Sailplane & Gliding

Bungeying with the

Flying Dutchmen

GAVIN WILLS ON THERMALLING



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Jun-Jul 2008
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Bungeying off the Mynd is one of the main attractions for the Dutchmen who go on an expedition to Midland GC each year. For the story of 2008's trip and Helen Johnson's own initiation into the fine art of being catapulted off a hilltop, see p34 (Paul van der Zwan)

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Member of the
Royal Aero Club
and the
Fédération Aéronautique Internationale

NEW UK Air Traffic Control Services Outside Controlled Airspace (ATSOCAS) will be introduced on March 12, 2009. The four new services that make up the changed ATSOCAS, devised following a Civil Aviation Authority consultation, will completely replace the existing services. The official CAA publication (CAP 774) will be available on the CAA website in June and a fully interactive guide to the services will be posted at *www.airspacesafety.com*. This interactive guide will also be available on a CD, which will be sent directly to all UK CAA licensed air traffic controllers, Flight Information Service Officers and pilots. The full plans for educating the aviation community about the changes will be published at the beginning of June.

PILOTS are urged to check NOTAMS and AICs at *www.ais.org.uk* for all airspace that they might encounter and to ensure that they do not infringe it. The BGA will provide summaries of all Restricted Airspace (Temporary) throughout the summer at *www.gliding.co.uk/bgainfo/airspace/rats.php*. For more on Red Arrows displays, see p07 of this *S&G*.

FURTHER dates are now available for the BGA Inspector Seminar series, introducing the new and revised procedures for BGA inspectors under the EASA framework. Dates and venues remaining are: Husbands Bosworth, 7 June and Lasham, 27 June. More information and booking details are at *www.gliding.co.uk/bgainfo/technical/news.htm*. Inspectors should note that these seminars will probably be the last in the series. Inspectors who have not attended a seminar will be unable to renew their BGA inspector authorisation in September 2008.

THE inaugural meeting of the FAI's Commission on Airspace and Navigation Systems (CANS), took place in Paris in March. CANS will address the very serious threat to air sports of the worldwide increase in controlled airspace and the imposition of navigation and location systems, such as transponders. CANS brings together experts from around the world to coordinate information on airspace issues for dissemination to FAI member countries. More details are at *www.fai.org/airspace_navigation*

FURTHER to the article on p9 of the last *S&G*, NATS has now issued Aeronautical Information Circular (AIC) 30/2008 (White 146) describing the changes to NPPL licensing that came into effect at the end of January. We recommend that all NPPL SLMG pilots and instructors read this. The document is available on the AIS website at *www.ais.org.uk* but, as this requires user registration, a copy has been provided via *www.gliding.co.uk/bgainfo/news.htm* (Update April 24). Advice is also being published at *www.nppl.uk.com*

DUE to a series of upcoming airspace changes it has been decided to postpone the publication of Edition 31 of the Northern England and Northern Ireland 1:500,000 VFR Chart until July 31 (AIRAC 8/2008), when it will be available via the usual stockists.

THE Israeli National Gliding Team is looking for 15-metre and 18-metre gliders to rent for the 2008 Worlds in Germany this summer. Contact *ayalazvi@012.net.il* if you can help



AERO, the European General Aviation exhibition held every two years at Friedrichshafen in Germany, is to be run annually from 2009. Surveys show, the organisers say, that a large majority of exhibiting firms favour an annual event. To make forward planning easier, dates have been set as follows:

2009	*April 2-5*
2010	*April 8-11*
2011	*April 14-17*
2012	*April 19-22*
2013	*April 18-21*
2014	*April 10-13*
2015	*April 16-19*

For more information visit www.aero-friedrichshafen.com

Photo: Helen Evans

BGA waypoint list 2008

THE 2008 BGA waypoint list includes a further 60 new points, mainly in Wales and the (English) Lake District but also some in Cornwall, the Telford area, Scotland, Spurn Head and others in Yorkshire. There are now more than 1,100 accurately plotted BGA points for you to choose – and to put into your glide computer. If you do not want them all, download the version in MS Excel and use the "sort" function, using the columns for either the nearby Main Feature, N-S and/or E-W Lat/Long or Grid Ref, to concentrate on your area of interest.

Because of last-minute entries, a supplementary list of some 25 additional points was added in mid-April to the original 2008 list, published in March. Many were in the Lake District, mainly to cater for the new Edensoaring club near Carlisle. Also, some were added in the South West peninsula to aid 500km attempts that need a TP in that area.

The definitive BGA list, including the latest updates and any Stop Press items, can be accessed via a link from *www.gliding.co.uk*. The list is held at: *www.spsys.demon.co.uk/turningpoints.htm* and can be read directly at this reference.

It is also published on John Leibacher's Turning Point Exchange website *http://soaringweb.org/TP*.

For Europe, see *http://soaringweb.org