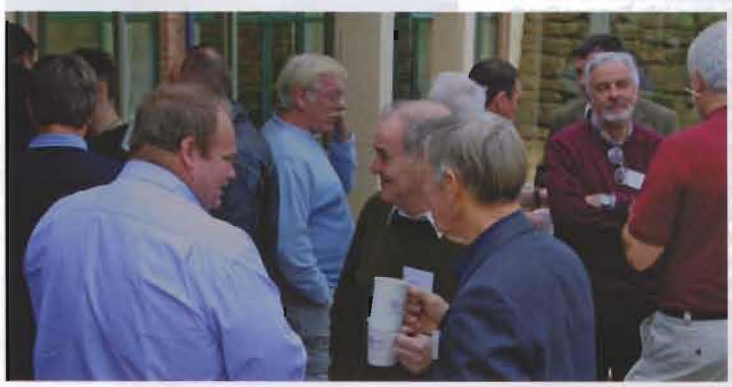
Seen at the BGA Weekend

Here are a few images to give you a taste of the BGA's annual bash...

This page, clockwise from top:
John Williams gets his hands on the BGA 1,000km Trophy, earned by some spectacular wave flying in Scotland. He was also presented with his FAI 1,000km Diploma by RAeC Secretary Diana King, and collected several other BGA trophies, too (Alto)
One of glider pilot Stephen Ell's sons awaits his turn in the new BGA simulator (Alto)
Barry Walker of Bristol & Gloucestershire GC collects his free fleece at registration in the morning – sponsors Joint Aviation provided them (Alto)
Club officials networking at coffee at the Governance Conference (Helen Evans)

Opposite page, clockwise from top:
The boys with their toys are Howard Jones (left) *and Pete Masson of sponsors* Its a Wing Thing, *seen at their stand in the exhibition hall (Alto)*
Dickie Feakes speaks to the Sporting Conference about the electronic cockpit (Alto)
Cross-Border raiders (from left) *Bruce Cooper, Kevin Hook, John Williams and Roy Wilson raise a glass of whisky to their winning streak (Wendy MacPhedran)*
Peter Purdie with a panel to show what they mean by "the electronic cockpit" (Alto)
James Allison's keynote presentation about Formula One was well received (Alto)





Great turnout for the AGM

The 2008 BGA Governance Conference, AGM and Sporting Conference generated large crowds of people and lots of activity. Pete Stratten reports

MORE than 500 people attended the AGM and parallel Sporting and Governance Conferences on March 8 at the Hellidon Lakes Hotel, near Daventry. This year's event trialled a new format, conceived late in 2007 with Executive and sub-committee involvement then delivered in detail on the ground by a small team of volunteers and BGA staff led by Claire Emson and Alison Randle.

The formal proceedings of the AGM were opened by Patrick Naegeli after a briefing session to members on key issues for the year ahead *(see opposite)*.

First, the AGM formally accepted the minutes of the previous AGM. By way of summarising the annual report, Patrick highlighted achievement by each of the Association's sub-committees: from ongoing delivery of marketing and public relations activity by the communications and marketing team, through the huge amount of club and sport support undertaken by volunteers in areas like development and airspace, where external influences are presenting enormous challenges for clubs, to progress made with BGA safety management, EASA airworthiness issues and instructor coaching.

In the unavoidable absence of BGA Treasurer John Birch, Company Secretary Keith Mansell reported that the Association had made a surplus of £117,000 against a budgeted £24,000, due primarily to anticipated Certificate of Airworthiness renewals, surplus on commercial activity that could only be recently realised, savings on fleet maintenance and instructor training costs, higher cash balances and interest rates. The budget for 2008/9 was discussed in detail, including the considerable difficulties in accurately forecasting EASA-related costs. Membership fees for clubs will again remain unchanged.

BGA Chief Executive Pete Stratten then briefly described a number of changes to BGA Laws and Rules in anticipation of Edition 16, including: the need to reflect the ANO requirement of logging of flying by all pilots of nationally registered aircraft; airworthiness detail to reflect EASA types; formatting of the instructor rating and gliding certificate information; changes in terminology to industry standard and the incorporation of the Code of Practice for flying near controlled airspace.

The auditors King Freeman were then reappointed for a further 12 months. Moving on to the appointment of officials, Patrick thanked the two members of the Executive Committee who were retiring after their maximum term of service: John Birch and Keith Mansell. "Both of them contribute enormously," he said, "and I am very pleased to confirm they will continue in their respective roles of Treasurer and Company Secretary". He noted that Phil Burton and Bruce Tapson, who retired to meet the requirements of the BGA Articles of Association, were both re-standing as Executive Committee members, and that Matt Cook and Andy Perkins had been nominated as new members. He then announced that because the number of nominees did not exceed the number of vacancies, there was no need for an election *(See p11 for full list)*.

The formal business concluded with the re-election of all the BGA Vice-Presidents.

BGA Diplomas were then presented for services to gliding, along with two BGA Silver Medals – to Diana King and Bruce Cooper. Patrick also highlighted honours recently awarded to glider pilots by the Royal Aero Club and the IGC.

The conference, which was sponsored by Joint Aviation Services, AFE and Its a Wing Thing, continued with a dinner that was booked to capacity, the presentation of BGA trophies *(see p24)*, a very amusing after-dinner speech by Pete Harvey and the presentation by Royal Aero Club Secretary Diana King of FAI 1,000km Diplomas to John Williams and Patrick Naegeli.
A very busy and what many delegates suggested was the best-ever BGA conference ended with a casino (first prize courtesy of AFE Oxford), live music and lots of fun into the early hours...


Alto


Matt Waters


Ian Strachan


Alto


Ian Strachan

Pictured right, from top:
Diana King (right) *was presented with a BGA Silver Medal by Patrick Naegeli in recognition of many years' tireless work on behalf of airsports and gliding. "She has made an outstanding contribution," says the citation, "at club and national level, where her contributions and sound advice are highly valued";*
Charlie Jordan of Deeside won the Caroline Trust Cadet of the Year award, presented at the event;
BGA Diploma winners were, from left: *Bernard Smyth (Bristol & Gloucestershire); Martin Brockington (Black Mountains); Tim Newport-Peace (Lasham); Harry Boyle (Ulster); Colin Davey (Four Counties) and Geoff Homan (Darlton). A diploma was also awarded posthumously to Geoff Bold of Seahawk GC;*
Bruce Cooper (left) *was presented with a BGA Silver Medal by Patrick Naegeli for his outstanding service as Vice Chairman of the BGA Airspace Committee. "He really is the consummate professional both at work and play," says the citation, "and we owe a debt to him for all the work he has done in helping us to continue our wonderful sport";*
The Bill Scull Safety Award was presented by Patrick Naegeli to Hugh Browning of the BGA Safety Initiative, who also gave a presentation to club chairman as part of the Governance Conference



Soaring to success

REFLECTING on the need in gliding to be clear about your general direction, to read the sky correctly, interpret patterns and focus on getting the big decisions right, BGA Chairman Patrick Naegeli, supported by Chief Executive Pete Stratten, began a keynote BGA Briefing immediately prior to the Association's Annual General Meeting.

Patrick drew a parallel between the importance of these factors in gliding and how vital it is to understand and correctly interpret data as we develop our Association to meet changing needs. As a case in point, he reviewed the demonstrable progress following the winching safety initiative over the last two years and commented on data related to glider pilot age profile trends.

Three increasing pressures that the BGA faces at national level were identified by Patrick: the workload on the organisation, the need for volunteers and the demands of a fast-changing environment. He noted that clubs have their own challenges in respect of volunteer resource, but urged people to consider volunteering at national level, even if only for a short-term project.

Pete Stratten then summarised how the BGA currently believes forthcoming maintenance regulation and, later, pilot licensing regulation will affect individuals and how the Association is central to achieving the aim of achieving regulatory compliance within a pragmatic, BGA-managed framework that will minimise hassle and cost to the gliding community. He noted that there are significant challenges ahead, how important it is for everyone to work together as the regulatory environment develops, and in particular to respond to BGA information, promulgated on the BGA website at *www.gliding.co.uk*, regarding EASA and CAA consultations.

Continuing the theme of correctly interpreting data, Patrick then described BGA activity leading up, and during the current CAA phase two Mode S consultation, which ends on May 31, 2008. He described how the CAA's new Mode S proposals, despite the welcome change of approach following the 2006 consultation, are still a major issue for gliding and, noting that the devil is in the detail, urged members to understand the issues by referring to the relevant pages of the BGA website and to respond by May 31.

Closing this session, Patrick returned to the theme of correctly interpreting patterns to inform decision making. By way of example, he briefly identified the development of ultra-light self-launching sailplanes and the need for BGA to ensure that this newly emerging category of glider and their future owners' and operators' needs are properly understood and can be fully integrated into our sport at all levels.

Above: *A packed BGA briefing session (Ian Strachan)*

Below: *BGA Chairman Patrick Naegeli at the BGA Briefing immediately prior to the AGM (Alto)*



Gathering of the clubs

BGA Development Officer Alison Randle reports on the Governance Conference, which brought together club officials from across the UK



Alto

THIS year the Chairmen's Conference was given new surroundings – a different venue and a new format. Gliding clubs from all corners of the UK sent delegates to the event, which ran alongside the usual BGA AGM and Conference *(see pp18-21)*. There was a good representation from Scotland that included Robert Tait, who drove to the English Midlands from the Scottish Highlands to attend. Harry Boyle joined us from the Ulster GC. A car-load of delegates from Dartmoor made a day trip of it and the Welsh clubs were represented by Black Mountains and North Wales. Fifty clubs were represented in total, which meant that club representation at the BGA AGM was at its highest for years. Not everyone left immediately after the Governance Conference closed; some club officials were able to stay on to enjoy the final session of the Sporting Conference and the evening's presentations and entertainments that followed.

Networking

Diana King welcomed delegates and ran through the various housekeeping points. This included continuing with an idea from the previous Chairmen's Conference, 18 months ago, of "Making It Happen In Real Life When You Get Home" or MIHIRLWYGH (pronounced "murlwig").

We've all been to conferences where you leave with lots of great ideas and good intentions, but frankly the pace and volume of all the ordinary stuff is such that time slips by and you don't quite ever get round to it. So we included MIHIRLWYGH note sheets in the delegate packs to help everyone to record and action those good ideas and intentions.

This year, most clubs sent teams of delegates. Many sent four while Windrushers just beat the Derby & Lancs team's total of six by sending seven club reps to the Governance Conference. We hope that the resulting discussions both between and within clubs will have been beneficial.

We are always keen to encourage clubs to share their ideas with one another. In addition to the Good Practice Scheme, where clubs can win valuable prizes, we were keen to find more ways for clubs to network. Diana came up with the idea of a networking board with two halves where clubs could place post-it notes either asking for or offering ideas about to specific challenges gliding clubs could face.

Quickly nicknamed "Diana's speed-dating board", it attracted several messages, so we've made a start. Hopefully this new feature will be better used in future years.



Alto

Ben Alcott, left, CAA Head of Licensing, with the BGA's David Roberts at the conference

Morning session

Time before the coffee break was spent discussing areas of legislation and bureaucracy of interest to clubs. Delegates got actively involved by asking many questions and good-humoured discussions took place after each of the three sessions.

Roger Coote led with a resume of the way that rates are worked out for airfields. In addition to summarising the methods, he was able to provide preliminary results from the quarter of clubs who have responded to the confidential questionnaire he had previously circulated and to discuss the BGA's future strategy in relation to rates. There are many opportunities in this area and Roger encouraged clubs to support the BGA's work, to work with the rating authority to ensure the rates are set correctly and to apply for rate relief wherever possible.

Above: Patrick Naegeli and Diana King at the Open Forum for club chairman, which concluded the day

Below: Club representatives in the Treasurers' Forum



Charlie Jordan

Next up was **Phil Burton** with a briefing for club chairmen on the important changes to legislation relating to child protection and vulnerable adults and the impact this will have on gliding clubs. Later in the day, Phil also ran a separate workshop session for Club Child Protection Officers.

Pete Stratten rounded the morning off by providing a short presentation on some issues surrounding continuing airworthiness that clubs will need to be aware of. Pete also introduced Peter Johnson, the BGA's new Airworthiness Quality Manager, to delegates; a number of club chairmen were able to talk to him during conference breaks.

After coffee, four clubs shared their experiences in "The Club Slot". This year the BGA Development Team had approached clubs who seem to have a very good trial lesson conversion rate. This is an area where the smaller clubs appear to be doing rather



The event provided an opportunity to gather useful information on paper and in person (Helen Evans)

well. It is also an area where a large volume of trial lessons can obscure club flying to such an extent that it can cause members to leave and could contribute to the collapse of a club.

Robert Tait, who had driven eleven hours to be with us (never in the history of human conferences has so far been driven for such a short slot), earned warm applause by sharing the experiences of Highland GC: the breakdown of their flying day and the effective way that they prioritise the use of club gliders and instructors for different activities.

Mike Fairclough from Devon & Somerset GC described their customer care programme and revealed, in a totally unassuming way, that from every ten trial lessons they carry out, they expect to recruit one new club member.

Derrick Sandford of Shenington GC shared its new strategy and customer care programme and how they use a pre-booking session to ensure that club flying is not swamped.

Finally, **Keith Batty** from York Gliding Centre set out how, having reached saturation point in terms of the numbers of trial lesson flights they carry out, they have found alternative ways of getting their airfield to earn them more money. Some of these diversification activities have brought additional security benefits by having people on site for longer hours.

The four clubs had clearly put tremendous effort into their presentations and we thank them for their time and effort.

Afternoon session

Thanks to the combined format, a new element at the beginning of the afternoon session of the Chairmen's Conference was being able to welcome a number of delegates who had been given BGA Diplomas and other accolades during the AGM. The significance of these BGA Diplomas is that the recipients have been nominated by their clubs in recognition of their hard work and dedication.

This year, we were also delighted to discover that the BGA Development Committee Chairman, Diana King, had been awarded a BGA Silver Medal for her outstanding services to gliding. So it was smiles all round as we plunged back into the business of the afternoon.

Hugh Browning began by introducing the BGA Safety Management System Review that the Safety Committee has just commenced before moving on to the core of the safety briefing for club chairmen. With the new lower rate of winching accidents holding steady for another year, we are only one year away from being certain that the winching safety initiative has been successful. For this Hugh congratulated club chairmen and asked them to congratulate their CFIs, instructors and club members for their work in this area.

He then drew delegates' attention to other areas of concern and to the new BGA publication *Glider Accidents in 2007*, and asked them to help their CFIs to maintain future safety work.

The last presentation of the day gave me an opportunity to highlight to delegates just how much they do and how well – a celebration of club flying. We also spent time looking at some low-cost, small-scale solutions that can help in the continuing battle for club survival. This is an immense subject, but gliding clubs are special places, due in no small part to the unique culture that is derived from the way we all trust one another with our lives on a daily basis.

Finally Patrick Naegeli chaired the Open Forum, which opened with a question about crossover to civilian gliding and recognition of ATC instructors. We were fortunate to have Myke Falvey, Officer in Command of the Air Cadet Central Gliding School at Syerston in the audience, so a useful discussion ensued. This is an area that is covered by several ongoing and planned areas for BGA work, including instructor licensing, the content of instruction, interchange between the two organisations and encouraging young people to glide. Other questions included the possible development of an instructor pool and a discussion about the wider use of simulators. Patrick thanked those involved with the organisation of the event before bringing the conference to a close.



Alto





Top: *Andy Miller* (right) *led a Governance Forum;* Above left: *Devon & Somerset GC's Mike Fairclough was one of four chairmen presenting "the Club Slot";* Above right: *Peter Johnson, the BGA's new Airworthiness Quality Manager, at the conference. The event was attended by chairmen, treasurers, marketing, operations and child protection officials from at least 50 clubs. The BGA Development Team would like to thank: all the presenters and club participants for putting in a full day's work despite the distractions; volunteers Devin Giddings, Paul Bendrey, Kirsty Cole and Andy Langton, Lizzie and Kayleigh; BGA support staff, Debbie, Jess, Beverley and Terry, and Claire Emson and her team*

Governance Forums

THE Governance Conference, attended by some 150 pre-booked delegates and designed to directly support club officials, included a core Chairman's Conference and three separate forums – for marketing, operations and treasurers.

Previously developed by John Birch and facilitated on the day by Mike Jordy, the treasurers' forum focused on Community Amateur Sports Club status during which Les Kaye gave an informed presentation, including advice regarding taxation. Other issues discussed included club management software and site use diversification.

With future pilot licensing from 2010 and associated new processes very much in mind, Andy Miller, a member of the BGA's future licence working group, presented an assessment of the current status of the future EASA glider pilot licence regime and the possible effect on clubs and pilots. He went on to discuss the emergence of ultralight gliders, closing the session by facilitating a number of discussions, which benefited from the attendance of Ben Alcott, CAA Head of Licensing, alongside a large group of club officials with significant experience in all aspects of gliding training and operations.

Prior to the event, an external sports marketing professional had visited a number of BGA clubs. His experiences were described during a very well-attended marketing forum facilitated by Marilyn Hood and Keith Auchterlonie; it provided helpful and independent insight to a number of discussions and question and answer sessions.

Written feedback from the sessions indicates that although there are issues that are probably inevitable when trialling a new format, the forums were on the whole very informative and highly relevant to those who attended.

Winning flights: 2007











Brian Spreckley presented these trophies at the BGA dinner:

1. California In England – Kay Draper, Lasham
Longest handicapped flight by a female pilot
July 30, 2007, 714km (handicapped), 757km (true)

2. Chris Wills Trophy – Peter Hibbard, Essex & Suffolk
Winner, Wooden Ladder (10,465pts)

3. Phil Lever – Mark Holden, Surrey & Hants
Most Promising Junior Pilot

4. John Hands – Hugh Brookes
For outstanding support for the organising and running of competitions

5. L duGarde Peach Trophy – Kevin Hook, SGU
Winner, Weekend National Ladder (16,922pts)

6. Spitfire Trophy – Will Ellis, Essex & Suffolk
Winner, Junior National Ladder (18,408pts)

7. Goldsborough – Gill Spreckley *(left)* & Sarah Kelman
Highest-placed pilot(s) in previous World Championships
Standard & Club Class Gold medals in 2007 Women's World Championships

8. Frank Foster Trophy – Roy Wilson, Deeside
Fastest handicapped 500km
August 30, 2007, 137km/h (handicapped), 151km/h (true)

BGA 1000km Trophy – John Williams, SGU
Fastest flight over 1,000km
April 8, 2007 1,002km at 132km/h (true)

Wakefield Trophy – John Williams, SGU
Longest handicapped distance: two circuits of 768km task
August 30, 2007, 1,362km (handicapped), 1,536km (true)

Furlong Trophy – Edward Downham, London
Longest handicapped triangle
July 30, 2007, 712km (handicapped), 826km (true)

Manio Cup – Kevin Hook, SGU
Fastest handicapped 300km
January 4, 2007, 196.1km/h (handicapped), 190.2km/h (true)

Volk Trophy – Roy Pentecost, Lasham
Longest handicapped out & return
July 30, 2007, 650km (handicapped), 676km (true)

Seager Trophy – Edward Downham & Amelia Nash, London
Longest handicapped distance in a two-seater
August 8, 2007, 735km (handicapped)

De Havilland Trophy – Kevin Hook, SGU
Greatest gain of height
January 2, 2007, 22,071ft height gain (max 24,446ft)

Enigma Trophy – John Williams, SGU
Winner, Open National Ladder (33,385pts)

Firth Vickers Trophy – Edward Downham, London
Second Place, Open National Ladder (24,374pts)

Slingsby Trophy – Bruce Cooper, Edensoaring
Second Place, Weekend National Ladder (16,514pts)

Rex Pilcher Trophy – Santiago Cervantes, SGU
July 30, 2007 – earliest Diamond distance in the year







(All photos: Alto 07831 661757)

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The BGA view on Mode S

BGA Chief Executive Pete Stratten offers the BGA perspective on the latest CAA proposals on Mode S – and urges you to stand up and be counted

AS YOU are well aware, the BGA works closely through its co-opted volunteer experts and professional staff to engage with all the appropriate agencies, and in particular the Civil Aviation Authority (CAA), to ensure that gliding operates safely and responsibly within the UK airspace environment, with due care for public safety and the needs of other airspace users.

We all also know that Commercial Air Transport (CAT) is continuing to grow at, for the environment at least, an alarming rate and that the government supports that approach. Clearly our freedoms and interests will continue to be overlooked unless we – as gliding participants and major stakeholders in UK airspace – are willing to stand up and be counted. Your opinion will again be needed before the end of May this year.

The story so far

In 2006, the CAA published a consultation that proposed that all aircraft should be equipped with Mode S transponders when flying in any classification of UK airspace, anywhere in the UK. UK glider pilots were foremost amongst a huge swell of opposition from within air sports to a seriously flawed series of recommendations and proposals within what is now known as the Phase 1 Mode S consultation. Readers will recall that the thrust of the underlying proposal was that the growth in UK aviation increases the likelihood of collisions. In fact the BGA identified that available data shows that the "need" for transponders in gliders cannot be substantiated.

The BGA also made it clear that the point made by the CAA in the Phase 1 consultation that "any safety improvements will, therefore, need to be put in place before air traffic levels can be allowed to increase" is not supported by evidence and it follows that natural growth in aviation can proceed without adopting the proposal to carry Mode S in sailplanes and other aircraft in all airspace.

The BGA also identified that some of the flaws in the Phase 1 consultation could have been addressed earlier had CAA consulted with the gliding community during the development of its consultation document.

It is clear now that the CAA is willing to listen to informed stakeholder opinion and Phase 1 is, at least for now, history – and in a large part because of your involvement.

What happens now?

Phase 2, a completely new Mode S equipage consultation based on four proposed options, has now been published with a consultation closing date of **May 31, 2008.**

This consultation differs significantly from Phase 1, not only because it does not propose Mode S equipage in all categories of airspace, but also because it was held back until the CAA had spent some time consulting with air sports – but perhaps not accepting many of the views provided – regarding the all-important potential impact of proposed change as well as the style and format of the consultation itself.

What does the Phase 2 consultation propose, and what are the issues for the gliding community? Essentially the CAA has identified that for safety reasons the forecast growth and changing method of operation of Commercial Air Transport, supported by UK Government strategy, will require more efficient airspace management and significantly improved interoperability with collision avoidance systems if airspace segregation is to be minimised.

There are four options proposed, three of which directly affect all glider pilots. The fourth relates to crossing international boundaries and is more of an issue for our powered flying colleagues.

Option 1 essentially mandates the carriage and operation of Mode S transponders on all aircraft operating within controlled airspace of classification A to E.

The CAA aims to create an environment in which the position and altitude of all aircraft within controlled airspace is known to ATC and commercial air transport anti-collision systems (such as TCAS). The consultation goes on to identify that there are technical and economic problems associated with equipping certain categories of aircraft and that where ATC units approve, *existing* letters of agreement that allow access to controlled access would remain.

It would be easy to assume that a glider equipped with Mode S could gain access to controlled airspace. However, the consultation makes it clear that because of controller issues, access would be an exceptional situation. In terms of the to date extremely successful letters of agreement, it is clear that ongoing airspace growth will require additional letters of agreement and that reliance on the goodwill of ATC units is hardly a committed approach to meeting our needs.

Option 2 is a proposal to implement a formal process to support applications for "Transponder Mandatory Zones" (TMZs) outside controlled airspace. The CAA already has TMZs within its airspace toolbox and they have been established in the past on very rare occasions. The BGA believes that the consultation does not identify a justifiable need for widespread use of TMZs. Additionally, the BGA believes that TMZs must not be used to control risks that are not uniform across airspace users. For example, requiring gliders to equip with Mode S to access a TMZ that has been established because of aeroplane infringements is a disproportionate approach, particularly as is currently a case in point, gliders with moving maps are already recognised as effective mitigation of the risk of airspace infringement. It's clear that a robust and fair process akin to CAP 725 that takes the above point into consideration must govern TMZ development.

Option 3 includes gliders in the SSR transponder carriage requirements. The Air Navigation Order currently excludes gliders from the list of aircraft required to carry transponders. By including gliders in the ANO requirement for transponder carriage, gliders would join aeroplanes in having to carry a Mode S transponder when flying above FL100. This cuts off all flight above FL100 by non-transponder gliders. This is an extremely serious issue for a number of small businesses – gliding clubs – that support pilots in areas of lee wave and of course for a large number of glider pilots. The BGA recognises that the consultation identifies the possibility of access to defined areas of non-transponder airspace – effectively TRA(G) – but believes that there is no commitment demonstrated – and, indeed, based on experience following the development of TRA(G) above FL195, CAT and Military traffic will be given priority, regardless of the demonstrated risk. This approach is clearly disproportionate.

The consultation itself

The consultation process is to a certain extent defined by government guidelines. As such, the CAA has already outlined its proposals to the Department for Transport. Public consultation is viewed as important but is certainly not viewed as negotiation. It is clear from the way CAA responded to



Gliding and CAT operations are not mutually exclusive – here they're seen co-existing successfully at the country's largest gliding site, Lasham *(Helen Evans)*

the Phase 1 consultation feedback that numbers of responses are extremely important. But it's not only numbers – independent, clear, rational and objective feedback is very important if the CAA is to fully appreciate the concerns and opposition to elements of the proposals by glider pilots, who are a large segment of the UK airspace stakeholders that the CAA exists to support.

Although the new Mode S proposals are less extreme than those described in phase 1, the BGA believes it is critical that all glider pilots, clubs and other businesses within the gliding community consider the facts and respond to this consultation. The Association has a webpage *(www.gliding.co.uk/bgainfo/airspace/modes 2008.htm)*, which includes links to the consultation and guidance to help with responses, as well as the BGA's own draft response document, which will be made available for reference.

To further support members' needs, the BGA is facilitating three meetings at which CAA representatives will present details of all four proposals and answer questions. One was due to be held at the Scottish Gliding Centre in late March. Two more evening meetings, at Pocklington and Lasham in early April, are detailed on the BGA website and in the box *(right)*.

How to make your voice heard

IF YOU want to make the most effective contribution you can to the debate and help inform the authorities' thinking on this critical issue, these are the three simple things to do:

1. Understand the CAA's proposals

It's really important to form your own views by reading and absorbing the CAA's proposals. If you are one of the thousands of pilots or businesses that responded to the 2006 consultation, you'll be pleased to hear that the new proposals are very much shorter and much easier to assimilate than the 2006 documents. You can access them at *http://www.caa.co.uk/default.aspx?catid=1698&pagetype=90&pageid=9307* or, if it's easier than typing in all that, click the link on the BGA Mode S web page mentioned in (2) below. The CAA is also producing a CD covering the proposals.

2. Take a look at what the BGA thinks

The views of the BGA's Mode S Working Group are outlined in the accompanying article by Pete Stratten. Updates and, in due course, the BGA's own formal response to the consultation, will be available at *www.gliding.co.uk/bgainfo/airspace/modes2008.htm* along with a link to the related CAA web pages.

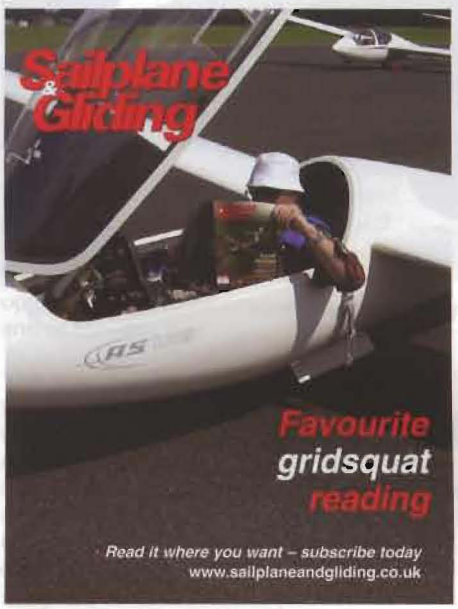
3. Give the CAA your feedback

Once you've reflected on what the CAA is suggesting and had the chance to consider the BGA experts' views, make sure your own voice is heard:

- **Attend one of the consultation meetings** being held at **Lasham – April 4 – and Pocklington – April 11.** Further details are on the BGA website.
- **Respond to the CAA in your own words before the end of May.** You can use the online form on the CAA website, email your response or write to the address supplied on the relevant page of the CAA website.

Remember, your views count.









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What the CAA Mode S Team thinks

Helen Evans reflects on her interview with the CAA's Andy Knill and John Banks about the Authority's Mode S proposals, currently out for consultation

IT WAS the chance many of you might willingly have swapped a Diamond day for – the opportunity to question the people behind the CAA's latest Mode S proposals. Scheduled to last half an hour, my phone call to Andy Knill (Head of Surveillance and Spectrum Management at the Directorate of Airspace Policy) and his team member John Banks actually took twice as long. While I appreciated the time they devoted to it, I must admit I hadn't been looking forward to this interview – any more, I suspect, than you are looking forward to wading through yet another set of regulatory proposals.

My problem – and perhaps yours, too, as you consider reading the documents and responding – is that I'm no expert on this important subject and, even before the CAA had called to offer *S&G* this interview, I'd asked the BGA's Mode S Working Group to provide its analysis for us *(see p26)*. So I told the CAA that this is simply my own personal take on Mode S, as a glider pilot who'll be affected by whatever is finally decided. That applies to this article, too – there really is no substitute for reading the original CAA and BGA information and making up your own mind. This page only scratches the surface.

So how exactly, I asked Andy Knill, have the CAA's proposals changed since 2006? And, if these were implemented, what they would really mean for glider pilots? The big change from last time is that the CAA is no longer arguing that all aircraft in all airspace in the UK should carry Mode S transponders. That's great news, and a credit not only to the people and businesses who made their views known last time round but also to the CAA for listening. The new proposals would, instead, require Mode S transponders in gliders in Class A-E airspace, and above FL100, along with a new process for establishing Transponder Mandatory Zones (TMZs) outside controlled airspace.

These look like much more reasonable ideas, and the first problem is one that the CAA itself acknowledges: a fundamental issue for gliding is equipment suitability. There are genuine difficulties with fitting transponders to gliders: limited space, power generation, antenna placement, weight limits and the proportionality of costs. The CAA says it will continue to work with the GA community to help identify measures to accommodate such aircraft and maximise their freedom of movement without – and here's the caveat – compromising "the overall safety and efficiency benefits" of Mode S. John Banks also cited the work the CAA has done at European level and elsewhere to try to push the development of a low-powered transponder. But the CAA adds that this not essential, because there are transponders already on the market... As far as costs are concerned, in Andy Knill's words: "The CAA still recognises cost issues and is working with Government and others to see if there are any ways that these can be addressed".

So, to TMZs. The CAA emphasised that the plan is to have a process in place by March 2009 – that it isn't intending to rush out and blanket the country with these zones. TMZs, Andy Knill says, will be "specific, targeted and the minimum size necessary to address safety concerns" – for example, where a mix of activities (say military and GA flying) creates a choke route, or a development causes a problem for radar services, or to address a need identified by a service provider. A couple of service providers are already in informal talks with the CAA about the concept, he added. Who? "A couple of airports have asked us about them as a possibility and they have been mentioned by NATS," he replied. An interesting insight into CAA thinking came out as we discussed TMZs. I queried the rationale of setting up a

'We have to take the balanced view of managing requirements and when I say we want to work with GA, that's a very genuine intention'

TMZ for gliders on the basis of airspace infringements, given that statistics suggest glider infringements aren't a major issue. The problem, Andy Knill replied, is that gliders aren't picked up on radar. This seems to me to be policy making based on an assumption – that gliders are infringing airspace but not being recorded – rather than on evidence.

What, then, about the need to carry transponders above FL100? It's a subject dear to my heart because I did my Gold height in Pennine wave, launching from Sutton Bank in my 1960s wood-and-fabric K6CR and soaring to more than 12,000ft amsl. One of the high spots of my life, literally and figuratively. What Andy Knill said is that the CAA has already created TRA(G)s above FL195 and if the proposal is implemented as it stands, the CAA would be looking to extend TRA(G)s down to FL100 where the safety case allows it. There's a genuine commitment to work with the BGA, he adds, on how to establish access for all BGA members that operate above FL100 and are not already transponder equipped.

Finally, whenever I train people how to deal with being interviewed by the media, I ask them to decide what their three key messages will be – that's industry standard practice. I thought it would be interesting to ask the CAA what its three were for this interview. Andy Knill identified them as:

- "To maintain existing safety levels whilst dealing with continued growth in commercial air transport and meeting the demands on airspace from a disparate set of airspace users, the only viable alternative to the lack of interoperability would be increased segregation. We do not believe this would be in the best interests of the vast majority of airspace users.
- The CAA recognises the concerns of the gliding community regarding glider-on-glider collision risks and will continue to work with the BGA on this issue.
- This is a real public consultation and the CAA is genuinely interested in the constructive views of respondents. There are also a number of specific questions asked in the consultation material and answers to these will help refine any assumptions that have been made in the document."

And this was an interesting reply because, for me, these points don't address what I think might be the fundamental concern of many glider pilots who take the trouble to read the proposals in detail. Because my own big worry is, as I said to Andy Knill, there is no firm commitment that I can see in this consultation document to ensuring that these potentially workable solutions WILL definitely happen.

"I think the problem is," he replied, "that we are never going to satisfy people unless we can give them a 100 per cent guarantee at the outset. This is not meant to sound pat: there are a complex set of issues here to be looked at." The CAA has to be reasonable, fair, equitable and transparent in process, he added: it has to address conflicting needs and it's very easy to see only one perspective. "I can understand scepticism on the part of the gliding community," he added. "We have to take the balanced view of managing these requirements and when I say we want to work with GA that's a very genuine intention. I think at this stage none of us can foresee completely into the future. We can simply state it's our intention to address these issues and put arrangements into place to do that".

In conclusion, the UK's aviation regulators and its increasingly-regulated gliding community may not see eye to eye on Mode S. But what the BGA and CAA definitely have in common is the hope that you will formally respond to the latest consultation with your objective, evidence-based and honestly-held views on a subject that has clearly mobilised glider pilots in way that no other has. And, of course, you don't have to sacrifice that Diamond day for the chance to meet the CAA Mode S Team – all it takes is an evening of your time. There are still two meetings you can attend, at Lasham on April 4 and Pocklington on April 11.

As for your consultation response, the deadline's May 31. Please don't miss it.


618





Opposite and above: *Phil King in LS8-18 618 ridge-soaring the Long Mynd this February (Alto 07831 661757)*
Left: *Phil's flight (in red) involved routing round a lot of airspace and radioing up to cross more (SeeYou)*

Carlisle to Plymouth

Try a downwind dash and then enjoy watching the countryside roll by, urges Phil King in this account of a 600km flown from Cumbria to Devon

THE air traffic controller waved goodbye and climbed the control tower stairs. As we drove the trailer away across the floodlit Tarmac, past the empty passenger terminal and past the hangars it went dark behind us. Off went the runway lights and flood lighting, then finally way up in the control tower the dim lights went off, just leaving a crack of light spilling out of the nearly closed hangar doors.

The long day was ending in a way which we had never imagined just 12 hours earlier.

Diana and I had spent the last week of April 2006 near the Scottish border, soaring out of Carlisle airport on an expedition organised by Neil Moffat and Pete Whitehead. The expedition had ended on Friday but John Allan had agreed to do a couple more aerotows before leaving on the Saturday morning to allow Anne Walker and me to fly our gliders south instead of taking them back in their trailers.

So Anne and I had taken off with the plan of flying south along the Eden Valley, then crossing eastwards over the Pennines via Wensleydale, and then to continue south towards our respective home sites. My goal was Snitterfield, just south of Birmingham, and on the Friday night a 300 km flight had seemed an appropriate length of task.

Anne went first in her Mosquito and was soon on her way. I told Diana, who was crewing for me that day, that I would see her at our home club of Snitterfield and followed Anne southwards.

As we crossed the Pennines together, with 80km already done I began to realise that the weather justified a much, much longer task and to me that meant aiming for Land's End. I called Diana on 130.1MHz to tell her I was heading for Cornwall, but I couldn't make contact. Paul Kite had taken off from Carlisle after us in the Grob 109 *en route* to Lasham and he relayed for me. On hearing the message, Diana reportedly said "I'll sort him out later"! (What she actually said was "We'll sort it out later.")

'The day was dying and the view ahead was challenging – high, rough ground and no obvious source of lift'

Now that I had a challenging task I said goodbye to Anne and started to push on faster round the eastern perimeter of the Leeds-Bradford zone, aiming to keep east of the East Midlands zone. All went well until, squeezing between East Midlands and the Langar parachute dropping zone, I missed a couple of clouds, lost my rhythm, and found myself suddenly low near Leicester airfield. While I found and worked a weak thermal I called Leicester to tell them I was low on the edge of their ATZ and might need to land. When I eventually got going again I thanked Leicester for their help and aimed for the south-west.

With a 5kt wind behind me the kilometres and countryside rolled by and I was soon squeezing between the Lyneham and Bristol zones. Ahead I could see that, as is usual in a north wind, the Somerset Levels were blue and likely to be a problem. So south of Glastonbury I selected my first cloud climb, which took me to over 6,000ft and enabled me to glide across the blue gap to the Blackdown Hills. Taking two more cloud climbs (which didn't go so high) I continued on track, going straight over Dunkeswell after calling them to check that there was no parachuting in progress. Passing the gliding club at North Hill I was soon on the eastern edge of Dartmoor.

The day was dying and the view ahead was challenging – high, rough ground and no obvious source of lift. I wondered about going north of the moor, but to the south there was a dark bank of cumulus, which looked like the remnants of a sea-breeze convergence. So I turned south towards the coast and took another cloud climb. When the lift died I flew west on a compass course, coming out of cloud on the southern edge of Dartmoor.

By now it was after 1900hrs and the sun was low, making it difficult to see ahead. I thought just maybe the 9kt northerly wind was creating wave off the southern edge of Dartmoor, which could give me a few more kilometres. I found some lift and gained 1,400ft circling and drifting downwind.



Husband-and-wife team Phil and Diana King, who own 618, both love adventurous cross-country soaring, which explains those Euroglide stickers on the LS8. This photo of the Brecon Beacons and Pen y Fan, seen from four miles south of Talgarth, was taken at 5,500ft amsl on a wave cross-country from Shobdon in January (Phil King)

Maybe I should have treated it as wave lift and headed back into wind but I was too impatient and continued on track.

Finding no more lift I was soon committed to landing. There seemed to be three possibilities – a very marginal glide to Dartmoor GC at Brentor, which I couldn't see and wasn't in my GPS, a field, or Plymouth airport, whose ATZ was close by.

After a week talking daily to Carlisle control tower I felt happy to call Plymouth and asked for landing instructions. Five minutes later I touched down on the main runway and taxied off towards the control tower and passenger terminal. The previous week had made me competent at controlling the position, direction and speed of my LS8, 618, so as to vacate the active runway quickly and safely without delaying other aircraft and, more importantly, without hitting runway lights or similar obstructions. After more than eight hours in the air, I got out and stretched, then pushed the glider across the grass to the Tarmac beneath the control tower. As I climbed the several flights of stairs to pay my £5 landing fee I remembered that the last time I had climbed these stairs was 22 years ago, when Diana declared Plymouth as the goal for a flight from the Long Mynd (see *Going for Gold – the old-fashioned way, Sailplane & Gliding* February-March 1985. p14). On that occasion it had been Diana who had done the long flight and me who had followed with the trailer.

Although I hadn't reached Cornwall, I'd done more than 600km and had flown the whole length of England. It was a personal best at that time for me, but the real thrill for me was seeing so much of England in one flight from the Pennines and Yorkshire Dales in the north to Dartmoor and the English Channel in the south, with everything in between. Diana's view of the same countryside from various motorways wasn't quite like mine! My afterthoughts:

Good **radio communications** played a crucial part in the flight. Neither Carlisle nor Plymouth would have been so welcoming to a glider without radio. Leicester were happy because I contacted them when I was near or in their ATZ. I could not have safely overflown Dunkeswell DZ without radio contact. I could perhaps have saved myself a low point if I had established contact with Langar DZ or East Midlands instead of choosing to thread my way between those two zones. On the other hand, the workload of changing frequencies and communicating on the radio can be a significant distraction from the primary tasks of lookout and soaring. I feel that effective use of radio will increasingly be a necessary skill for cross-country soaring in England.

Airspace considerations dictated much of my route. Manchester completely blocked the direct track and other regional airports restricted my options to route where the thermals were best. Proposals for zones at Finningley, Coventry, and Exeter could make flights like this increasingly difficult.

Cloud flying isn't necessary very often, but sometimes it is fundamental to the success of a flight. It's a right the BGA must retain.

After more than eight hours the **batteries** still had enough charge to run the artificial horizon, radio, logger, GPS and vario. How much more battery capacity would I have needed to run Mode S, too, for all that time?

Lastly, when I'm talking about gliding to non-pilots and tell them I have flown from Carlisle to Plymouth they can **visualise the flight** far more graphically than they can visualise 600km.

And for me it's a flight that I'll remember in more detail and with far more pleasure than all those worthy closed circuits that I've flown in rated competitions and for the BGA Ladder.

While you still have the chance, do have a go at flying downwind for free distance and watch the countryside roll by. You and your crew will have a lot of fun!



Alto

Above: *Phil, seen landing at Midland GC, flew his first competition from Compton Abbas in an Olympia 463 in 1973, having started gliding with the ATC 44 years ago. Now he flies at Stratford in the summer, where he completed 750km last year, and from Shobdon in the winter to exploit the ridge and wave lift.* S&G's *appreciative thanks go to Phil and to Alto (07831 661757) for their success in getting these great photos at the Long Mynd*

How to find a gliding club in the UK

If you want to try a new site, this list and the map overleaf can help. Numbers refer to locations on the map. Contact details are updated at *www.gliding.co.uk*, where affiliated university clubs are also listed. Service clubs, which may restrict civilian access or membership, are in green below and only UK-based ones are included

ANDREAS GC (9): Andreas Airfield, Braust Farm, Lezayre, Isle of Man; post c/o Cranstal Cottage, Port e Vullen, Maughold, Ramsey, ISLE OF MAN, IM7 1AN*gliding@manx.net / www.manxgliding.org*

ANGLIA GC (10): Wattisham Base, Ipswich, IP7 7RW *ecc.con@which.net* / 01493 752232

ANGUS GC (1): Drumshade Farm, Roundyhill, Glamis, By Forfar. 01307 467676 / *info@angusgliding.co.uk www.angusgliding.co.uk*

BANBURY GC (11): Hinton-in-the-Hedges Airfield, Steane, Brackley NN13 5NS / 01295 811056 / 01296 720415 *marketing@banburygliding.com / www.banburygliding.com*

BANNERDOWN RAFGSA GC (12): Keevil Airfield 01380 870411 / 07931 556646 (weekend-only numbers) *al.stacey@bannerdown.co.uk / www.bannerdown.co.uk*

BATH, WILTS & NORTH DORSET GC (13): The Park, Kingston Deverill, Warminster BA12 7HF 01985 844095 / 07762 738318 (w/e) *bwndsecretary@onetel.com / www.bwnd.co.uk*

BIDFORD GLIDING (14): Bidford Airfield, Bidford on Avon B50 4PD / 01789 772606 / *office@bidfordgliding.co.uk www.bidfordgliding.co.uk*

BLACK MOUNTAINS GC (86): The Airfield, Talgarth LD3 0EJ 01874 711463 / *enquiries@blackmountainsgliding.co.uk www.blackmountainsgliding.co.uk*

BOOKER GC (15): Wycombe Air Park, Marlow SL7 3DP 01494 442501 / *office@bookergc.nildram.co.uk www.bookergliding.co.uk*

BORDERS GC (16): The Airfield, Milfield, Wooler NE71 6HD 01668 216284 (weekends) *admin@bordersgliding.co.uk / www.bordersgliding.co.uk*

BOWLAND FOREST GC (17): Lower Cock Hill Fm, Fiddlers Lane, Chipping, Preston PR3 2WN 01995 61267 / *enquiries@bfgc.co.uk / www.bfgc.co.uk*

BRISTOL & GLOUCESTERSHIRE GC (18): Nympsfield, Stonehouse GL10 3TX 01453 860342 / *office@bggc.co.uk / www.bggc.co.uk*

BUCKMINSTER GC (19): Saltby Airfield, Sproxton Road, Skillington, Grantham NG33 5HL / 01476 860385 *office@buckminstergc.co.uk / www.buckminstergc.co.uk*

BURN GC (20): The Airfield, Park Lane, Burn, Selby YO8 8LW 01757 270296 / *burnglidingclub@btconnect.com* www.burnglidingclub.co.uk

CAIRNGORM GC (2): Feshie Airstrip, Feshiebridge, Kingussie, Inverness-shire PH21 1NG / 01540 651317 *cairngormglidingclub@tiscali.co.uk / www.gliding.org*

CAMBRIDGE GLIDING CENTRE (21): Gransden Lodge Airfield, Lodge Farm, Longstowe Road, Little Gransden, Sandy SG19 3EB 01767 677077 / *office@glide.co.uk / www.glide.co.uk*

CARLTON MOOR GC (22): Carlton Moor, Nr Stokesley, North Yorkshire 01642 778234/815160 (weekends only) *enquiries@carltonmoorglidingclub.org.uk www.carltonmoorglidingclub.org.uk*

CHANNEL GC (23): Waldershare Park, Nr. Whitfield, Dover, Kent CT15 5NH 01304 824888 / *secretary@channelglidingclub.com www.channelglidingclub.com*

RAFGSA CHILTERNS CENTRE (24): RAF Halton Office 01296 696818 / engineering 01296 696798 *manager@rafgsa.org / www.rafgsa.org*

CLEVELANDS GC (25): Dishforth Clubhouse 01423 321642 / Mobile 07779 454124 *clevelandsgc@hotmail.co.uk / www.clevelandsgliding.org.uk*

CONNEL GC (3): Oban Airport, North Connel, By Oban, Argyll PA37 1RT 01631 710428 / *connelglidingclub@hotmail.com*

CORNISH GLIDING & FLYING CLUB (26): Perranporth Airfield, Trevellas, Nr Perranporth TR6 9QB *CornishGliding@aol.com/ www.cornishglidingclub.co.uk*

COTSWOLD GC (27): Aston Down Airfield, Cowcombe Lane, Chalford, Stroud, Gloucestershire GL6 8HR / 01285 760415 *pat@cotswoldgliding.co.uk / www.cotswoldgliding.co.uk*

RAF COLLEGE CRANWELL GC (28): RAF Cranwell Sleaford, Lincolnshire / *www.cranwellgc.co.uk*

CROWN SERVICE GC (29): Lasham Airfield, Alton GU34 5SS 01252 549861 / *members@csgc.org.uk / www.csgc.org.uk*

DARLTON GC (30): Darlton Road, Darlton, nr Tuxford NG22 0TH / 07772 704178 (launchpoint) 01777 870675 (secretary) *www.darltonglidingclub.co.uk*

DARTMOOR GLIDING SOCIETY (31): Burnford Common, Brentor, Tavistock, Devon PL19 0LB 01822 810712 / *secretary@dartmoorgliding.co.uk www.dartmoorgliding.co.uk*

DEESIDE GC (4): Aboyne Airfield, Dinnet, Aboyne, Aberdeen AB34 5LB 01339 885339 / *office@deesideglidingclub.co.uk www.deesideglidingclub.co.uk*

DERBYSHIRE & LANCASHIRE GC (32): Camphill, Great Hucklow, Tideswell, Buxton, SK17 8RQ 01298 871270 / *dlgc@glidingclub.org.uk www.dlgc.org.uk*

DEVON & SOMERSET GC (33): North Hill Airfield, Broadhembury, Honiton EX14 3LP / 01404 841386 *godfreyfking@blueyonder.co.uk / www.dsgc.co.uk*

DORSET GC (34): Eyres Field, Puddletown Road, Hyde, Wareham BH20 7NG 01929 405599 / *www.dorsetglidingclub.freeserve.co.uk dgctrialtlights@dsl.pipex.com*

DUMFRIES & DISTRICT GC (5): Falgunzeon, by Dalbeattie, Dumfries & Galloway, DG5 4PH 01387 760601 / *kaz@paszki.freeserve.co.uk www.paszki.freeserve.co.uk/ddgc.htm*

EAST SUSSEX GC (35): Kitson Field, The Broyle, Ringmer, East Sussex BN8 5AP 01825 840347 / *stewart@forsterfamily.co.uk www.sussexgliding.co.uk*

EDENSOARING (36): Skelling Farm, Skirwith, Penrith, Cumbria CA10 1RL *office@edensoaring.co.uk www.edensoaring.co.uk*

ESSEX GC (37): North Weald Airfield, Merlin Way, North Weald CM16 6AA (01992 522222) Ridgewell Airfield, Pannells Ash, Ashen, Ridgewell CO10 8JU (01440 785103) *egc@glidingclub.co.uk / www.essexgliding.org*

ESSEX & SUFFOLK GC (38): Wormingford Airfield, Fordham Road, Wormingford, Colchester, CO6 3AQ 01206 242596 / *Glide@esgc.flyer.co.uk / www.esgc.co.uk*

FENLAND GC (39): RAF Marham launchpoint mobile: 07999 553 425 (weekend evenings) 01760 337261x7247 *www.fenlandgc.co.uk / enquiries@fenlandgc.co.uk*

FOUR COUNTIES (40): RAF Wittering 07813 542884 (weekends and bank holidays) *www.fourcountiesgc.co.uk / enquiries@fourcountiesgc.co.uk*

FULMAR (6): Easterton Airfield, Birnie, Elgin, Morayshire Post: Jim Ross, 32 Rose Avenue, Elgin IV30 1NU 01343 547425 / *ross@jimandrita.adsl24.co.uk www.fulmargliding.co.uk*

HEREFORDSHIRE GC (41): Shobdon Airfield, Shobdon HR6 9NR / 01568 708908 *hgc@shobdon.com / www.shobdon.com*

HERON GC (42): RNAS Yeovilton (weekends) Club Room: 01935 456551 / Hangar: 01935 456337 or 07946 753377 *nick_weaver@hotmail.com* / 01460 234037 *andy@farr13.freeserve.co.uk* / 01935 433379

HIGHLAND GC (7): Easterton Airfield, Birnie, Elgin, Morayshire. Post to: Secretary, HGC, Drum Farm, Keith AB55 5NP 01343 860272 (weekends only) *admin@highglide.co.uk / www.highglide.co.uk*

IMPERIAL COLLEGE GC (43): Lasham Airfield, Lasham, Alton GU34 5SS 01256 384900 / *icgc-committee@ic.ac.uk www.su.ic.ac.uk/gliding*


ISLE OF MAN
9 Andreas
WALES
86 Black Mountains (Talgarth) ▲
87 North Wales (Llantisilio) ▲
88 South Wales (Usk) ▲
89 Vale of Neath (Rhigos) ▲
64 Shalbourne (Rivar Hill) ▲
65 Shenington (Shenington) ▲
66 Shropshire Soaring Group (Sleap)
67 Southdown (Parham) ▲
68 South London Gliding Centre (Kenley)
69 Staffordshire (Seighford)
70 Stratford on Avon (Snitterfield)
71 Suffolk Soaring Club (Rougham)
72 Surrey & Hants (Lasham)
ENGLAND - continued
73 The Gliding Centre (Husbands Bosworth)
74 The Motor Glider Centre (Hinton-in-the-Hedges)
75 Trent Valley (Kirton in Lindsey)
76 Upward Bound Trust (Thame)
77 Vale of White Horse (Shrivenham)
78 Vectis (Bembridge) ▲
79 Welland (Lyveden)
80 Windrushers (Bicester)
81 Wolds (Pocklington)
82 Wrekin (Cosford) ◆
83 Wyvern (Upavon) ◆
84 York Gliding Centre (Rufforth)
85 Yorkshire (Sutton Bank) ▲
Statute miles
0 10 20 30 40 50 100
Motorways
Other major roads
M25
A1
Dublin
Aberystwyth
Pembroke
Cardiff
Bristol
Barnstaple
Penzance
Plymouth
Exeter
Taunton
Bournemouth
Brighton
Folkestone
Maidstone
Ipswich
Norwich
Kings Lynn
Lincoln
Scarborough
Thirsk
Harrogate
York
Hull
Leeds
Lancaster
Liverpool
Manchester
Sheffield
Denbigh
Stoke on Trent
Shrewsbury
Nottingham
Grantham
Leicester
Peterborough
Birmingham
Bedford
Cambridge
Banbury
Hereford
Brecon
Gloucester
Oxford
Swindon
Reading
Basingstoke
Salisbury
Southampton
London
Andreas
Lakes
Cleveland
Yorkshire
Bowland Forest
Trent Valley
Derby & Lancs
Lincolnshire
Denbigh
North Wales
Shropshire Soaring Group
Staffordshire
Needwood Forest
Four Counties
Wrekin
Midland
Hereford
Black Mountains
Oxfordshire Sportflying
Cotswold
Vale of White Horse
South Wales
Bristol & Gloucestershire
Wyvern
Barrandown
Mendip
Lasham Gliding Society
Imperial College
Kestrel
Bath Wilts & North Dorset
Crown Service
Surrey & Hants
Southdown
Harton
North Devon
Devon & Somerset
Dorset
Vectis
Dartmoor Gliding Society
Cornish Gliding & Flying Club
Seahawk
Yorkshire
Buckminster
Peterborough & Spalding
Fenland
Needwood Forest
Four Counties
The Gliding Centre
Welland
Norfolk
Norfolk
Suffolk Soaring Club
Sackville
Cambridge
Rattlesden
Anglia
Stratford on Avon
Bidford Gliding
Shenington
The Motorglider Centre
Banbury
Windrushers
Oxfordshire Sportflying
Oxford
RAFGSA Centre
Upward Bound Trust
Booker
Vale of White Horse
Swindon
Wyvern
Shalbourne
Basingstoke
Lasham Gliding Society
Imperial College
Kestrel
Crown Service
Surrey & Hants
Southdown
Harton
Salisbury
Southampton
Portsmouth Naval
East Sussex
Brighton
Bournemouth
Vectis
Dartmoor Gliding Society
Cornish Gliding & Flying Club
Seahawk
South London Gliding Centre
Kent
Channel
Essex & Suffolk
Fenland
Norfolk
Suffolk Soaring Club
Rattlesden
Anglia
Peterborough & Spalding
Buckminster
Cranwell
Lincolnshire
Yorkshire
Clevelands
York Gliding Centre
Wolds
Trent Valley
Derby & Lancs
Midland
Wrekin
Needwood Forest
Four Counties
Welland
Norfolk


Over 1000m
500 - 1000m
200 - 500m
100 - 200m
0 - 100m
Ridge site ▲
Service Club ◆
SCOTLAND
1 Angus (Drumshade)
2 Cairngorm (Feshiebridge) ▲
3 Connel (Oban) ▲
4 Deeside (Aboyne) ▲
5 Dumfries & District (Falgunzeon) ▲
6 Fulmar (Easterton) ▲◆
7 Highland (Easterton) ▲
8 Scottish Gliding Centre (Portmoak) ▲
NORTHERN IRELAND
90 Ulster (Bellarena) ▲
ENGLAND
10 Anglia (Wattisham) ◆
11 Banbury (Hinton-in-the-Hedges)
12 Bannerdown (Keevil) ▲◆
13 Bath, Wilts & North Dorset (Kingston Deverill)
14 Bidford Gliding (Bidford)
15 Booker (Wycombe Air Park)
16 Borders (Milfield) ▲
17 Bowland Forest (Chipping) ▲
18 Bristol & Gloucestershire (Nympsfield) ▲
19 Buckminster (Saltby)
20 Burn (Selby)
21 Cambridge (Gransden Lodge)
22 Carlton Moor (Carlton Moor) ▲
23 Channel (Waldeshare Park)
24 RAFGSA Chilterns Centre (RAF Halton) ◆
25 Clevelands (RAF Dishforth) ◆
26 Cornish Gliding & Flying Club (Perranporth) ▲
27 Cotswold (Aston Down)
28 Cranwell (RAF Cranwell) ◆
29 Crown Service (Lasham)
30 Darlton (Darlton)
31 Dartmoor Gliding Society (Brentor)
32 Derby & Lancs (Camphill) ▲
33 Devon & Somerset (North Hill) ▲
34 Dorset (Eyres Field)
35 East Sussex (Ringmer)
36 EdenSoaring (Skelling Farm) ▲
37 Essex (North Weald & Ridgewell)
38 Essex & Suffolk (Warmingford)
39 Fenland (RAF Marham) ◆
40 Four Counties (RAF Wittering) ◆
41 Herefordshire (Shobdon) ▲
42 Heron (RNAS Yeovilton) ◆
43 Imperial College (Lasham)
44 Kent (Challock)
45 Kestrel (Odiham) ◆
46 Lakes (Walney Island) ▲
47 Lasham Gliding Society (Lasham, Alton)
48 Lincolnshire (Strubby, Alford)
49 London (Dunstable) ▲
50 Mendip (Halesland) ▲
51 Midland (Long Mynd) ▲
52 Needwood Forest (Cross Hayes)
53 Nene Valley (Upwood)
54 Norfolk (Tibenham)
55 North Devon (Eaglescott)
56 Northumbria (Currock Hill)
57 Oxford (RAF Weston on the Green)
58 Oxfordshire Sport Flying (Enstone)
59 Peterborough & Spalding (Crowland)
60 Portsmouth Naval (Lee on Solent) ◆
61 Rattlesden (Rattlesden)
62 Sackville (Riseley)
63 Seahawk (RNAS Culdrose & Predannack) ◆
64 Shalbourne (River Hill) ▲
Elgin
Highland
Fulmar
Inverness
Cairngorm
Deeside
Aberdeen
Ballater
Fort William
Angus
Connel
Oban
Perth
Scottish Gliding Centre
Edinburgh
Glasgow
Borders
Ulster
Dumfries & District
Dumfries
Carlisle
Newcastle
Northumbria
EdenSoaring
Penrith
Carlton Moor
Belfast

BGA MEMBER CLUBS

KENT GC (44):
Squids Gate, Challock, Ashford, Kent TN25 4DR
01233 740274 or 740307 / *soaring@kent-gliding-club.co.uk*
www.kent-gliding-club.co.uk

KESTREL (RAFGSA) GC (45): RAF Odiham, Hook, Hampshire RG29 1QT / *enquiries@kestrel-gliding.org.uk*
www.kestrel-gliding.org.uk

LAKES GC (46): Walney Airfield, Barrow In Furness, LA14 3YJ
07860 135447 (flying days only)
elmerfuddnk@yahoo.co.uk / www.lakesgc.co.uk

LASHAM GLIDING SOCIETY (47):
Lasham Airfield, Alton GU34 5SS
01256 384900 / *office@lasham.org.uk / www.lasham.org.uk*

LINCOLNSHIRE GC (48): Strubby Airfield, Alford LN13 1AA
01507 450698 / *trev.sharples@ntlworld.com*
www.lincsglidingclub.co.uk

LONDON GC (49):
Dunstable Downs, Tring Road, Beds LU6 2JP
01582 663419 / *info@londonglidingclub.com*
www.londonglidingclub.co.uk

MENDIP GC (50): Halesland Airfield, New Rd, Priddy, Wells, BA5 3BX / 01749 870312 (Thursdays and weekends only)
jpatrickn.h4xell@virgin.net / www.mendipglidingclub.co.uk

MIDLAND GC (51):
The Long Mynd, Church Stretton, Shropshire SY6 6TA
01588 650206 / *office@longmynd.com / www.longmynd.com*

NEEDWOOD FOREST GC (52): Cross Hayes Field, Maker Lane, Hoar Cross, Burton upon Trent DE13 8QR
01283 575578 / *nfgc@gogliding.co.uk*
www.gogliding.co.uk

NENE VALLEY GC (53):
Marshals Paddock, Ramsey Road, Upwood PE26 2PH
01487 813062 / launchpoint 07761 478417
secretary@nvgc.org.uk / www.nvgc.org.uk

NORFOLK GC (54):
Tibenham Airfield, Long Stratton NR16 1NT
01379 677207 / *Mike.Judd@NorfolkGlidingClub.com*
www.norfolkglidingclub.com

NORTH DEVON GC (55):
Eaglescott A / F, Burrington, Umberleigh, North Devon EX37 9LH
01769 520404 / *www.eaglescott-airfield.com*

NORTH WALES GC (87): Llantisilio Airfield, Gefnffordd lane, Near Llandegla (not a postal address)
07956 498078 / *brianp@nwgc.org.uk / www.nwgc.org.uk*

NORTHUMBRIA GC (56):
Currock Hill, Chopwell, Newcastle Upon Tyne NE17 7AX
01207 561286 / *Info@northumbria.flyer.co.uk*
www.northumbria-gliding-club.co.uk

OXFORD GC (57):
RAF Weston On The Green, Nr Bicester OX25 3TQ
0845 094 5265 / *secretary@oxford-gliding-club.co.uk*
www.oxford-gliding-club.co.uk

OXFORDSHIRE SPORTFLYING LTD (58):
Enstone Aerodrome, Church Enstone OX7 4NP
01608 677208 / *osf@enstoneaerodrome.co.uk*
www.enstoneaerodrome.co.uk

PETERBOROUGH & SPALDING GC (59):
Postland Airfield, Crowland, Lincolnshire, PE6 0JW
01733 210463 / *Chairman@psgc.co.uk*
www.psgc.co.uk

PORTSMOUTH NAVAL GLIDING CENTRE (60):
MCA Daedalus Airfield, Chark Lane Gate,Broome Way, Lee-on-the-Solent, Hampshire, PO13 9YA
02392 604510 / 07876 333400
tony.world@specfabs.co.uk / www.pngc.co.uk

RATTLESDEN GC (61):
Rattlesden Airfield, Hightown Green, Rattlesden, Bury St. Edmunds IP30 0SX
01449 737789 / *bradley.roche@tesco.net / www.ratair.co.uk*

SACKVILLE GC (62):
Sackville Lodge Fm, Riseley MK44 1BS
01234 708877

SCOTTISH GLIDING CENTRE (8):
Portmoak Airfield, Scotlandwell, By Kinross KY13 7JJ
01592 840543 / *office@scottishglidingcentre.co.uk*
www.scottishglidingcentre.co.uk

SEAHAWK GC (63): RNAS Culdrose
01326 221670 / 07808 348450 / 07791 001384 (launchpoint)
tony@trevonehouse.fsnet.co.uk

SHALBOURNE SOARING SOCIETY (64):
Rivar Hill Airfield, Henley, Nr Marlborough SN8 3RJ
01264 731204 / *www.shalbournegliding.co.uk*

SHENINGTON GC (65):
Shenington Airfield, Shenington, Banbury. OX15 6NY
01295 680008 (office) or 688121 (clubhouse)
office@shenington-gliding.co.uk
www.shenington-gliding.co.uk

SHROPSHIRE SOARING GROUP (66): Sleap Airfield, Near Wem SY4 3HE / 01939 232045 / 07734 926514
tyddynonn@bigfoot.com

SOUTHDOWN GC (67): Parham Airfield, Pulborough Rd, Cootham, Pulborough RH20 4HP / 01903 746706
gliding1930@tiscali.co.uk / www.sgc1.org

SOUTH LONDON GLIDING CENTRE (68):
Kenley Airfield, Kenley, Surrey, CR8 5YG
0208 763 0091 / *surreyhillsgc@gmail.com*
www.southlondongliding.co.uk

SOUTH WALES GC (88): The Airfield, Gwernesney, Usk
01291 690536 / *Richard@3rickfield.freeserve.co.uk*
www.uskgc.co.uk

STAFFORDSHIRE GC (69): Seighford Airfield, Seighford, Stafford
01785 282575 / *office@staffordshiregliding.co.uk*
www.staffordshiregliding.co.uk

STRATFORD ON AVON GC (70): Snitterfield Airfield, Bearley Road, Snitterfield, Stratford on Avon, Warwickshire CV37 0EX / 01789 731095
secretary@stratfordgliding.co.uk
www.stratfordgliding.co.uk/index.htm

SUFFOLK SOARING CLUB (71): Rougham Airfield, Bury St Edmunds. Post: c / o Sidshell, Crown Lane, Ixworth, Suffolk IP31 2EH
01359 230119 / *secretary@suffolksoaring.co.uk*
www.suffolksoaring.co.uk

SURREY & HANTS GC (72):
See Lasham or *www.surreyandhants.org.uk*

THE GLIDING CENTRE (73):
Husbands Bosworth Airfield, Lutterworth LE17 6JJ
01858 880521 / *office@theglidingcentre.co.uk*
www.theglidingcentre.co.uk

THE MOTOR GLIDER CLUB (74):
Hinton-in-the-Hedges Airfield, Steane, Brackley NN13 6LX
01295 812775 / *clivestainer@tiscali.co.uk*

TRENT VALLEY GC (75): The Airfield, Kirton In Lindsey, Gainsborough, Lincs / 01652 648777 / *pwdewick@hotmail.com*
www.tvgc.freeserve.co.uk

ULSTER GC (90): Seacoast Road, Bellarena, Limavady, BT49 0EU
028 7775 0301 / secretary@ulsterglidingclub.org
www.gliding.utvinternet.com / www.ulsterglidingclub.org

UPWARD BOUND TRUST GC (76): Haddenham Airfield, Haddenham HP17 8LB (Not a postal address)
01908 263493 / *secretary@ubt.org.uk / www.ubt.org.uk*

VALE OF NEATH GC (89): Rhigos Airfield, Mount Road, Cefn Rhigos, Nr Glynneath, Mid-Glamorgan. 01792 653779
levans7551@aol.com
http://hometown.aol.co.uk/rhigosgliding/myhomepage/flying.html

VALE OF WHITE HORSE GC (77): Sandhill Farm Airfield, Shrivenham, SWINDON. Post: A Hadwin, 34 Mereoak Park, Three Mile Cross, Reading RG7 1NR / 01793 783685 or 01367 252706 (vouchers) / *soar@swindongliding.co.uk*
www.swindongliding.co.uk

VECTIS GC (78): Hangar No 1, Bembridge Airport, Bembridge, Isle of Wight. Post: Alasdair MacLean, 140 St Edmunds Walk, Wootton Bridge, Ryde, Isle of Wight PO33 4JJ
01983 883884 / *alasdair@amaclean.flyer.co.uk*
www.vectisglidingclub.co.uk /

WELLAND GC (79):
Lyveden Airfield, Harley Way, Lyveden Road, Brigstock, Kettering, Northants / 01832 205237 / 01733 266355 / *mark.rushton@tubelines.com / www.wellandgc.co.uk*

WINDRUSHERS GC (80): Bicester Airfield, Skimmingdish Lane, Bicester OX26 5HA / 01869 252493 / *fly@windrushers.org.uk*
www.windrushers.org.uk

WOLDS GC (81): The Airfield, Pocklington, York YO42 1NP
01759 303579 / *office@wolds-gliding.org / www.wolds-gliding.org*

WREKIN GC (82): RAF Cosford
Mobile: 07719 732746 (w/e) / *www.wrekinglidingclub.co.uk*

WYVERN GC (83): Upavon 01264 782812 / 01980 615283 / 07909 728903 / *andy.gibson.gibbs@ntlworld.com /*
www.army.mod.uk/sportandadventure/clubs/army_gliding_association/clubs/wyvern_gliding_club.htm

YORK GLIDING CENTRE (84):
The Aerodrome, Bradley Lane, Rufforth, York, YO23 3NA.
01904 738694 or fax 01904 738894
office@yorkglidingcentre.co.uk / www.yorkglidingcentre.co.uk

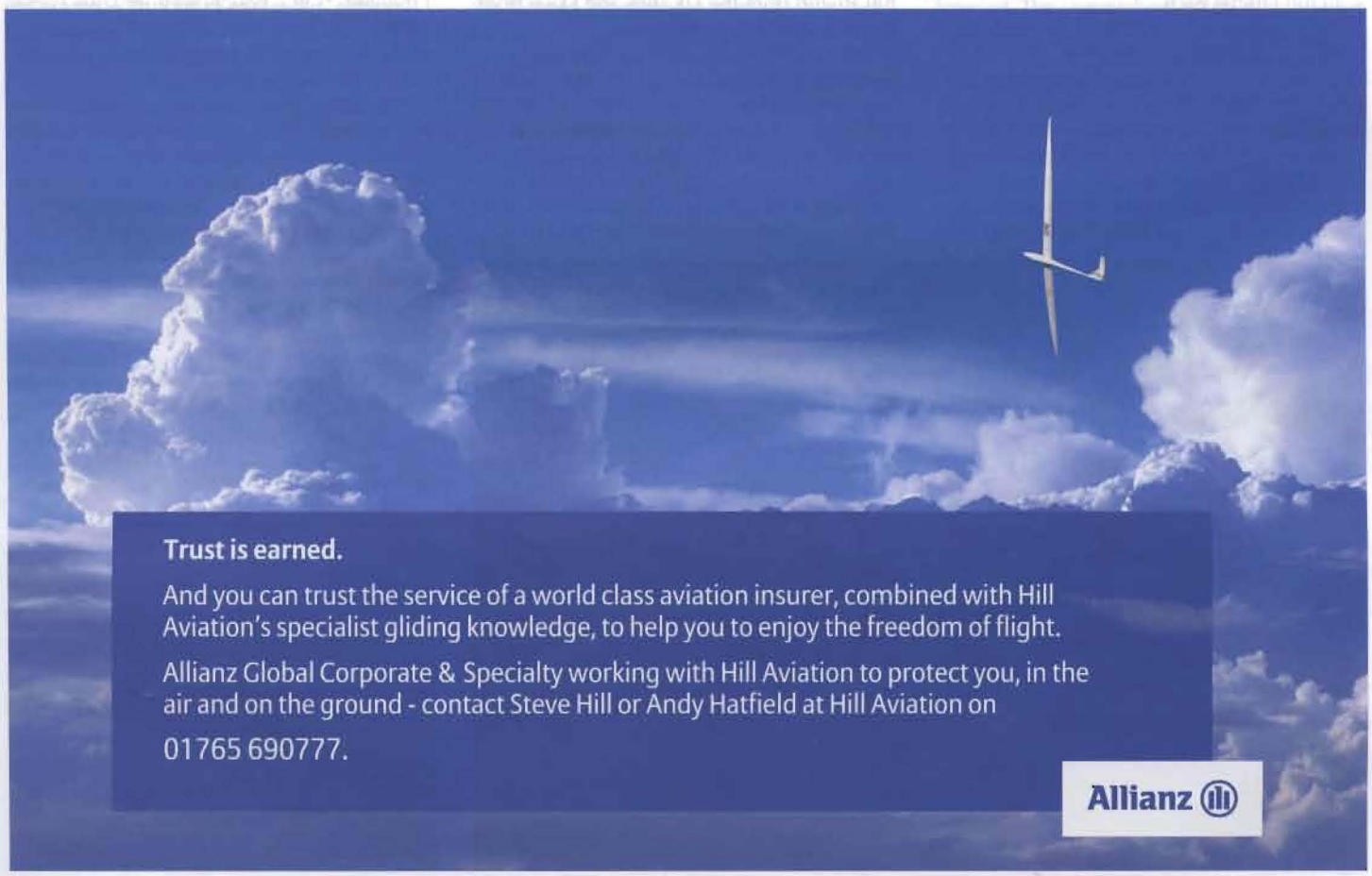
YORKSHIRE GC (85): Sutton Bank, Thirsk YO7 2EY
01845 597237 / *enquiry@ygc.co.uk / www.ygc.co.uk*

We've tried to check every detail, but do send any corrections to: *editor@sailplaneandgliding.co.uk* before April 15, 2008



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Security ratings from Standard & Poor's



Converting from flatlands

Australian soaring pilot Jenny Thomson travelled across the Tasman Sea to do a mountain soaring course in New Zealand



Helen Evans

IN AUSTRALIA, gliding life's pretty simple: 90 per cent thermals, a bit of shear wave, a smaller bit of mountain wave and an even smaller bit of ridge lift. Most flights are flown in predominantly one weather system, a uni-directional wind, and over flat land. Our home club is Darling Downs Soaring Club (DDSC) in Queensland, Australia, where the airfield and most surrounding country is very flat. The nearest and only mountain range – 40kms away – is 2,500ft above our airfield and would hardly rate as a hill in New Zealand.

We were looking forward to the challenge of soaring from Omarama, in South Island. We'd tried in 2002, but the weather had been very ordinary and we spent more time "socialising" than in the air. A confirmed flatlander, I found the Southern Alps intimidating and such a foreign experience, but vowed to return some day to really experience them properly. It took a few years, but in 2007 my husband, Jeremy, and I booked a mountain flying course with Gavin Wills' Glide Omarama for December – a Duo Discus each.

We were prepared to face any weather, cold or warm, but coming from a humid 30° or more in Australia, it would be pleasant. Omarama is picturesque site, well equipped with clubrooms, chalets, and an on-site restaurant. For the course, the daily routine consisted of a 10am daily briefing with a debrief of one or two of the previous day's flights, using See You, and covering an aspect of mountain flying, lunch, and then into the gliders by 13.00hrs.

There were five course members – Jeremy, Bill Payton from the UK, Jim and Dave from Nevada, and me. It's not unusual for the four corners of the globe to be represented at Omarama. Despite my 1,200 gliding hours, I was the least experienced of the group and felt quite like a newbie learning to fly all over again. And Helen Evans, *S&G*'s editor was also there, having done a course the previous week. Which is how it comes to be that an Australian is writing this for *S&G*...

Day 1: Oh my gosh this is scary

The forecast for the Monday was thermals to "not much more than ridge-top". Initially, I thought: "Oh – how humdrum – we come all this way from God's Thermal Country to fly in thermals in the mountains."

How wrong I was...

We first took a thermal off the ridges close to Omarama and then headed off across the Mackenzie Basin (flatlander's delight) and off to thermal the slopes of the Dingle Ridge (great name). Once we had enough height, I thought: "Phew! Now we can go back



Above: Jenny in the Duo Discus at Omarama's east end, in pre-flight discussion with instructor G Dale

Left: a wave bar above the north end of Lake Pukaki, which really is that exact shade of blue (Chris Sterritt)

Below: one of the Duo Discuses, YY (Chris Sterritt)



to the flat bits again, but to my surprise we went across the next valley to the next – higher – ridge and it was more of the same. The thermals were narrow and disorganised because they were so close to the terrain; we seemed to be pretty close, too. I kept asking my instructor: "where do we go if this doesn't go to plan?" but we were really quite high and had plenty of "out" - it just didn't seem like it. So I had this most magnificent flight, getting more comfortable with close-ups of rocks, learning about picking up clues on where the lift forms and where to fly, crossing the ridges to the next ridge, and getting a whole new perspective on thermalling.

Day 2: A most excellent adventure

Tuesday's weather forecast was slightly more optimistic with thermals forecast again. We were quite excited that wave was a probable for Wednesday. The morning briefing was on thermalling and I was surprised how much I didn't know about thermals. Our flatland thermals are (in general) pretty wide and organised, but the Kiwi thermals have a character all of their own.

The flight was magic. After taking a couple of thermals off the ridge south of Omarama we headed south, following the wind-facing south-eastern ridgeline, and slowly getting higher. To the south, my instructor, G Dale, could see signs of a convergence on a NE-SW facing range, so we crossed the valley, about a 40km glide, not finding any lift of value, hoping to connect with something on the range. With a bit of searching, getting low over the hills (but always with an out to the valley) we caught the convergence and flew this ridge line, to conveniently link up with another convergence running north-west. I must add that I could understand the mechanics of the convergence but the signals just seemed to be uneven clouds, not altogether obvious.

From there, we went north-west on ridges towards Queenstown, our turnpoint being the western side of the Remarkable Ranges (an unoriginal description, but very apt). From here we headed north-east, south of Lake Wanaka, and for the first time in the flight we got low; searching for climbs became difficult. We continued pushing on into the hills, still with glide back to an airstrip, and finally contacted a respectable climb. We took it to 5,800ft, well short of cloudbase, then flew the ridges of the Lindis Pass to a most exhilarating final glide home.

The day hadn't been booming by any means (2.5kt average climb for the day and max height of 8,200ft) but by using the energy on offer, a good distance was covered (350km) over amazing countryside. I had started to see the importance of constantly evaluating the wind and terrain. Thermals, convergences and ridge lift in the one flight were a new experience.

Day 3: Wave – and a romantic meeting

Wednesday's forecast was for some wave. Our morning briefing was on convergences, which completed the picture of the flying the day before. Because the island is subject to wind from both sides, and the valleys add complexity to where the wind comes inland, there are many possible effects, making it a very dynamic environment to fly in.



Heading southwards towards Omarama from Mount Cook with Lake Pukaki in the middle distance (Chris Sterrit)

The plan for our training flight was to use the conditions under the wave for some of the flight to the south, to contact wave and run in the wave to the north and to return to Omarama. Initially taking some thermal lift off the ridges near Omarama, we then ran west across the Mackenzie Basin to connect with the entrance to the Lindis Pass. Already, some other pilot had tried the same and landed out in an airfield. A good thermal off a small basin in the ridge and we were away heading south. We used thermals on the back of the mountains under the wave systems to the south, stopping just short of the previous day's turnpoint near Queenstown. We then climbed in rotor thermals into the wave to around 9,000ft. From there we ran north in wave, gradually getting higher and reaching Mt Cook at around 13,000ft. It was here we met up with my husband Jeremy in the other Duo and we got a chance to wave to each other and take a picture or two – a really nice moment for a gliding couple (our two non-gliding daughters said this was very "lame").

From Mt Cook we headed east to the Two Thumbs range but as the system was dying in front of us, cut this short and headed towards Omarama.

Using convergences from the valleys south of Mt Cook we flew slightly off track to the west, picking up good air as we went – using wave, convergence and thermal lift for 150km without a turn.

This was another most interesting day, using the conditions under the wave, and then using the wave above, and returning in a blue convergence and wave effects: 450km in three-and-a-half hours.

Day 4: Now I understand convergence

On Thursday, the conditions had changed and, while we still had nice weather, it was becoming more stable with a large high pressure pushing up, so a difficult day was forecast. The comprehensive training briefing was on wave, again putting yesterday's lessons against the theory.

With an easterly blowing, we towed to the Buscot range, a small range to the north of the field. To my surprise I was told to release at about 400ft on the ridge, the plan being to work the ridge north to get height to get away on task. However, the wind was very light on the hills and it took an age to get away, eventually via a thermal off the hills. Once we had a bit of height, the sky looked very complex and, even to my untrained eye, convergences were setting up in a number of parts of the sky.

We initially flew a little north, then east for the first time in the week. A number of convergences headed off east and we flew them to about 7,500ft, before heading more north-west. Yet another convergence had set up across the Mackenzie Basin and we aimed for the western ranges. We tried thermalling on the ridges but the lift was very broken so after a lot of struggling and about 150km, we returned to Omarama. It was a great flight, completing, for me, the mental picture of convergences at work.

Jeremy's flight was quite a bit different. They started like us, running to the east in the convergences, then working the same convergence across the Mackenzie Basin and extending to the western ridges. They flew to Mt Cook, this time in ridge thermals and easterly ridge lift, which worked well. On the return journey from Mt Cook, flying ➢





The launchpoint at the west end with, in the background (left), *the clubhouse and* (opposite) *three long glider hangars – also visible to the left of the aerotow, above* (Photos: Helen Evans)



Above: *Chrissie Lamb from Yorkshire GC enjoyed some bonus pre-solo aerotow practice* (left) *while her husband, Bill, went off on his mountain soaring course*

with another Duo behind (flown by Gavin Wills and Jim) they called on the radio that Jeremy's Duo flying past an ice shelf had triggered an avalanche, something Gavin had not seen from the air before.

Day 5: The West Coast by car

Friday's forecast was again fine, but the high was dominating. After four glorious and challenging days, we decided to drive to the West Coast of the South Island, as it would be a rare opportunity to see it without rain. A breathtaking journey – well worthwhile.

For gliding enthusiasts, New Zealand really is something that you should experience. It is so picturesque with its glacial lakes and snow-capped mountains. As the week progressed, the flying opened our eyes to the complexities of mountains, effects of wind and micro weather systems. It truly is a whole lot of fun and – as advertised – adventure soaring. Our thanks to Gavin, G, Bo and the whole team, who allowed us to have a most wonderful week of gliding. We'll certainly be back for more.

PS: Our home club, Darling Downs, has a very strong cross-country ethic and we are very lucky to be able to fly all year round in mostly good conditions: 300km flights are not uncommon in winter so the club avidly participates in the On-Line Contest. We often lead the world club points. It was to our great annoyance that Glide Omarama added our own instructional flights to the OLC, daily increasing their lead over DDSC's club points, which they then displayed each morning at the briefings...



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Lasham GLIDING

A fistful of Diamonds

John Richardson describes a memorable day for one club's pilots *(below)* while Brian Brown *(opposite)* tells the story of his first Diamond height

ON SATURDAY, October 27 the sky above the gliding site at Milfield gave few signs of promise and a heavy rain shower swept the airfield at 11.00hrs, just to further dampen our enthusiasm; only a few resident Borders GC members were prepared to launch at all. However, conditions gradually improved, indicated by increasing turbulence on aerotow and the afternoon produced a number of exceptional wave flights, including five to Diamond height or above – which set an historic record for our club.

After the shower, I was first to launch in Standard Cirrus JQS. The aerotow could best be described as character forming; it was not so much a bumpy ride – more like a major storm at sea in a small boat. The rotor turbulence persisted to 2,800ft, then slowly faded; I released at 3,000ft and slid smoothly into a narrow band of wave, which gave me 0-2kt lift up to 10,000ft; I went on oxygen at 8,000ft (a cautionary practice for ageing lungs). The climb had been steady but the lift was confined to small patches and it was vital not to drift out of these; I used the GPS to waymark and record the lift zones, making the task far easier. As I climbed higher, the clouds revealed improving wave conditions, and a massive wave bar formed higher up. As I approached this gigantic reef of white cloud, the lift increased from two to four knots, and at 14,000ft I enjoyed the huge satisfaction of calling the duty pilot to ask that the "South Northumberland Wave Box" be opened, authorising legal flight up to 24,000ft. The duty instructor at BGC contacted Edinburgh Air Traffic Control to request that they "open the box" and their permission was relayed to me and other pilots by radio.

Meanwhile, back on the ground, other pilots who had launched also experienced very turbulent aerotows. Two pilots had actually been forced to abandon the tow because of dangerous conditions: Ian Lowes – a very experienced K-6 pilot – suddenly found the tug thrown almost vertically above him, and the huge bow that appeared in the tow-rope forced him to pull the bung at 600ft. Several veteran pilots reported that these aerotows were the roughest in their entire flying experience. It is worth noting that while all this high drama was going on at 1,500ft, conditions at the launchpoint were moderate or "benign".

However, all the pilots who launched suffered severe wind gradients and had to cross a zone of strong turbulence downwind of the hills in order to reach the upwind wave. At greater height the wind was very strong – up to 60kt – and one had to be careful not to be blown downwind and out over the North Sea. Eventually, all further launches were vetoed by our very experienced tug pilots, who judged conditions too rough for safety.

Far above this drama in the launch zone, I continued to climb steadily in smooth and reliable lift, passed FL195, and kept on going. The cloud in the west was thickening, but good visibility prevailed and the Borders panorama from the hills to the sea was revealed in all its glory; the beaches of Holy Island and Bamburgh basked in sunshine to the south east while the Cheviot massif shrank to a mere bump in the cloud cover to the west. Other pilots came on the radio occasionally to report that they were enjoying similar climbs to mine, so I had an inkling that something remarkable was on the cards. My only practical problem, apart from the cold in my feet, was that the Cirrus canopy frosted up in patches according to the direction of the sun and the amount of ventilation, but it was manageable. I also heard the low battery warning from the oxygen kit but it continued to flow through my breathing system and all was well.

'Young Iain Russell, our newest Basic Instructor, flew his wooden Skylark IV to 19,500ft.'

Meanwhile Brian Brown, who had launched after me in his DG-300, eventually found good lift and at 10,000ft he went on oxygen and (masked up) off radio for a while. He eventually climbed to 22,600ft and with all his equipment working perfectly he was able to relax and enjoy the scenery.

A little later Mike Crews (Vega) and Jules Sutton (LAK 17) reported they had both found strong lift at 2,000ft, the challenge then being how to access the upper wave system. By now I had reached 22,000ft with good lift still indicated, but I was concerned that that the cloud was thickening and drifting eastwards, so I broke off my climb, and started to descend. Jules Sutton is more experienced in cloud analysis and he continued his ascent to FL240, and then went cross-country to Carter Bar on the Scottish border, after first descending to FL195 within the wave box and exiting via the bottom; (the battery in Jules' logger had died so when we later examined his trace it seemed his glider had vanished at 22,000ft as if abducted by aliens!). Mike Crews, with many high flights in the thermals of Spain in his logbook, had little trouble reaching Diamond height, though he was forced to descend several thousand feet in order to push upwind of the main wave bar.

This had looked like being purely a day for the BGC veterans, but young Iain Russell (our latest Basic Instructor) flew his 18-metre wooden Skylark IV to 19,500ft. Lacking a radio that day, he could not confirm if the wave box had been opened; so he climbed to the legal limit of FL195, reckoned his Diamond was safe, and broke off the climb. Iain's aerotow in the Skylark must have been more than interesting. Dave Wilson, our vastly experienced club engineer, was as ever able to find strong lift, but he was let down by a dwindling oxygen supply; he climbed as high as he thought safe with his reserves, but discovered on landing that he was a few hundred feet short of the mark. He regretted that he had not pulled off tow at 2,000ft to guarantee his Diamond; his was the only disappointment on this exceptional day. Veteran pilot Len Dent broke off his climb at 9,000ft in the mistaken belief that his Vega's new oxygen system had not yet been fully commissioned by his partners (in fact it had!); nevertheless he thoroughly enjoyed his aerial tour of the Scottish Borders and North Sea coast.

This high-wave day certainly tested all of our pilots and their aircraft systems to the limit; any weaknesses or oversights in preparation were ruthlessly revealed. The lesson for us all is to be fully prepared and tested for every flight – because one can never be sure if wave will develop; an ordinary local jaunt can quickly turn into an epic ascent of 20,000ft with little advance warning. I have personally abandoned several good climbs after failing to turn on my oxygen before launching, simply because the day had seemed to promise very little. I now follow the experts' advice to connect and test: radio, oxygen, logger and GPS, well before launching; it takes little time to ensure all is working properly. The only regret on this occasion was that none of our previous week's visitors had been able to stay for the Saturday; if they had, might we have seen ten Diamonds in one day instead of five?

Weaker wave conditions persisted on the Sunday, with flights by Andy Bardgett and Derek Robson at above 10,000ft. Early solo pilot Graham White climbed above 11,000ft in the same Skylark IV– and reported this was even better than going solo (see *This is what it's all about,* February-March 2008, p31). Without a logger, he could not claim his Gold height, but this did not wipe the smile from his face for at least a week. On landing he said he now understood why Borders pilots are obsessed with flying in wave – nothing else comes close.





Above: *Duty Instructor Robin Johnson's photograph of the Diamond sky – what a day to be duty instructor!*

Right: *soaring wave from Borders (John Richardson)*

At this height, one feels like a tiny speck in a huge sky

"YOU DON'T want to launch, do you?" said George, one of our tug pilots. I was strapped into the cockpit of my DG-300 at the launchpoint ready to go. Before me I had a fine view of The Tors, the mountainous wall of the College Valley, which rises to the Cheviot itself. Slightly to my right was the Akeld valley, from which a wall of torrential rain was advancing towards the airfield. The first heavy drops pattered on the canopy, so I abandoned any idea of getting away before the shower struck and joined the others sheltering in the launchpoint bus, so that I could at least stay current on "moaning and groaning". We all enjoyed over an hour of grumbling before the rain stopped completely.

Conditions still looked unpromising; low grey cloud scudded across the field but shafts of sunlight on the distant Tors indicated that there must be some big gaps in the cloud cover above. I dried off the glider's wings and accepted George's proffered tow.

The first few hundred feet were a bit bumpy but then the real challenge began. "There must be wave above," I thought, "since this rotor is the real 100% proof variety – swooping, banging turbulence. Keep your teeth clenched so you don't lose your fillings!"

It was not until above 2,500ft that the rotor eased off and a little lift was evident, so I released at 3,000ft. I found smooth lift but only one to two knots, so I searched around for something better. I was between a rock and a hard place: upwind there was only weaker lift, and downwind there was rotor. Crosswind tracking revealed nothing stronger. However when I looked downwind, but several thousand feet higher, I saw what all pilots long for – a huge smooth lenticular, dazzling white in the sunshine. I climbed smoothly up the face of this cloud-ridge, reaching the top at 10,000ft. "Wow!" – I thought "This is like skiing uphill!"

As I was climbing the cloud-wall I began to glimpse something invisible from below – an even bigger lenticular cloud hidden behind the first one – something all pilots want to see! Pushing into wind produced some worrying moments as the weak lift faded but then I connected with the wave that was powering the big 'un. The lift was still weak but it just kept on going.

I radioed base to say I was going on to oxygen and struggled with my old full-flow mask ("why had I not gone Mountain High like the smart pilots?"). I then heard John Richardson radioing to request the opening of our TRA(G), (otherwise known as our "trapdoor up into the loft") to allow us to climb above FL195. This was a good sign. I then heard that "the trapdoor" was officially open, so just kept climbing and radioed before passing FL195.

At 21,600ft the view was spectacular. To the west the prospect was hazy with lower cloud so a view over the Lake District to the Solway Firth was not possible. It was a little hazy to the south but the east coast was beautiful in full sunshine; I could see Bamburgh Castle, the Farne Islands, and further north, the Bass Rock and the Firth of Forth. Even further north I could see the Highlands; I wondered how many Munros I had bagged visually, or whether they must be climbed on foot?

This was magnificent, to have this experience in a 24-year-old 15-metre glider, taking off only 25 miles from home! At this height one feels like a tiny speck in a huge sky. Not surprising since that is exactly the case. It reminded me of something a round-the-world yachtsman once said; there is a prayer which starts "Lord, Thy sea is so big and my boat is so small..." which is popular (even with atheists) when rounding Cape Horn in a gale. Fortunately here in the high wave it was serenely calm even if the wind was 55kts. The radio suddenly crackled into life with the message: "This is Milfield base. We have stopped all flying due to severe winds and strong turbulence". Hmmm. "How did the rest of that prayer go?" I wondered.

I decided it was time to open the airbrakes. My first Diamond height was comfortably in the bag and there was already some icing of the canopy. I remembered that, at the last calibration, my logger was reading a bit low so I was probably even higher than the reading displayed.

The climb had been high but slow, taking nearly two hours. The descent took me almost an hour, in order to remain below ear-popping speeds. Lower cloud cover had remained less than 50 per cent, so I envisaged no problems there. I started the downwind leg a long way upwind and noted that while my airspeed was 45kts the groundspeed was 95 knots! Hmmm. Fortunately at this site we get plenty of training for such conditions. I began my final approach at 700ft at 70kts, having completed the final turn close to the airfield boundary. To add further interest, I was landing directly into the low winter sun on the horizon and visibility was difficult. The glider came to rest, having used only a quarter of the field's length, so the wind really was strong.

I heard on the radio that three of our pilots had been over 20,000ft and others were still at Diamond height or close to it. Great! Five Diamonds in one day – it will always be one for the record book at Borders GC.

What you should know

Carr Withall, Chairman of the BGA Airspace Committee, provides a brief assessment of 2007 and the annual reminder of airspace knowledge that all pilots should have

THE past year, 2007, did not see the introduction of any new Class D airspace. However, many meetings were held at Doncaster, now Robin Hood Airport, to obtain useful Letters of Agreement during their proposal for Class D airspace. They may be granted Class D airspace later this year. Other airports are also planning to apply for Class D airspace, and Glasgow is wishing to change the area of Class E airspace close to them to D. This would be bad news for all General Aviation (GA), and airspace committee member Bruce Cooper has been in discussions with Glasgow.

During the summer there have been three workshops with the Civil Aviation Authority to discuss the transponder issue both with the BGA and other GA organisations.

The airspace agreements with Bristol and Cardiff have with one exception worked well, which demonstrates that with goodwill on both sides a flexible use of airspace is achievable.

As part of the CAA's Airspace and Safety Initiative, National Air Traffic Services (NATS) and GA have been having Partnership meetings where topics dear to our hearts – such as access to controlled airspace, AIS, and giving a greater understanding to controllers of GA issues and capabilities – are discussed. I attend for the BGA.

There has been an increase in controlled airspace at medium level between Birmingham and Southampton, which includes an airway to the west of Lasham (R41 extension) that is ONLY in use between the hours of 17.30 and 09.30. The base is FL65 and will be shown on the new half-million map, due to be published on April, 10 2008.

Aeronautical Information Service

The AIS website is *www.ais.org.uk*. Please pay particular attention to information on the Red Arrows' displays, which is now available without the need to log in. Go to the web links at the bottom of the page and scroll down to the Red Arrows. Make sure you know when and where they are displaying. Vacate the display airspace in plenty of time. The Red Arrows website will be giving the routes that they will be flying between shows on the same day.

On the front page of the AIS website you will see on the left in red the link to the on-track website, *www.flyontrack.co.uk*. This is an excellent website listing the latest airspace changes and restrictions together with maps of the restricted areas.

AIS has had some engagement with developers of graphical NOTAM plotters to try to improve the quality of the information that they have access to.

Transponders

The CAA has agreed that the date for all aeroplanes below 5,700kg to be equipped with Mode S transponders is March 2009. However, aircraft without a transponder or with the older type Mode A/C have an exemption until March 2012 to comply with the regulation.

A low-power Mode S transponder that is more suitable for gliders is still being developed. Until all ground radars are Mode S (2012) the problem with power consumption will still exist.

The CAA has published its new proposals for interoperability and these are available through the BGA website *(see also pp26-29 of this issue)*. Its current thinking is that all aircraft flying within controlled airspace must be equipped with Mode S transponders. Current Letters of Agreement or arrangements with ATC authorities would continue for access without transponders. However, the CAA is also planning that ALL aircraft, including gliders, must be equipped with transponders when flying above FL100. They are suggesting that subject to certain criteria and levels of military/civil traffic there may be areas where gliders could operate above FL100 without a transponder. There are 1,800 gliders based either at or near wave sites around the UK.

By the time you read this, the BGA will have issued its position on this new RIA.

ICAO Airspace Classification

In 1991 the UK adopted the system of international airspace classification developed by the International Civil Airspace Organisation. The status of a piece of airspace is denoted by a letter shown on all aeronautical charts, and it is this letter rather than the title of the airspace that determines the rules applying to it. For example, in the UK airways will all be Class A but in other countries they may be Class E. In order to fly within Controlled Airspace, gliders will often require legal exemptions, and the availability and nature of these will vary from country to country.

Class A Controlled Airspace

Cotswold CTA
Daventry CTA
London CTR
London TMA
Manchester TMA
Worthing CTA
All Airways (except where they pass through a TMA, CTA or CTR of lower status)

As from November 1997 NO airways can be crossed by gliders. Exceptionally, gliders may cross sections of Class A airspace by virtue of a Letter of Agreement (LoA), which will have very detailed procedures to be followed. These letters are specific to a club operation. Camphill has an agreement for crossing airway B1. There is also an agreement for crossing airways B2 and B226 in Scotland, which applies nationally. However, both these agreements require pilots to have read the detailed procedures and signed the BGA form, which MUST be given to the CFI before undertaking a crossing flight.

Class B airspace

This no longer exists.

Class C Controlled Airspace

The entire airspace over the UK above FL195 is Class C controlled airspace. Gliders are no longer allowed to fly above FL195 without restriction. Specified areas have been agreed that can be activated by clubs using the procedures for glider operations in TRA(G). The BGA website's airspace section has full details of these procedures – see *www.gliding.co.uk/bgainfo/airspace/loas.htm* – and links to the AIP website, where the maps of these areas can be seen.

Class D Controlled Airspace

Formerly Special Rules Airspace. All Class D airspace requires an ATC clearance to enter and transit this airspace. Pilots will also be flying in VMC conditions. Any pilot wishing to enter it must:

1. Contact the ATC unit and pass details of aircraft's position, level and proposed track.
2. Obtain entry clearance.
3. Listen out on the frequency whilst in that airspace.
4. Comply with ATC instructions.

The above rules apply to gliders in all Class D Areas:

Aberdeen CTR/CTA
Belfast CTR
Belfast City CTR/CTA
Birmingham CTR/CTA
Bournemouth CTR
Bristol CTR/CTA
Brize Norton CTR
Cardiff CTR/CTA
East Midlands CTR/CTA
Edinburgh CTR
Glasgow CTR
Leeds/Bradford CTR/CTA
Liverpool CTR
Lyneham CTR/CTA
London Gatwick CTR/CTA
London Stansted CTR/CTA
London City CTR

London Luton CTR/CTA
Manchester CTR/CTA
Newcastle CTR/CTA
Scottish TMA
Solent CTA
Southampton CTR/CTA
Teesside CTR/CTA

There is a form to complete after flying through Class D airspace (see the BGA website airspace section). All clubs should have copies. Completing this form will give the BGA and the CAA statistics on how many gliders have been granted clearances to continue their flights and identify any ATC units that may be unhelpful. There is NO restriction to asking any ATC unit in Class D for clearance to fly through their area. Most are only 'busy' for short periods usually early morning and late afternoon. Much of the traffic is transiting light aircraft or flying school traffic. *The Code of Conduct for Glider Flights Through Class D Airspace* is still relevant as it sets out good airmanship practice. Most pilots who have asked for clearances obtain them from helpful controllers but a few have been refused.

Code of Conduct for Glider Flights Through Class D Airspace

With the ever-increasing size of Class D areas the need to fly through them on cross-country flights will occur more frequently. Pilots can ask for a clearance to fly through ANY Class D airspace. The Code of Conduct set out below is a guide to good airmanship practice.

1. Glider pilots should plan to route their flights through Class D airspace when it is clear that there are advantages from so doing, such as better weather and shorter track distance.
2. Flights should try to spend the minimum time in Class D airspace. Pilots should avoid circling on or close to runway extended centre lines, since this may well interfere with departing or arriving traffic.
3. Keep the controller informed if, for any reason, ie massive sink, you have to change your planned course.
4. Good lookout is vital at all times, and glider pilots should be prepared to initiate avoiding action notwithstanding their right of way priority. Gliders are not always visible on radar.
5. Competition tasks should NOT be set through Class D airspace. Where a task leg has to be set close to Class D airspace the ATC unit should be informed. When possible control point(s) should be established, to help ensure that gliders remain outside the airspace.

An example of R/T procedure for crossing or flying in Class D Airspace is on the BGA website's airspace section (introduction).

Class E Airspace

The Belfast TMA and parts of the Scottish TMA are notified as Class E and permits all aircraft (including gliders) to fly in this area without ATC clearance subject to maintaining VMC.

Class F Airspace

An Advisory Route (ADR) is a route used by airline type traffic without the full protection of an airway. Although depicted only as a centreline on UK aeronautical charts it is nominally 10nm wide. Gliders may cross Class F airspace without restriction but caution should be exercised and a listening watch on the correct ATC frequency is advised.

Class G Airspace

This is the term given to the "open" FIR (Flight Information Region), which is the uncontrolled airspace not subject to any of the previous classifications. Within Class G airspace there are various non-ICAO types of airspace, which are described below.

Within Classes F and G airspace aircraft are separated on a purely see-and-be-seen concept. If requested, a flight information service (FIS) may be provided by civil and military ATC units. Most small light aircraft talk to whoever will listen as they fly around the country.

Visual Meteorological Conditions

VMC conditions for Class D, E and in the open FIR below FL100 are: that an aircraft shall remain 1,000ft vertically, and 1,500m horizontally from cloud in a flight visibility of 5km. Below 3,000ft AMSL an aircraft shall remain clear of cloud in a flight visibility of 5km and in sight of the ground. Additionally when flying in the Open FIR below 3,000ft and below 140kts flight is permitted in flight visibilities of 1,500 metres.

Local Agreements

A number of local agreements exist which modify the effects of some of the airspace listed above. Letters of Agreement between a gliding club and a nearby airport can make airspace either more or less restrictive than described above, depending on circumstances. These arrangements are too numerous to list in full.

Clubs that have Letters of Agreement must encourage their pilots to make use of the agreements. These agreements take up a large amount of time and effort to achieve and if the ATC authorities can see that they are not being used then we shall lose them. Use it or lose it!

Copies of Letters of Agreement should be available from your club.

NOTE: Letters of Agreement are now published on the BGA website airspace section to assist pilots before they visit a new site that has an LoA. Sites with LoAs will be listed. These agreements have developed over considerable time and are NOT for discussion.

Aerodrome Traffic Zone (ATZ)

A glider pilot wishing to enter an ATZ must first call the airfield on the notified radio frequency. An ATZ is only active during the notified hours of operation of the airfield. A few ATZs may be only active at weekends and Bank Holidays. Many military airfields are notified as permanently active though in reality this is not the case. Nonetheless the ATZs must be regarded as active at all times.

At an airfield with an Air Traffic Control (ATC) unit, that unit is able to give or refuse permission for any aircraft to enter the ATZ and to give clearances to take off or land.

At an airfield with an Aerodrome Flight Information Service (AFIS) or Air/Ground (A/G) service, that unit is able only to pass information from which a pilot may judge whether or not it is safe to enter the ATZ or to take off or land; in other words, the unit cannot issue clearances or withhold permission.

The following categories of airfield are protected by an ATZ: Government aerodromes and licensed aerodromes with one of the above types of service.

The ATZ comprises the airspace extending from ground level to 2,000ft above the level of the aerodrome and within a radius of 2 or 2.5nm of the centre of the aerodrome, depending on the length of the main runway.

At airfields without ATZs, including most gliding sites, regardless of how busy they are, an itinerant aircraft may legally penetrate the airspace near and over the airfield, provided the pilot conforms to the traffic pattern or keeps clear of the circuit airspace, and observes the normal rules of good airmanship to avoid conflicting with other aircraft.

For landing at airfields with or without ATZs, it should be noted that many are listed in the UK Air Pilot as "PPR", "PPR to non-radio aircraft" or even "not available to non-radio aircraft". PPR (Prior Permission Required) means that landing permission must be obtained in advance of the flight, e.g. by telephone. All military airfields are effectively PPR and will not permit landings by civil aircraft except where they have been prearranged, or in an emergency.

Military Aerodrome Traffic Zones

The rules applicable to the penetration of a MATZ are not mandatory for civil aircraft and the same applies to the Lakenheath Military Control Zone. However, radio contact is advised and inside every MATZ there is an ATZ, the rules of which must be observed.

A standard MATZ comprises the airspace within a 5nm radius of the centre of the airfield extending from the surface to 3,000ft above airfield elevation.

In addition, projecting stubs 5nm long and 4nm wide extending from 1,000ft to 3000ft above airfield elevation are aligned with the approach to the main runway at one or both ends. Some MATZ may lack stubs or form part of a combined MATZ (CMATZ).

Prohibited and Restricted Areas

A Prohibited Area (P-prefix) is prohibited to all aircraft, whereas a Restricted Area (R-prefix) permits limited access by aircraft under defined circumstances, for example, landing at a nearby airfield. These areas include atomic energy establishments,



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security areas in Northern Ireland and sensitive military installations. Most Restricted Areas should be considered as prohibited to gliders but the following are exceptions:

The Restricted Airspace established around high security prisons is applicable only to helicopters and R105 at Highgrove House, Gloucestershire, applies only to helicopters and microlights.

R313 at Scampton exists for the purpose of protecting the Red Arrows display training. The area is a circle of 5nm radius extending to 9,500ft amsl and active only during Scampton's normal operating hours, which are weekdays and as notified by NOTAM. During these times, a glider may enter the area by permission of ATC Waddington.

Restricted Airspace (Temporary)

Major air displays such as Farnborough or the Royal International Air Tattoo (RIAT) display at Fairford are protected by Restricted Airspace (Temporary), or RA(T) – formerly known as Temporary Restricted Airspace.

This year the RIAT is again at RAF Fairford, from July 12-13, 2008. Be aware that Friday, July 11 and Monday, July 14 – when the aircraft arrive and depart – are almost as busy as the show.

Farnborough Air Show is from July 14 to 20, 2008.

Local gliding clubs usually negotiate limited access routes to and from their sites to enable non-radio gliders to continue operating but a glider equipped with suitable radio may fly in the area if it contacts the ATC unit designated by the NOTAM as the controlling authority.

Other types of RA(T) are effectively closed to gliders. They are established to protect Red Arrows displays throughout the country, plus major flypast formations, over events of political significance and over the sites of major disasters. The duration and extent of the restriction can be quite short and will be published by NOTAM.

Royal Flights

At certain times airspace to protect Royal Flights in fixed-wing aircraft is established. This airspace is now referred to as Temporary Class A airspace.

Details are available by using the Freephone service 0500 354802. NOTAM information of this airspace may be available should the flight be planned in advance. The AIS website (*www.ais.org.uk*) will have this information. NOTAMs covering Royal helicopter flights have ceased. These flights are not protected by Temporary Class A airspace.

Clubs should telephone daily in order to obtain information on Royal Flights. Gliders are not permitted to fly within Temporary Class A Airspace, even by contacting ATC.

Danger Areas

The UK is covered with Danger Areas of many types, shapes and sizes. They are active part-time, permanently or when notified by NOTAM. Full details will be found in the UK Air Pilot, RAC Section. The chart of UK Airspace Restrictions is also useful.

The UK Air Pilot lists only the type of activity most likely to be encountered, but in practice various hazards may be encountered while manoeuvring outside the confines of the Danger Area, especially if it is a Weapons Range Danger Area.

Many Danger Areas contain areas over which flight is prohibited at times within the period of activity of the Danger Area by reason of byelaws made under the Military Lands Act 1892 and associated legislation. It is also worth noting that the UK Air Pilot does not list Danger Areas with upper limits 500ft or less above the local surface, to which prohibiting byelaws may also apply.

With these exceptions, flight through a Danger Area is not prohibited, but may be foolhardy.

For certain Danger Areas, most notably for Salisbury Plain, a Danger Area Crossing Service is available – call Salisbury Plain Control on 122.75Mhz. A Danger Area Activity Service is available in other cases: this should be viewed as a means of establishing the state of activity of a Danger Area at a particular time, not as a clearance to cross it.

A convenient summary of these two services and the ATC units to contact is printed at the foot of the 1:500 000 series CAA charts.

Particular care should be taken to avoid Weston on the Green (D129), which is used extensively for military paratroops training. Brize Radar on (134.3) will confirm activity status.

Parachuting

There are many sites around the country and a few operate every day and are extremely busy. The list of parachute sites and the appropriate contact ATSU/AC for transit information is on the maps. The airspace is contained in a circle radius 1.5 or 2nm from the centre of the drop zone up to a maximum of FL150.

You will NOT see a free-fall parachutist in time to take avoiding action.

The BGA website's airspace section has a link showing all parachute sites and radio frequencies.

NOTE: This list adds another 0.5nm to the radius of drop zones. This is for those pilots flying with moving map displays to receive a warning when within 0.5nm of a drop zone.

High Intensity Radio Transmission Areas

These contain powerful radio emissions, which may cause interference with glider radios, electric variometers, electronic barographs and loggers. In particular, Fylingdales is so powerful that prolonged exposure may be injurious to health.

Areas of Intense Aerial Activity

An AIAA is airspace that is not otherwise protected by regulated airspace but where the activity of civil and/or military flying is exceptionally high or within which aircraft regularly participate in unusual manoeuvres.

Gliders may penetrate these areas but in view of the hazards, a sharp lookout is essential.

Military Low Flying System

Low flying by high performance military aircraft takes place in most parts of the UK up to 2,000ft agl, with the greatest concentration between 250ft and 500ft. A chart is available denoting the system *(UK Air Pilot, RAC Section)*. Most gliding sites are notified to the Ministry of Defence, which affords them the status of a Military Avoidance Zone, usually with a radius of 1.5nm.

Radar Advisory Service Area

A RASA is an area of airspace in which a pilot may, if he/she so chooses, avail him/herself of the services of a radar unit. There is no requirement to do so, and a glider pilot should not assume that other aircraft are being separated from him, nor even that the radar unit is aware of the glider's presence.

The Airprox System

Hugh Woodsend is now an official on the Airprox Board and thus can advise if any gliders are involved. An airprox may be filed by a pilot who considers his flight to have been endangered by the proximity of another aircraft. All airprox incidents are investigated by the United Kingdom Airprox Board, whose deliberations are confidential so as to preserve anonymity. The purpose of a UKAB investigation is to determine what lessons can be learnt, not to take punitive action.

Prompt airprox reporting is vital if the other aircraft is to be traced. If in radio contact with an ATC unit report to them at once, or if this is not possible, telephone soon after landing. Call AIS (MIL) at Swanwick 01489 612406, who will start tracing action at once and inform the Airprox Board. Follow this up with a written report on form CA1094 to the UKAB within seven days. Always use GMT (UTC is the same) in reports. Every club has been issued with this form.

UKAB can be contacted in working hours on 01895 815125 or fax on 01895 815124. Their address is: The Director, UKAB, Hillingdon House, Uxbridge, Middlesex, UB10 0RU.

If filing or suspect an Airprox may be filed against you, then please also contact:
Bruce Cooper 01628 521360 or *bruce.cooper68@virgin.net* or
Carr Withall 01442 862577 or *Carrwithall@btinternet.com* or
Hugh Woodsend 01993 830588 or *Hugh_woodsend@compuserve.com*
as soon as possible. If you are carrying a

logger please keep the trace. The use of traces may well provide evidence against exaggerated claims.

Use of Radio

A glider pilot possessing a radio operator's licence (R/T Licence) is entitled to use all the available aeronautical frequencies of a 760-channel radio.

This permits seeking access to the following types of airspace that may be otherwise closed to gliders: any Class D airspace and Aerodrome Traffic Zones; some types of permanent and temporary restricted airspace; and some Danger Areas.

Radio cannot be used to request entry clearance into Class A airspace (except by special arrangement).

All clubs have a copy of where and with whom one can take the R/T licence test. The licence will be valid for ten years.

Future concerns

With the ever-increasing amount of CAT (commercial air transport) traffic there is no doubt that smaller airports will be requesting controlled airspace.

This will require a huge amount of work by the BGA airspace committee, mostly done by Bruce Cooper and myself. Unless more pilots join this committee to assist us the Civil Aviation Authority and National Air Traffic Services will win the battle to gain more and more controlled airspace and we shall have less airspace in which to enjoy our sport.

Maps

After more powered aircraft and helicopters have been reported flying over gliding sites when winch launching is taking place the wording 'Intensive Gliding Activity' has been put back on the aviation maps for sites that have been most affected.

There is much useful information at the bottom and side of the map that can greatly assist on cross-country flights: for example, ATZ frequencies, parachute site contact frequencies, Danger Area activity etc. With ever-increasing numbers of gliders and light aircraft flying around it is essential to use every bit of airspace possible. This can only be achieved if the correct frequency is immediately to hand when you wish to inform airfields that you are likely to fly over or through their zone. See BGA website – Airspace – Charts, for dates of new maps.

Airspace Infringements

Airspace infringements are of course totally unacceptable.

Last year several pilots were penalised in BGA competitions for very minor airspace infringements, primarily due to their not having the correct airspace shown on their map display. Please ensure that you have the up-to-date GPS airspace data downloaded and installed. Also have the latest map with you in the cockpit.

If due to the difficulty of trying to stay airborne you could drift into controlled airspace, then before getting close to the airspace PLEASE call the ATC unit, apologise, give your reason for the required intrusion. They DO NOT CARE if you do not have an R/T licence but they DO CARE if the airspace that is in their control is infringed. With the requirement to obtain an R/T licence to fly within Class D airspace, pilots should become more confident to talk to other airfields that they may be flying close by. A brief courtesy call is welcomed by most controllers and will reinforce the position that we are "professional" pilots.

Finally, if you're lost...

Remember if you are truly lost and worried about infringing controlled airspace call on the distress frequency 121.5. This service can very quickly find an aircraft as long as it is at about 2-3,000ft and south of Manchester.

References: The information in this article is only a brief synopsis of the airspace rules as they affect glider pilots and is believed to be accurate at the time of writing. In case of doubt authoritative references should be consulted. These are: *Air Navigation Order 2005* (now amended January 2008). *Rules of the Air Regulations 2007*. *BGA Laws and Rules*, 15th edition, March 2007, reflects the current legislation.

Abbreviations: CTA= Control Area, CTR= Control Zone, TMA= Terminal Manoeuvring Area (the lower limit of a CTA or TMA is an altitude or flight level above the surface, whereas a CTR extends to ground level).

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This page, clockwise from top:
BGA Chairman Patrick Naegeli in Lasham's newest acquisition, a Grob 109 (www.flightbox.net)

An exercise in boxing the tug – Banbury GC's Pawnee on February 10th (Rob Cronk)

Another new buy is this tug, a Maule M6-235 Super Rocket, G-BKGC, for ***Vale of White Horse*** (Jay Myrdal)

From new buys to old favourites – a Rhonsperber being winch launched at ***Dunstable*** (Andrew Sampson)

Opposite page, clockwise from top left:
The view over the Scottish scenery on this pilot's first flight out of ***Deeside*** *in 2008* (Charlie Jordan)

At 9,000ft in a Duo on a late-January weekend at the ***Mynd****, from Mike Greenwood. Mike did eight hours, with two good wave flights, that weekend. "Just shows what fantastic flying you can do in the winter," he says...*

Mind you, their Friday began with repairing ***Midland's*** *windsock pole, bent by strong winds* (Mike Greenwood)

London GC's *Rotax Falke motorglider, G-FLKS used for cross-country training, field selection and NPPL training, in the tug hangar at Dunstable* (Steve Lynn)

Nene Valley's *Ron Sibley has gained his SLMG and has soloed the syndicate G-BHSD solo at Upwood*

Cadet Samantha Fear of ***Peterborough & Spalding*** *was sent solo at 16 by father Kevin, towed up by her mother, Sheena, and retrieved by her brother, David...*

Our thanks to all contributors. If you'd like to submit your previously unpublished photographs to S&G, please do send them to us at editor@sailplaneandgliding.co.uk















Club news



*George Camp of **Bath, Wilts & North Dorset GC** is pictured in the Puchacz after completing his Basic Instructor training*



*Frank Thompson, aged 88, after re-soloing at **Burn GC**. He had been prevented from flying solo due to club insurance terms*

Andreas (Isle of Man)

THE tug engine is due back from overhaul shortly and the winch has been re-wired to cure an intermittent misfire so we are about ready for the impending good weather. We recently held our AGM and saw a bit of a shuffle round in club officers, which is healthy. Brian Goodspeed handed over the role of Safety Officer to Tony Webber and, after Tom Wiseman announced his retirement from flying, Graeme Howie took on the role of Chairman. The members of the club wish to take this opportunity to thank Tom for his enthusiasm, dedication, and great experience over the years. With this and an equal amount of effort from his brother Dave this club has survived and kept heading in the right direction from the time we started the first gliding on the island in 1992. Club stalwarts in every sense. Thank you.

Brian Goodspeed and Bob Fennell

Banbury (Aquila)

WE have had some very good days this year with clear blue skies and unlimited visibility, which have been excellent for training. On the 26th January we had wave, just south east of Banbury, up to 5,000ft. Flights of two hours plus were achieved. Even the Falke managerd to struggle up to 3,600ft. Fortunately it has remained quite dry and only strong winds prevented us flying for one weekend. Our 180hp Super Cub is away for its annual and glider Cs of A are well underway thanks to Peter Fincham and Roger Coombes.

Rod Watson

Bannerdown (RAF Keevil)

FEBRUARY proved generous to glider pilots in Wiltshire. Wednesday 6th was a wonderful thermal day with air so clear it sparkled. Saturday 9th brought lots of lovely wave, right over the airfield; although few got above 3,000ft, we all filled our boots. These were followed by more days of sunny skies and gentle breezes that kept everyone busy and sent us home smiling. March will bring our AGM and, later, an expedition to the North West. As ever, visitors are welcome to soar over our beautiful county, for information on Bannerdown and to see conditions at the airfield, visit *www.bannerdown.co.uk*

STOP PRESS Our Janus is back!

Debb Hackett & Andy Miller

Bath, Wilts & North Dorset (The Park)

THE good weather has brought a large number of enthusiastic members out to the launchpoint, and we have had some good days of flying. Congratulations go to George Camp, who has competed his BI training. He has been welcomed on to the instructor list. Alastair MacGregor has been appointed CFI, as Alan Milne has stood down. Our thanks go to Alan for the work he did during his time as CFI, and we hope he will frequent the club as much as before. We look forward to a new season with Alastair and wish him every success. The winter lectures have been a great success. The high calibre presentations have been a great credit to the speakers. The club hosted the BGA funding seminar, which was well organised and extremely useful.

Jan Smith

Please send news to *editor@sailplaneandgliding.co.uk* or to Helen Evans, BGA, Kimberley House, Vaughan Way, Leicester LE1 4SE **to arrive by April 15** for the next issue (later deadlines at *www.gliding.co.uk*)

Bidford (Bidford)

WE have spent the winter months clearing, cleaning and re-building, and now we can see the hard work coming to fruition. We will be welcoming the new caterer early March, the bar will be back in business and a rejuvenated club will start the season. New members include Phil Kelman, who will be doing some towing for us, Mark Lewis, Mark Lauder and Roger Barrick. Our Regional Competition entry list is hotting up, check out *www.bidfordgliding.co.uk/2008_entries.htm* for the latest listing. Thanks to all our members who have helped with the general site maintenance over the winter period, you have really made the difference.

Lynne Burkert

Borders (Milfield)

ON the days we have been able to fly, some impressive wave has been had. Mike Crews (Vega) was able to claim his diamond height (Feb 09) climbing to 19,500 ft. On the same day Jules Sutton (Lak17a) climbed to 17,100 ft. Well done to both for that. We are now confirmed as having our CASC status (Community Amateur Sports Club). Due to changes within our local authority, being a CASC allows us to claim an 80% reduction in our local authority rates. A big thanks in particular to Brian Brown and Alan Walker for all their time and effort in getting the club the CASC status. And lastly, our club president and founder member, Jimmy Hogarth and his wife Eilean celebrated their Golden Wedding anniversary on the 8th of February. Best wishes to you both and for the future from all of us at the club.

Richard Abercrombie

Bristol & Glos (Nympsfield)

NEW committee member Ali Lees took on the role of social secretary. The AGM was told that, financially, it had been a reasonable year – but insurance premiums had rocketed. One of our priorities is to get more members. An "adopt-a-room" scheme is being tried out to improve the clubhouse and add to the buildings work done by DCFI Don Puttock and his mid-week team. They cleaned out and painted the clubroom and embarked on the gents' loo in the "old" clubhouse. George Isles went solo: congratulations. We had several good winter ridge days with the whole Cotswold ridge from near Stratford to Bath flown several times. There has also been wave and thermal in January. Much enthusiasm on Don Puttock's weekend mini courses included launching in the snow in January while Jim Hammerton was teaching 30 local inspectors about EASA. Graham Morris gave a presentation on improving landing technique.

Bernard Smyth

Buckminster (Saltby)

SPRING has truly sprung with some very busy weekends and weeks. Winter has been very busy too. Keith Ford has gone solo, after initially taking a one-day course in June. The BOGSSS project (to bring new loos to Saltby) is well underway thanks to hard work and sponsorship from a group of members and friends of Saltby - more donations welcome! We are also hosting an Assistant Instructors course from the 10th to 18th May; please contact us if you want a space. The 4th Wood and Glass competition takes place on the second May Bank holiday – all welcome. Plus watch this space for the Aerobatic competition dates. We continue to fly seven days a week so why not pop in!

Chris Davison

Burn (Burn)

OUR battle to continue gliding at Burn continues. We had a meeting with the airfield owners Yorkshire Forward along with the local MP and representatives of the Village and District Councils. We put forward proposals, which would allow us to continue our operations on the airfield with long-term security. Yorkshire Forward agreed to consider them and to give their response in March. The meeting was reported by the local press with the club being portrayed in a very positive light. Mike Howey arranged a successful annual Cross-Country Briefing Day. The profits from the course fee were donated to the Yorkshire Air Ambulance. A special thanks to Margaret Baines and Jean Pinder for providing the refreshments.

George Goodenough

Cambridge (Gransden Lodge)

PLANS for the new season are complete, with seven day operations commencing March 29th - we welcome back our professional instructor team of Robert Theil and Andy Beatty for 2008. We are running our open-to-all 'Rust Buster' courses in the early spring, aimed at blowing away cobwebs and jump starting pilots for the new season, we have planned a past members day on April 6th, and an Open Day on April 27th. Meanwhile it's great to be hosting a BGA instructors course in mid-April. Early May sees us welcoming vintage gliders for a mini rally with catering, camping and entertainment adding to a colourful glider park. If you fly something old and interesting, or you just want to come and watch how it used to be done, you will be very welcome. On the flying field we have been flying the newly EASA'ed fleet and Cadet Oliver Emery has made good use of it by going solo in 27 launches.

David Howse

Clevelands (Dishforth)

ON Boxing Day, a few of the club members joined the Bishop of Ripon and Leeds in the traditional pilgrimage from Ripon Cathedral to Fountains Abbey, only to be taunted by the sight of a visitor to the club soaring high in the wave over the famous World Heritage site! The transition of gliders to EASA has meant much work over the winter for our aircraft member Jim McLean, and is continuing into the spring. Congratulations to two Leeds University students, Ben Brinkley and Yirka Matusik who persevered with their training during winter, and have both achieved first solo.

Polly Whitehead

Cotswold (Aston Down)

THE club annual dinner dance was held on Jan 5th and was a great success so thanks to Richard Kill for organising it. The occasion is used to present annual awards and cups to deserving members as follows: Best Cross Country, Eugene Lambert; Height gain, Simon Lucas; Best comp results, Brian Birlison; Best Junior, Helena Gardner; Best over 65, John McWilliam; Best 2 seater, Doug Gardner / Dave Gardiner; Club ladder, Chris Gough; Chairman's award, Tim Barnes / Richard Carter. Finally David Roberts was presented with a lifetime service award. Our AGM re-elected Mike Weston as Chairman. He was happy to report an increase in launches from the previous. Our targets for the year are to continue to increase our activities. We are introducing two new PW6s to the club fleet, in our gradual shift from wood to glass. We will be hosting the Club Class Nationals this summer and hopefully a BGA instructor training course later in the year.

Frank Birlison



New soloist Peter Falla, who is more used to piloting the Condor ferry out of Weymouth, prepares for his second solo at ***Dorset***



Dorset's *Peter Robinson is congratulated on solo by Gerry Cox Right:* ***Highland*** *soloist Sandy Sutherland with Andy Anderson*



Cranwell (RAF Cranwell)

BY the time you read this Tim Davies and Neil Atkins will have returned from mountain flying in Chile. I believe we too here at Cranwell have in the past number of weeks had some interesting flying in chilly weather with the diehards seriously questioning their sanity. The winter season generally brings the many tasks including Cs of A, aircraft, vehicles, winches, general house keeping and admin work. A big thank you to Mike Hale, Steve Benn, Mick Wood, Ian Campbell, John Morris and all those who have supported their work throughout this last year, and not forgetting most importantly the soup dragons in the guise of Sue Wood, Miriam Watson and Keira Evans. The annual pilot checks time has been well underway in preparation for the new soaring season, a final thanks to all the instructors in ensuring that everyone is maintaining the highest standards of flying possible.

Zeb Zamo

Crusaders (Cyprus)

WE'RE having a cold but dry winter so we have been lucky enough to fly on most club days. Congratulations this time to John Vincent who went solo on just his 66th launch – our second of late who has attended one of the excellent CSJATC courses run by the nice guys from Halton. Congratulations also to Svetlana Petko who also soloed in Jan. To bring in the New Year we were flour-bombing from the T21 and this was also won by Svetlana. Last, but certainly not least: congratulations to our CFI Eddy Ustenler who became a dad for the second time early in the New Year.

Jo Rigby

Darlton (Darlton)

WINTER gloom, wet weather and a tacky grass airfield did not prevent our members from achieving a creditable launch rate (150) in January and some unexpected half hour soaring flights in early February. Our glider sales team, Shirley Maddex and John Swannack, have been actively disposing of surplus gliders – K-7s, K8, Swallow and SF27 across the UK and as far afield as Hungary! The recently vacated site at Winthorpe (Newark) has been handed back to the landlord, with the odd backward glance and tear, on completion of flying there after 70 years – the end of an era. Annual flying checks are in full swing with members looking forward to the forthcoming flying season with Fridays Corporate Flying, Borders Gliding Club visit at Easter and Darlton Flying Weeks commencing 26th May and 25th August 2008. Our new club is working well, members are enjoying the flying and the social life – drop in and see us anytime.

Geoff Homan

Dartmoor (Brentor)

THE promising start to 2008 has come as something of a surprise to the management team at the club. The field has drained well to enable flying whenever the weather has permitted. And when that has been possible, the conditions have enabled us to achieve well over 200 launches in the first six weeks of the year. For those of you who swear by Key Performance Indicators this is 87 launches on the right side of our smoothed KPI curve.
We welcome the additions of Mark Courtney and Steve Westland to our Duty Instructor Roster who, along with Bob Pixie, have contributed to this increase in the launch rate. Our thanks and wonder go to Gus Pearce for his ongoing work transforming the Old Winch into something fit for modern times: it's a Grand Design – if only we knew what that Grand Design was!

Martin Cropper

Deeside (Aboyne)

WINTER flying has continued at a steady pace, with some good wave days. I write this at the start of February, and Roy Wilson has already posted two 300 km flights for Deeside and will be collecting a trophy at the BGA conference for the fast 500km of 2007 (152km/h!). Our club gliders are currently completing their EASA Cs of A, ready for the season. The annual dinner was well attended, thanks to Laura Cameron for organising the chaos. The entry for the 2008 UK Mountain Soaring Championship is via a form on its website *www.ukmsc.co.uk*. Congrats go to Antonia Hausler and Garry Allan for completing their Silver heights at around 10,000ft and commiserations to Garry for a valiant 4.25 hours. Remember – our soaring season is year round, so book now to come and visit.

Charlie Jordan

Dorset (Eyres Field)

EYRES FIELD has stayed usable for much more of this winter than in the past. The new 'Linee' workshop is proving its worth, with a light, airy, and warm environment for glider maintenance. We had two members go solo in January. Peter Falla is more used to piloting the Condor ferry out of Weymouth, and Peter Robinson. With five new solos in the past six months we now have members fighting over our K-8, but our stalwart maintenance team of Barry and Alan are working on our second K-8, and hope to have it airworthy soon. We now have more members with the hours to enable them to fly our Astir, so this is taking some of the strain. Let's look forward to a good soaring season this year, with all the trials and tribulations of the EASA saga behind us. All members and friends wish our chairman Doug Every a speedy recovery after his recent hospitalisation.

Colin Weyman

Essex & Suffolk (Wormingford)

2007 was an eventful year. Club speed and distance records were broken; Will Ellis and Peter Hibbard won the Junior and Wooden categories of the National Ladder and Will (again) and George Green took second and third places at the Juniors at Tibenham. We had at least seven first solos during the year including most recently Aaron Sharpe and Ollie Coulson, and badge achievements were too numerous to list. Apologies to those not named – space is too limited. 2008 is off to a good start with thermalling flights already in February. Having built the new M/T and winch hanger last year we are now looking forward to the completion of the refurbishment of our No. 2 winch, the commissioning of the new tow-out vehicle, plus RT and other training courses, continuing success with Dyneema cables – and some good gliding too!

Dick Skinner

Essex (Ridgewell)

WHILST it has been fairly quiet on the flying side we have been very busy registering the club, and members their various privately syndicated aircraft with the CAA, in accordance with EU/BGA directives. Thanks go to Ian Barnes and George Booth and other club members for all their hard work. We extend a big welcome Val Rhenius who has taken over as the club webmaster from Darren Smith. We wish Val every success and thank Darren for all his hard work. At the time of writing we are enjoying our flying with the Anglia Gliding Club at Wattisham. We thank them for their friendliness in making us feel so welcome and hope that on our return to Ridgewell they will come and fly with us.

Peter Perry

Fenland (RAF Marham)

IT'S been a busy two months. We had another Leadership, Ethos and Air Power Day but we only managed to fly six people before the weather defeated us. Thanks to Paul McLean for organising this and all those who came along to help. Congratulations to Bernard Hicks, Adrian Bramwell, Bob Boughen, Natalie Day and Shaun Mitchinson who all passed their Bronze exam, the former four due to the Bronze training evenings. Big congrats to Alex Saunders who has passed the Full Bronze. More congrats, this time to Rob Stallard who has passed his TMG rating. We should by now have said, maybe not goodbye, but Au Revoir to Graham French, on his retirement from the RAF. Thanks for all your hard work running the Bar, all your Club News's and the million other things you've done in the background, you're going to leave a big void in the club.

Graham French

Four Counties (RAF Wittering)

OUR sincere thanks go to our OIC "Albert" Finney, for his dedication in organising, and Mike O'Brien for his hard work installing, power into the hangar. We now have lights in the hangar, and heat in the workshop, which allows us a lot more flexibility in our maintenance operations. We are promised a Rubb hangar, which will be built to house our MT, allowing us to move these vehicles out of the hangar, and store them away from the aircraft, reducing the risk of serious damage from runaway tractors. After a blustery New Year, the weather seems to be taking a turn for the calmer, bringing out many prospective new members, and we look forward to an exciting, prosperous and enjoyable year for all.

Pete Davey

Herefordshire (Shobdon)

AT last we have had some good wave flying, with the last weekend in January producing two days of soaring. With the miserable weather we have had recently we have become grateful for two flying days. Several people reached 10,000ft or thereabouts and the base of the airway at 15,000ft asl stopped two of us from greater climbs. A few intrepid souls also ventured cross-country in the wave, with Phil King achieving the best distance at 238km. Congratulations to John France, who at the time of writing is leading the national 'Wooden Ladder' in his all-metal Pilatus! We are into the season of overhauls, Cs of A and EASA transition, all of which is providing our tugmaster and others with plenty of work to keep the fleet going.

Diana King

Highland (Easterton)

FIRST the bad news, there was a break-in at the clubhouse at Christmas time and some damage was done, including to our IT systems. Martin Knight has been able to get things back up and running though, so you can still log on to our webcams. On a brighter note, we were visited over the festive season by some old friends, including Colin Haddow and Mike Foreman. On the first Sunday of the New Year Callum Reid and Stuart Naylor were enthusiastic enough about the weather to take a pre-dawn (but not night-time!) aerotow. They may not have gone far on the flight but did enjoy themselves watching the sun come up through the icy canopy. Congratulations to Martin Keer, our new tug pilot and to Sandy Sutherland who went solo in the K-21 on 20 January.

John Thomson

Derby & Lancs







*From top, new soloists Adam Maxwell of **Kent**, Cleo Whybrow of **London**, **Oxford's** Richie Hale (seen with Neil "Papa Smurf" Swinton) and **Rattlesden's** John Stock (with Dave King)*





Martin Laxáback

WOULD you like to soar in winter? Then come to Camphill! In early February, there was hill soaring, 3-4kt average thermals, then wave to FL100, all in one flight. Two days later there was wave to around 3000ft, straight off the winch, into a sky that looked unsoarable, but many happy hours were spent by members in the warm winter sunshine.

Derbyshire & Lancashire GC has occupied Camphill, on a west facing ridge in the beautiful Peak District National Park, since 1935, and about 20 years ago had the opportunity to purchase the site. It used to host national competitions, and even the World Championships in 1954. As a winch-only site, such activities are no longer possible, but we do host a very popular Vintage Rally every year.

The site of about 90 acres has a group of modernised former farm buildings for the clubhouse, catering, bar, and accommodation. There is also a pre-war (don't ask which) Warren girder hangar for the club fleet, and ample room for glider trailers and rigging away from the airfield itself.

We launch west on to the ridge if it is working, or use the long runs, SE/NW or NE/SW. These routinely give launches of 1,000ft plus, sometimes 1,500-1,600ft, and 2,000ft is not unknown. There is a lot of controlled airspace around and above, but we have FL65 overhead, and local agreements with Manchester to open wave boxes up to FL195 and an airway crossing to the north. These are useful as we do get a lot of wave , as well as good thermals and of course ridge soaring on many reachable hills in all wind directions. Despite rumours to the contrary, there are plenty of outlanding fields. Many 300s and 500s have been flown from Camphill, and a couple of years ago we had our first 750.

Camphill operates all year round, seven days a week in summer with professional staff, and six days in winter using a web-based booking system; you can always have a look what it is like by using the webcam. A recent innovation, which is proving very popular, is the simulator. This has been built in a specially adapted room, and uses a Janus cockpit, the software projecting on to three screens giving a very realistic experience.

Camphill has wonderful soaring opportunites, all year round, the field is well drained, so if you are tired of winter circuit bashing, give us a visit. You will be very welcome, in summer as well. Camphill is not a difficult site, but like all hill top sites needs care and respect when the west wind blows. A very comprehensive Pilot's Manual is available on CD.

Dave Salmon

At a glance

Full membership: £300 pa

Launch type: Winch only £6.50/£7.00

Club fleet: Puchacz, K-13 x3, K-18, K-8

Instructors/full flying members: 18/180

Type of lift: ridge, thermal, wave

Operates: Every day except winter Mondays

Contact: 07977 850208 (launchpoint)
01298 871270 (office), 01298 871207 (club)

www.dlgc.org.uk

Launchpoint frequency: 129.975
Turnpoint CPH, 53:18.30N 001:43.75W

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Club news



Portsmouth Naval's Stephen Blundell went solo in February on his 16th birthday. He is seen with his instructor, Paula Aitken

Kent (Challock)

HERE in Kent we are looking forward to another busy year with our popular courses, flying evenings and Community Flying programme. We would like to thank Tudur Williams for his services as CFI, overseeing a very safe operation at the club, and congratulate Pete Carpenter on his appointment to the role. Further congratulations go to both Sean Fisher and Adam Maxwell, adding to our string of 16th Birthday soloists and our ever-growing young pilot contingent at Challock. Keep up to date at *www.kent-gliding-club.co.uk* - we look forward to seeing you.
Darren Palmer

Kestrel (RAF Odiham)

FIRST the congratulations: Barry Sealy for completing his Bronze and Simon Boyden for completing his Gold. Second, a very big thank you to Brian Garson, who has stepped down after many years as the Heath and Safety representative, for all his efforts and hard work. The club dinner held at Lasham was very well attended and our thanks go to the staff at Lasham Gliding Society for a great spread. Flying continued around the mud during the first few months of the year while on the ground instructors and committee members undertook CRB clearance checks to bring our youth programme a step closer, and thanks to the station the process was pain free. Finally our new fuel bowser arrived making it a much easier process to refuel both our Chipmunk tug and motorglider.
Neil Armstrong

Lasham Gliding Society (Lasham)

AN encouraging start to the year, with bright sunshine and lots of activity. We've added a Grob 109 G-CEYN to the fleet to reduce the workload on the Falke. It is thought that this aircraft will be of particular interest to licensed pilots wanting an aircraft for the day. We've also started recovering the Pawnee; this is a significant task, which will mean it is out of commission for some months. We're also reviewing some of our ground equipment and have bought a new mower for the airfield. We hope this will help enable us to keep the airfield in a better condition. The launchpoint bus caught fire in February and despite the best efforts of all we've decided that it's reached the end of its service. A replacement is being sought straight away so that we have something in place for the start of the main season.
Alastair Mackinnon

Lincolnshire (Strubby)

CONGRATULATIONS to Hugh Donnelly on re-soloing after a break of 24 years. The SF26A is flying under its new owner Dave King. The club is in the grips of EASA certification but staggered Cs of A are helping, with one K-13 currently undergoing refurbishment. Last season's flying of underprivileged children under a grant from the Lincolnshire community fund proved most rewarding for our members and the children.
Dick Skerry

London (Dunstable)

THE Saturday night events have continued with a thoroughly entertaining illustrated talk from Platypus on his first 25 years at Dunstable and a Safety Evening presented by Peter Claiden. The next "Club Forum" takes place on 19 April. We have Easter expeditions to Shobden and Cerdanya, and the Dan Smith aerobatics competition is on the weekend of March 29-30. We are planning a cross-country Task Week for July 19-27. LGC cadets continue to take prizes at the annual awards ceremony, including Stefan Astley (Beginners Aerobatic), Dan Chilcot (Most Promising Instructor), and Dave Hayden (Best Silver Distance). Congratulations to Cleo Whybrow, who achieved her first solo on December 30 and collected the "Most Promising Young Pilot" award. Meanwhile Ryan Berry has been flying the Rhönsperber and Luke Barratt took a chilly day to get his Silver duration. Many thanks to Melissa Jenkins for her superb work on our website. It is an excellent showcase for the sport and our club.
Andrew Sampson

Midland (The Long Mynd)

THE festive season at The Mynd was celebrated in style, the highlight of which was Derek Platt's 80th birthday party. Derek has recently been awarded a certificate of merit by the Royal Aero Club. The fourth week in January lived up to expectations and by Saturday 26 we had classic Mynd conditions. Flying from before 10am until sunset, winch, aerotow and bungee launching. The ridge worked a treat and connected with wave up to 10,000ft. The club has a significant group of future instructors and a training programme is underway to assist their progress.
Steven Gunn-Russell

Nene Valley (Upwood)

JANUARY shutdown saw a hive of activity: EASA preparation, the middle section of the hangar floor was concreted, and repairs made to the ground equipment. Our beloved K-8 is now grounded due to a major wing fault being discovered; the club has decided it is time to move on and is actively looking for a glass two-seater. Annual flying checks for pilots are well under way. Earlier starts, a better voucher and new member flying booking system are all being looked at. Ron Sibley has finally gained his SLMG licence at Saltby and flew the syndicate G-BHSD solo at Upwood.
Dave Mansfield

Norfolk (Tibenham)

THE festive season is well and truly behind us and the Christmas Party Pantomime is fortunately a distant memory. Chris Slack organised an end of year power fly-in, where we had 65 visiting aircraft. This kept Rachel in the kitchen and the refuelling team very busy. We have been getting some excellent flying in this winter and members are completing their annual flight checks with our refurbished winch regularly giving launches to between 2,000 and 3,000ft. The AGM was well attended and the officers of the club were rewarded for all their hard work by being re-elected to carry on for another year. We hope that by the time this goes into print Mick Hughes will have completed his full MGIR so that we can accommodate NPPL training on the Grob.
Mike Bean

North Wales (Llantysilio)

WE rounded off 2007 with an excellent Christmas dinner at a small village pub with B&B accommodation. We face the New Year with faith and hope but charity is a little thin on the ground. Most club members are working hard to introduce new people to our sport and we have taken on board another airline pilot amongst others. A welcome is always to be found at North Wales. January was better than one may have expected, the treasurer stated we were ahead of the game on flying fees, which gives us a hopeful start to the year, perhaps this is the time to say to any reader, who may be considering a vacation in Wales this year, give us a visit any weekend or Bank Holiday, we may be short of super ships but big on a super welcome.
Brian Williams

Oxford (Weston on the Green)

JUST like with Oxford Buses, we have waited for years to get a new inspector, and then two come along within a month. Welcome to our second new inspector, Dave Weeks. The evening lectures were a great success, with the students (and I suspect, the teachers) learning many new facts, some of them even being true. Our thanks to the instructors who prepared the evenings. However the main highlight of a quiet couple of months was the Chairman getting stuck in the gents for several hours after an in-flight lock failure. Laughing rescuers eventually broke the door down to get him out after he had phoned for help. On the flying front, the field remained dry all winter, and we can report a well deserved re-solo by Brian Jones, and a first solo by Richard Hale.
Neil Swinton



*Brian Jones is pictured, after re-soloing, with his instructor Chris Shepherd at **Oxford GC** (Lynn Jones)*

Peterborough & Spalding (Crowland)

CONGRATULATIONS to Samantha Fear, our latest cadet to go solo. The plan was for Sam to go solo on her 16th birthday, but Mother Nature had other ideas. She managed the following day. We at Crowland wonder if this is a first for gliding. Sam was sent solo by her father Kev, towed up by her mother Sheena and retrieved upon landing, by her brother David. Further congratulations to Robert Theil for completing his NPPL SLMG rating. Also congratulations to Derek Hodder and Martyn Edgar, who have both recently gone solo. And finally well done to Howard Rynston and Chris Moseley for completing their glass conversion to the Astir. Despite the cold and wet weather, flying has continued throughout the winter months. This is mainly due to the wise investment of having drainage channels dug into our airfield a few years ago. We are all looking forward to the up and coming season and as our CFI Martin Ewer says, "have fun and be safe".
Merv Bull

Rattlesden (Rattlesden)

CONGRATULATIONS to John Stock who went solo in January; Brian Griffiths and Alan Towse have had the first soaring flight of the year with a 300ft climb off a winch launch. Paul Roche has returned from his holiday in Australia with approx 25 hours of flying including 100kms, a five-hour flight and conversion to a LS6. On 4th Feb the site was set up especially for Aidan Hughes; as it was his 16th birthday it was decided to have an extra flying day so that he could fly solo on his 16th. It was a first for him and for his uncle, instructor, Tony Bartlett as Aidan was the first person he has sent solo! It is 14 years since Kevin King went solo on his 16th birthday.
Helen Page

Scottish (Portmoak)

SAD to say that the main topic this time has been the appalling weather. Flying has been possible on many days – it's the launching, landing and retrieving that've been giving us concerns. Despite all this, Barry Marshall managed to achieve his first solo towards the end of the year. On days that we have been able to operate there has been a steady stream of members working their way through the annual checks, so we are achieving something. We have to say a big thank you to Graham (John) Smith, who has finished his stint as our professional instructor, and good luck to Chris Robinson who is taking over. Graham, who is still Senior Regional Examiner, will be working with Tiny Irving on the BGA AI course in May at Portmoak. Our evening courses started on 6th March and are proving as popular as ever, summer courses are starting to fill up so check our website for availability and our cross-country course has been planned for September 8-12.
Ian Easson

Shenington (Edgehill)

AS we start the new season, a combination of volunteer instructors and our telephone pyramid kept us flying throughout the winter months. Return of our full-time instructors from the start of March also provides permanent staffing for dedicated

Club news



Above: *Mathew Moore shows how he feels after his first solo flight, at* ***Staffordshire***

day and weekly training courses and seven day a week operation for members and visitors. Saturday evening Bronze lectures in the clubhouse are well attended, as also our Annual Dinner Dance and prize-giving held on 2nd February, attended by 70-plus members and their partners. Music was provided by fellow club member Clive Smith and his rock band with an excellent evening had by all. Notable recipients of trophies include: Mary Meagher (Services to the Club); Alan Langlands (Club Member of the Year); Gavin Preuss (CFI's Award); Laura Stevens (Highest Achiever, Solo on 16th Birthday); Jonathan Sherman (Best Flight, 480km) and Graham Paul (Far Point Trophy, Isle of Wight out-and-return). Check out our website or call in person.

Geoff Purcell

South Wales (Usk)

AS we ready ourselves for the season it will come as no surprise to many that a number of individuals have been up to their eyeballs in paper work. Thanks go to Maureen Weaver dealing with the paper-shuffling exercise that is EASA, and Simon France working hard between other projects to guide people and gliders through their first EASA C of A. A new Pizza oven has been built and a revamp of the surrounding area is being made to add a little Mediterranean flavour to our clubhouse. Big thanks to the working parties that have been involved in dismantling and erecting fences and those who have been clearing up scrap metal and general rubbish around the site. We have been flying as well, with wave flying at the beginning of this year. Before Christmas members of Talgarth were invited to come and learn about the fun that can be had with winch launches. Our AGM was on the 9th February and as I write we are in the middle of our winter lecture season; let's hope we produce a fair number of Bronze pilots from it.

George Robertson

Southdown (Parham)

WE were rather short on northerly winds at Parham during the winter, but this was compensated by an increase in wave flying. Ian Ashdown bravely took advantage of the conditions, attempting the first cross-country flight of the year. His landing at Shoreham airport facilitated a convenient aero retrieve. Meanwhile, back at Parham, Chris Simpson, Ric Foreshew and Alan Higgins went solo. Our admin staff has been strengthened by the welcome addition of Jane Akers, who is our new office secretary. The Management Committee, in seeking to secure the long term future of the club, has entered into negotiations with our landlords with a view to purchasing the airfield. Any developments will be duly reported in Club News.

Peter J Holloway

Stratford (Snitterfield)

OUR winter flying flat rate charge is proving popular. There have been a number of notable January flights where on one occasion the equivalent 'minute rate' has worked out at less than 10p inclusive of the launch fee. Congratulations to Phil Pickett on now holding the Club January flying record of 64 minutes. Congratulations also to Chris Burrows on going solo on the first flyable day after his 16th birthday. On the admin side our fleet is progressing through the 'EASA and CAA sausage machine' – thanks to all those involved in the paperwork! Hopefully as you read this our replacement clubhouse will be *in situ* and may have been refitted. Plans are now also well developed with regard to the erection of a workshop on site. Again thanks to all those involved with all the construction projects that have been progressed over the winter.

Richard Maksymowicz

The Gliding Centre (Hus Bos)

WELL done to Adam Gilmore on completing his Assistant Instructor rating. We are making some changes to our club fleet – we are selling a Puchacz, Junior and Pegase and will be replacing these with another single-seater. The club AGM will be held on 19th April, when a new chairman will be elected, so don't forget to be there or get your postal vote. The new bar extension is in progress, and should be finished by the time you read this. The hangar floor is being modified to give more flexibility when storing both tugs and gliders. We will be holding the 15-Metre Nationals this year, 5-13 July, and also the Midland Regionals, 16-24 August. We are also hoping to run a Task Week starting on the 9th August.

Siobhan Crabb

Trent Valley (Kirton Lindsey)

CHAIRMAN Vin Marchant rounded last year off by donning his chef's hat and cooking a superb Christmas Banquet in the clubhouse. After dinner entertainment was provided by CFI Steve Wilkinson who presided over his specially devised game of "Fly or No Fly". Our competition to promote the sales of TVGC Gift Vouchers in the run up to Christmas was won by Paul Holland, who managed to sell three Day Course vouchers and two Aerotow vouchers. The new Falke motor glider is proving to be a popular addition to our fleet with members and visiting pilots alike taking advantage of the increased winter flying and training opportunities. There was an excellent turn out for "Lick and Stick" Day in February, when under the supervision of Colin Metcalfe, we de-rigged the entire fleet and applied the new G-registration letters to the gliders. The day ended up being a weekend by the time everything was re-rigged, but it was an extremely important job that needed doing to keep the fleet legal and airworthy.

Alan Spencer

Vale of White Horse (Sandhill Farm)

OUR headline news is that we have a new tug - a Maule M6-235 Super Rocket, G-BKGC. This has made a noticeable improvement in our turnaround time and shortened our launch queues. Further we are now able to launch larger and heavier gliders so bring your big plastic twins and try us out. It also means that we have our old reliable, a Piper Super Cub 150, G-AREO tug for sale. Big congratulations on first solos to: Rachel Pollock, Mark Ingvorsen and Craig Reed, to Alan Hadwin for his silver distance and silver height and to Jay Myrdal for Silver Badge. Our airfield, Sandhill Farm, now houses a new motor-glider, a Grob 109B G-ROBZ owned by a syndicate of eight club members. The five Watchfield windmills are now up but are a good sensible distance from our airfield and far from being a hazard to navigation; they make a very useful reference point and windsock. Visible for miles, windmills are not everyone's cup of tea but for me they are going to look very welcoming on the homeward leg.

Jay Myrdal

Wolds (Pocklington)

WELL done to Phil Kolodziejczak, of the Manchester University Gliding Society, on going solo. The annual dinner was yet again a huge success with many awards being given out. To mention but a few Martin Boulton was awarded most progress in the year for going from solo to a 250km flight in three months, Steve Ell gained the longest flight award for his epic 650km and Simon Barker was given most meritorious flight for his outstanding performance at the Junior Worlds Last year. Apologies for not having space to mention everyone's achievements. The fleet refurbishment is going well thanks to huge amounts of effort by a few of the members and lots of help by many others. Cracking job, guys! Bronze lectures have been well attended leading up to the soaring season where we hope to have more people than ever flying cross country in what WILL be a fantastic soaring season.

Sam Roddie



Above: ***Stratford's*** *Chris Burrows after his first solo with proud parents Tony and Val (Richard Maksymowicz)*

Wyvern (Upavon)

Both K21s have now been through the workshop and are sporting nice new G-reg markings and the promise of an EASA C of A. On the field it's rather muddy and rutted by the visiting Hercules, but it's a big uncluttered airfield so there's still plenty of clear landing area. Weak wave conditions and feeble thermals in the sunny intervals have rewarded those lucky enough to be gliding at the right time of day with flights of over an hour even in December, January and February. The Grob 109B motorglider has been such a welcome addition to the fleet that it's already needed the first 50-hour check. Congratulations to Paul Wright, who went solo in the Grob after barely three hours of NPPL tuition, converting from gliding. Congratulations, also, to Helen Wright, the organiser of the QinetiQ Graduate Airmanship Scheme students, on her first gliding solo on a cold, breezy day in February. Members enjoyed both pre-Christmas and New Year's Eve parties in the clubhouse and are looking forward to the AGM and the annual dinner.

Andy Gibson

York (Rufforth)

DESPITE the fact that both our tugs were out of service for some time, our tenacious members made the most of the situation with a number of excellent winching days. Special thanks go to Geoff Harris for maintaining, driving and generally managing our winch and to all members who pulled together and made the best of the opportunity to hone those winching skills. The club has now had a couple of months under the leadership of the new committee. We welcome new chairman Keith Batty. Keith said "We are taking a new strategic direction that will establish us as THE premier club in the North of England over the next few years: the club of choice for glider pilots old, new or 'wannabe'. We have a great site, few if any airspace restrictions, a friendly and welcoming atmosphere and fantastic soaring possibilities in thermal and wave." After many years without much progress, the race Gold is going to be a close one this season with so many talented pilots reaching their peak.

Andrew Batty

Yorkshire (Sutton Bank)

AS you read this, spring will have sprung and you will all be taking advantage of early thermals. Here at Sutton Bank we have all been flying Cross Country for the last three months thanks to our Puchacz simulator which is proving a great training aid. Our first landout of the year (for real) was David Latimer. Several pilots using our wave days made flights in excess of 10,000 feet, notably George Rowden who went to 13,500 ASL. The Northerns Team have got the organising well under control and have ordered the same weather as last year, which, like the competition organisation, was outstanding. Why not come and join us? Fly what must be the best club fleet in the country. The beer and food are good too!

John Marsh

S&G's thanks as always to Debb Evans for editing this month's Club News *– Helen Evans, Editor*

Kenneth Fairness – Borders

KEN (1934-2008) was older than me, so despite being brought up in a similar Tyne valley village and having similar backgrounds, we never met until 1978 at Borders GC. Other similarities evolved as our separate gliding careers developed until eventually he joined our Standard Jantar syndicate. Ken was a good syndicate partner. His careful thought for his partners and strong moral fibre made him someone you could count on to do what was right. So much so that all three partners gelled and never needed any syndicate rules to keep things sweet. Later, Ken was the first of us to push the boat out and get his very own Kestrel 19. This led to a fistful of badges and club competition and task week achievements, including winning the club task week and other podium positions. He was no slouch when it came to flying tasks in weather that would keep others on their toes (or on the ground). Few of us know the endeavour involved, the fatigue, the sense of being alone when it turns to worms and the bladder-busting ache of long hours on task before the eventual elation of a fast final glide through the finish line. Ken did! When we got our first tug, Ken showed his value again. He never hid his light under a bushel but we were pleased to see someone from within the club handle the Super Cub faultlessly with the skill and precision of a master pilot year after year after year. Now some of us enjoy a friendly chat, but given the chance, Ken could take this to new heights. His eyes flashed when I suggested that wherever he lived, the local shop would make a fortune selling back wheels for donkeys! As his illness – Alzheimer's – took hold, I wished I'd never said that. Our club will also remember Ken for the new word he introduced to us. You see, Ken never just 'flew' his Glider or Tug around the sky. He "yarked it roond" the sky. I often catch myself giving things a good "yarkin" when they refuse to comply. It seems that I'm not the only one to adopt this new word. Whenever there is manual work to be done many of Ken's contemporaries are to be heard yarkin stuff until it submits. Like a growing number of us that are no longer as young outside as we feel on the inside, I have pondered the future and had hoped that when I stopped flying, Ken might join me and other oldies gathering on the seat in the sun outside the clubhouse. We could have watched the younger element do the actual gliding while we could indulge in the vintage, armchair variety and drink tea. It is not to be. But he won't be forgotten because we will take pleasure in yarkin his memory around with us. I only wish that I could be stalked again by that severe complexion, the horn-rimmed specs and that grin, all from within the cockpit of a Kestrel as it slides by. It has been a pleasure and a privilege. Sympathies to Jean, Peter and Tina and all Ken's family.

Derek Robson

Derek Kitchen – Norfolk

ONE of the club's founder members, Derek Kitchen (1921-2007), died peacefully in his sleep at Diss, Norfolk, on Christmas Eve. Those of us fortunate enough to have known Derek for many years will primarily remember his cheerful personality, keen sense of humour and his inexhaustible repertoire of dreadful jokes. It was always a joy to be in his company. It would require an age adequately to convey the value of his contribution to our club. Whenever he was on site he found something useful to do to help with operations, and was never happier than when he was at the launchpoint, driving the tow car or teaching new members the techniques of launching gliders or repairing the piano-wire cables. In our auto-towing days Derek and his brother Revell maintained our ever-changing fleet of vehicles at little cost to the club, and would turn out at very short notice for any breakdown – and there were many of those. Derek acquired his private pilot's licence, a powered aircraft and a motorglider in his sixties. He flew from Tibenham regularly until he was well into his seventies. Ask him for help, or a favour, and the answer was always yes. At one stage he owned shares in at least four gliders, joining simply to ensure that a syndicate was able to form. He did not even fly in some of them. On one occasion he remarked that a new glider at the launch-point looked rather an attractive aircraft, only to have his listener tell him that he owned one fifth of it. When the purchase of our site became a possibility, Derek was the first to offer the loan of a six-figure sum, at zero interest. Towards the end of the life of that loan Derek refused repayment of several thousand pounds. Kind, gentle, industrious, generous, unassuming and great fun to be with, Derek was also a thorough gentleman who will be greatly missed. We extend our condolences to his wife, Eileen, and the family.

Graham Ashworth

Piero Morelli

INFLUENTIAL sailplane designer Piero Morelli, who died in January aged 83, left an indelible mark on the soaring world. He was a professor of Aeronautical Engineering at the Turin Technical University, a catalyst to generations of passionate engineering aviators and a founding member in 1952 of the University's Soaring Centre. Together with his brother Alberto, he designed a series of successful gliders in the 1950s and 1960s, including the M100 (1957) with T-tail and subsequent M100S (1958) with conventional tail, the M200 (1964), and the M300 (1969). He also performed much research on high wing loading and experimental flap geometry. Piero competed at national level from 1958 to 1969. He was also the first Italian pilot to achieve two diamonds on the Gold badge. More recently he was a strong proponent of micro-lift and light gliders. Professor Morelli received many awards, most notably the FAI Tissandier Diploma (1962), the OSTIV Plaque with Klemper Award (1989), the FAI Air Sport Medal No. 13 (1991), the SSA Exceptional Achievement Award (1997), and the SSA William S Ivans Gold Medal (2001). In 2003 he was honoured with the prestigious Lilienthal Medal for his "extraordinarily eminent and wide-ranging services to the sport of gliding over more than half a century, and in particular for his work as a glider designer, notably of the M100; as author of numerous scientific and technical papers relating to sailplanes and motorless flight; as contest organizer and director, including Director of the World Gliding Championships in Rieti (1985); as captain of the Italian National Team at 10 World Gliding Championships; as IGC Delegate and OSTIV Board member; as Chairman of the OSTIV Sailplane Development Panel; as IGC Specialist for motor-gliding; and as originator and principal promoter of the initiative to create a new FAI monotype class of gliders, the World Class, which became a reality in 1994 with the selection of the PW5." Considering everything that Piero Morelli has given to international soaring it is especially fitting that his home city of Torino has been selected as the location of the next World Air Games (WAG) in 2009. He will be missed by many, but the legacy of his luminous career will no doubt continue to shine brightly.

Leo Benetti-Longhini

Cedric Vernon added: I first met Piero Morelli (1924-2008) at the World Championships at South Cerney in 1965 and kept in touch with him in person until the Sailplane Development Panel meeting at Aalen in 2001 then, subsequently, by phone and letter. He was Chairman of the SDP of OSTIV from 1976 (Rayskala, Finland) to 1998 (Elmira, USA) and thus served in that office for more than 20 years. His method at all meetings was to invite everyone to have his say, and then to leave it to the secretary (usually me!) to summarise discussion in the minutes. With his brother Alberto, he designed and built the ME100 and ME300 gliders. In particular he put forward the idea of a World Class design, of modest performance but of simple construction, which could be built anywhere. This occupied several years concentrated work and finally resulted in the Polish PW5 as the winner.

Cartwheeling on a conversion flight

This anonymous contributor found out the hard way what happens when a glider's wing drops on a winch launch ground run...

I WOULD like to share with you a recent experience in the hope that promulgation will help to avoid further, similar occurrences. It was my first winch launch on this type, a Nimbus 2c.

Cable on and secure, all clear above and behind. Left hand on cable release, right hand on the stick. the right wing is being held. The cable is gently pulled taut and we're off (myself and the glider, that is).

We bump along over the grass, accelerating rapidly. "Keep the stick central, don't push forward, don't pull back, keep the wings level"

After 3 or 4 seconds I'm thinking "Should become airborne very soon" when...

I'm suddenly and violently thrown sideways.

It soon becomes apparent that I was up in the air and 'cartwheeling'.

I pull off, but it is obviously too late to make any difference.

"For this to be happening, the left wing must have been on the ground – how did I not know?"

"We don't have time to worry about that now, there's an imminent crash to cope with".

By now we've reached the top of the cartwheel and it soon became obvious we were coming down nose first.

"My feet are going to take a hammering unless I can get them up out of the nose". Not very easy when you're 6'2" with the instrument panel in the way!

It also flashed through my mind that many impact injuries result from the head being thrown about. As there was now no point holding the controls, I put my chin on my chest, interlocked my fingers at the back of my head to form a protective "cage" with my arms and braced for the impact.

It was a bone-jarring crunch. Apparently the nose impacted leaving a foot deep crater in the runway. We bounced and finally landed upside down.

I was soon peacefully lying in an inverted open cockpit glider, the canopy having disappeared.

I checked myself over and, contrary to witnesses' assumptions, appeared to be still alive. The only obvious injury, apart from, to my pride, was a broken ankle.

So why did I not detect that the wing was down?

Before this incident I, no doubt, like you, would have thought "How can you NOT know the wing was down?"

But, believe me, it IS possible not to know.

I don't consider myself dreadfully inexperienced, having been gliding and power flying for more than 30 years (I have 1,000hrs gliding and 11,000hrs power).

Obviously, I cannot say for sure why I did not detect the wing going/being down, but some contributory factors may be:

1 Lack of familiarity with type.

2 Due to a left-to-right slope at the launchpoint, the left wing doesn't need to go down much before ground contact.

3 Did the bumping along the grass and/or the powerful acceleration have some masking effect?

4 The Nimbus wings are quite long (20.5m) and floppy and would tend to bounce over the bumps.

5 I had recently acquired a new pair of spectacles. The latest trend seems to be for smaller lenses. Had my peripheral vision been dangerously eroded?

I had read all the winch safety advice which assumes the pilot would be aware that the wings are not level.

I have spoken to other people who also have not been aware their wing was down, on the ground roll.

In conclusion then:
- Consider your peripheral vision with those glasses.
- If a crash is imminent, try to adopt the 'brace' position. I feel certain this prevented whiplash and head injuries.

*Hugh Browning of the **BGA Safety Initiative** comments: "This report by a pilot who survived a winch launch cartwheel adds force to the recommendations from the instructors' committee to start the launch with the hand ON the release. If you cannot keep the wings level release IMMEDIATELY, before the wing touches the ground. A significant proportion of fatal and serious injury winch launch accidents are first flight or first winch launch on type. As this pilot suggests, unfamiliarity with the type may make it harder to detect a dropping wing. This is but one reason for the advice to instructors that type conversion should whenever possible be by aerotow." Brian Penfold, the **BGA Safety Committee** Chairman, adds: "Personally, as a Nimbus 2 owner, on a winch launch, if the wing even starts to go down, I release the cable. They're big wings! Too late if I can't keep them level..."*

BGA Badges

No.	Pilot	Club (place of flight)	Date
750KM DIPLOMA			
72	Andy Holmes	BGGC (Bicester)	758/LS8-18
750KM TWO-SEATER DIPLOMA			
12	Peter Jones /Gary Coppin	Lasham	757.4/Nimbus 3DT
13	Bruce Nicholson /Graham Garnett	Lasham	759.8/Nimbus 3DT
14	Bernie Morris /Nigel Stevenson	Lasham	760/Nimbus 3DT
15	David Tanner /David Masson	Lasham	760.8/Nimbus 3DT
DIAMOND BADGE			
734	Chris Sterritt	Lasham (Omarama)	23.11.2007
Diamond distance			
1-1094	Roy Wilkins	YGC (Bloemfontein)	1.12.2007
1-1095	Ken Singer	DLGC (Bloemfontein)	11.12.2007
1-1096	Andy Holmes	BGGC (Bicester)	30.7.2007
Diamond goal			
2-3223	Peter Thompson	8.8.2007	Minden(USA)
2-3224	Dave Brown	London	11.8.2007
Diamond height			
3-1696	Steven Brown	Booker (Aboyne)	11.10.2007
3-1697	Chris Sterritt	Lasham (Omarama)	23.11.2007
GOLD BADGE			
2669	Peter Thompson	Minden (USA)	8.8.2007
2670	Chris Sterritt	Lasham (Omarama)	23.11.2007
Gold distance			
Peter Thompson		Minden (USA)	8.8.2007
Andy Holmes		Bicester	30.7.2007
Gold height			
Peter Thompson		Minden (USA)	8.8.2007
Steven Brown		Booker (Aboyne)	11.10.2007
Peter Mylett		DLGC (Aboyne)	6.10.2007
Chris Sterritt		Lasham (Omarama)	23.11.2007
Alan Gillanders		Scottish	26.9.2007
Antony Davies		Lasham (Aboyne)	11.10.2007
AEROBATIC BADGES			
Std Kwn	Michael Sedgwick	Lasham	30.1.2008
Std Kwn	Gregory Rybak	Lasham	12.1.2008
Std Kwn	Craig Ullrich	Lasham	4.11.2007

Accident/incident summaries by Douglas Every

AIRCRAFT Ref	Type	REGISTRATION	Damage	DATE Time	Place	PILOT(S) Age	Injury	P1 Hours
14	Astir CS	3196	Minor	09-Dec-07 14:35	Denbigh GC	48	None	250

The glider landed on tarmac runway with its undercarriage retracted, resulting in minor damage to the underside of the fuselage.

15	Falke M/G	None		26-Nov-07	Incident Rpt		None	

Flying in cold, but humid conditions and after a short descent into the circuit at reduced power, the pilot set up for a demonstration of an 'awkward' aerotow launch failure at about 200ft. On throttling back to set glide power the engine wound down and stalled. The pilot continued with the prebriefed failure profile, a 180° turn, and landed uneventfully in a field of short winter wheat that had been carefully checked out on foot some days prior to the incident.

16	SZD Puchacz	3658	Minor	06-Jan-08 12:22	Hus Bos	69	None	

As the glider touched down on the airfield perimeter track, the tail wheel struck the edge of the tarmac, breaking the tail wheel casting.

17	Astir CS	4948	Minor	19-Dec-07	Strubby	67	None	69

The glider was low and slow on approach and caught the underside of the port wing on the airfield perimeter fence, causing minor damage.

18	30-Dec-07			Incident Rpt				

Two marshalls moved to remove the winch cables from the winch cable retrieve tractor, one operating on the south side and the other on the north. Both of the front end cables were released by both operators. The south operator then paused to talk to the driver about a previous launch. Because of the time lapse the south operator assumed that both of the rear cables had been released by the north operator, but the north operator assumed the south operator would release the south cable. Subsequently, a third person spoke to the driver about another matter, adding further distraction, and gave a thumbs up in response to the driver's answer. The driver interpreted this signal as confirmation that all the cables had been released and drove off with the south cable still attached. To make matters worse, the driver was unable to see through the rear window, which was covered in mud. The cable was pulled behind a stationary glider, swinging the tail round and scoring a groove in the left rudder post. No other damage was caused and very fortunately no one was injured.

19	ASK13	4636	Minor	12-Jan-08 15:34	Kingsfield, Cyprus		None	4

The winch launch was snatched, probably because of slipping bands on the epicyclic gearbox on the winch (subsequently readjusted). The tail wheel of the glider hit the ground, the glider bounced into the air and the cable broke. The pilot reacted by pushing the stick forward to lower the nose of the aircraft. However he lowered the nose to such an extent that despite trying to regain level flight, the glider struck the ground hard on the nose wheel. The glider subsequently landed and came to rest.

20	Duo Discus		Minor	27-Jan-08	Incident Rpt		None	

The Duo Discus was being flown solo and winch launched when a cable break occurred at 700ft. After pushover a clatter was heard from the rear. On later inspection a half roll of wing tape and a metal "lollipop" wingtip derigging tool were found on the floor of the rear cockpit. The lid to the canvas storage bin below the rear instrument binnacle had not been secured shut.

21	Capstan T-49B	1203	Write off	26-Jan-08 12:40	1.5 miles SE Talgarth	51 77	Serious Minor	

The glider made a field landing approximately 1.5 miles from the Black Mountains GC. Viewed from the air it was reported as being substantially damaged. Both pilots sustained back injuries, one serious, who was taken to hospital by helicopter.

22	SZD Junior	5280	Substantial	16-Jan-08 11:13	Rattlesden	57	None	68

As the pilot approached high key, he noticed another glider on base leg. By the time he joined the down wind leg the other glider had landed and the winch cable tow out truck had commenced its run back towards the launchpoint. As the pilot turned on to base leg, the other glider was being pushed to the side of the runway and was parked approximately one quarter of the way down the length of the runway. At this time the tow out truck was approaching the half way mark on the runway and the pilot calculated that when he landed it would be almost opposite the parked glider. He therefore chose to make an approach allowing for a landing further down the runway to be well clear of the parked glider and the tow out truck. Having closed his airbrakes slightly believing an undershoot situation was arising, he maintained his approach speed at 55kts, reopening the brakes at the same time as checking that he was clear of the other glider and tow out truck. At this point he became distracted by the glider and truck on the side of the runway and failed to round out correctly. The pilot believes that he inadvertently moved the stick forward at the same time, resulting in a heavy landing.

AAIB Update

In the latest of our regular series gleaned from the UK Air Accident Investigation Branch, we reproduce a shortened version of a report into a fatal gliding accident and a synopsis of another accident. Full reports into both accidents can be found in recent Bulletins on the AAIB website and we would recommend reading them in full

From AAIB Bulletin 1/2008:

Aircraft:
1) Scheibe SF27 glider, HGM
2) Schleicher ASW 19 glider, GDP
No & Type of Engines:
1) None
2) None
Year of Manufacture:
1) 1965
2) 1979
Date & Time (UTC):
2 October 2006 at 15.15 hrs
Location:
Sutton Bank, North Yorkshire
Type of Flight:
1) Private
2) Private
Persons on Board:
1) Crew - 1. Passengers - None
2) Crew - 1. Passengers - None
Injuries:
1) Crew - 1 (Minor) Passengers - N/A
2) Crew - 1 (Fatal) Passengers - N/A
Nature of Damage:
1) Aircraft destroyed
2) Aircraft destroyed
Commander's Licence:
1) British Gliding Association (BGA) Gliding Certificate
2) British Gliding Association (BGA) Gliding Certificate
Commander's Age:
1) 50 years
2) 48 years
Commander's Flying Experience:
1) 733 hours
Last 90 days - 20 hours
Last 28 days - 5 hours
2) 280 hours
Last 90 days - 10 hours
Last 28 days - 1 hour
Information Source:
AAIB Field Investigation with assistance from the British Gliding Association (BGA)

Synopsis
Two gliders, a Scheibe SF27 and a Schleicher ASW 19B, were flying close to Sutton Bank, North Yorkshire, when they were in collision close to a bank of cloud. Both gliders lost portions of wing in the impact and were rendered incapable of flight. The pilot of the SF27 was able to escape from his aircraft and parachute to the ground: the pilot of the ASW 19 was not able to release his cockpit canopy and was killed. The engineering investigation indicated that both aircraft were serviceable until the moment of collision. Two Safety Recommendations were made shortly after the event and a further two are made in this report.

Safety actions and recommendations on escape
AAIB discussion with experienced glider pilots and members of the BGA, on the subject of cockpit cables, suggested that similar modifications may have been made to other gliders. Therefore, the following Safety Recommendations were made in AAIB Special Bulletin 8/06, in December 2006:

Safety Recommendation 2006-127
The British Gliding Association should advise glider pilots to incorporate into their pre-flight checks a check to ensure that no modifications have been made which would prevent the canopy being jettisoned in emergency.

Safety Recommendation 2006-128
The British Gliding Association should remind its inspectors of the provisions of BGA Glider Maintenance Schedule Task 8, specifically with regard to ensuring that any canopy may be fully jettisoned without restriction.

The BGA has accepted these recommendations. In addition, on a number of occasions the BGA has reminded pilots of the need to ensure that nothing interferes with the correct operation of canopy jettison systems. This has included technical documentation and an article in the BGA's own 'Sailplane and Gliding' magazine.

Analysis of the collision
The engineering investigation indicated that both aircraft were serviceable until the moment of collision. Both pilots were experienced and reasonably current, and both had previous experience of flying from the Sutton Bank site. Although the SF27 pilot's medical declaration was out of date, the examination carried out by the CAA provided reassurance that his eyesight met the relevant standards.

The history of mid-air collisions involving gliders in the UK from 1986 to 2006 does not demonstrate that flight in or near cloud is a frequent factor in mid-air collisions; only one similar accident was recorded.

The absence of any record of the flight of the ASW 19 deprived the investigation of important information. However, the eyewitness account of the two aircraft colliding close to cloud, and the SF27 pilot's recollection of seeing the other aircraft coming towards him, perhaps descending out of cloud, suggest that the pilot of the ASW 19 may have been descending from within cloud or flying on the edge of cloud. The engineering investigation also found that his artificial horizon was operating at the time of the accident. His radio, tuned to the cloud flying frequency, suggested that he had either been flying in cloud, or had considered doing so. Therefore, it seems probable that the collision occurred as the ASW 19 descended out of cloud, or through 'scuddy' cloud near the main cloud base.

Glider operations rely upon the 'see and avoid' principle, and operations in or near cloud make this method of collision avoidance difficult or impossible. This collision was essentially a consequence of misfortune. However, by choosing to fly close to or in cloud, each pilot had accepted an elevated risk of encountering another aircraft with little or no time to see and avoid it. The investigation considered the general practice of flying gliders in cloud and identified that little guidance exists, and no formal training is available to glider pilots who wish to learn to fly in cloud. It is considered that further action on the part of the BGA would assist pilots in making good decisions relevant to the risks inherent in flight in or near cloud, and therefore, the following Safety Recommendation is made:

Safety Recommendation 2007-096
It is recommended that the British Gliding Association should remind glider pilots of its operational regulation 6.12 and provide reference material for its clubs, instructors, and pilots, that identifies the risks associated with flying gliders close to cloud or in marginal visual flying conditions.

There was a safety mechanism which could have given the pilots of the two aircraft the opportunity to be aware of each others' proximity, and perhaps have assisted in avoiding collision, namely the use of their VHF radios. Although the BGA had promulgated procedures under which glider pilots could make radio calls announcing their intentions to fly in cloud, and provided a specific frequency for this purpose (130.4 MHz), similar guidance (and the standard operating procedure at Sutton Bank) suggested that pilots flying in the vicinity of the airfield should use and monitor another frequency (129.975 MHz). Thus, while pilots engaged in cloud flying would be aware of each others' presence and intentions, those not cloud flying, but flying close to the base or edge of cloud, would not be aware of the aircraft in, and possibly about to exit, the cloud. Where the cloud was widespread, and perhaps its boundaries indistinct, this would provide an opportunity for two pilots, with the best intentions of complying with the relevant guidance, to encounter each other's aircraft at close quarters without warning. This was discussed with the BGA, and the following Safety Recommendation is made:

Safety Recommendation 2007-097
It is recommended that the British Gliding Association should provide its clubs, instructors, and pilots, with guidance to achieve the most effective use of the BGA cloud flying frequency for collision avoidance purposes. This guidance should take account of local requirements to monitor other frequencies.

Additional safety actions
In the time since the accident, the Welland Gliding Club has undertaken to introduce robust procedures to ensure that instructors have current medical declarations.

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

From AAIB Bulletin 2/2008:

Aircraft:
DG505 Elan Orion, BGA 4432 JDN
No & Type of Engines:
None
Year of Manufacture:
1997
Date & Time (UTC):
22 April 2007 at 15.42hrs
Location:
North Hill Airfield, Broadhembury, Honiton, Devon
Type of Flight:
Private
Persons on Board:
Crew - 1. Passengers - None
Injuries:
Crew - 1 (Serious). Passengers - N/A
Nature of Damage:
Aircraft destroyed
Commander's Licence:
Gliding Certificate with Silver Badge
Commander's Age:
48 years
Commander's Flying Experience:
144hrs / 414 launches (of which 5 hrs were on type)
Last 90 days - 3 hours
Last 28 days - 3 hours
Information Source:
AAIB Field Investigation

Synopsis
The accident occurred during a solo flight, the purpose of which was to convert an experienced glider pilot on to type. On approach, the glider was seen to enter a steep dive and strike the ground, seriously injuring the pilot. The dive was caused by the failure of a piece of electric cable being used to restrain the hinged rear cockpit head-rest. This allowed the headrest to fall forward, restricting the rearward travel of the rear cockpit control column resulting in a loss of control. The electrical cable had been fitted as a replacement for the original nylon cord, installed by the manufacturer, which had become damaged.

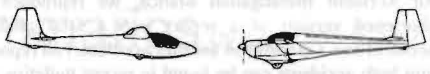
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In order to support the existing team of professionals and volunteers, there is a need for specialist experience and expertise in the following areas: Site moving; Club strategy development; Environmental management; Volunteer management; Financial management and funding; IT Management; Building and project management; HR. Individuals recruited to these positions are likely be asked to contribute to the development of guidance material for clubs, to advise individual clubs on a particular issue as needed and contribute to the occasional Development Committee meeting.

If you think you could contribute to any of these voluntary positions, please initially contact the Chairman of the Development Committee, via the BGA Office, specifying which area interests you and asking for a description of the role.

Diana King, Chairman, BGA Development Committee,
British Gliding Association, Kimberley house, Vaughn Way, Leicester LE1 4SE
Tel: 0116 2531051 Fax: 0116 2515939 Email: office@gliding.co.uk

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

Please remember that, if you are emailing text, your advert may not appear unless we have received payment by post or credit card by the deadline. The deadline for classifieds to be included in the **June - July 2008** issue of *Sailplane & Gliding* is **May 5, 2008** after which any adverts received will be published in the following issue.

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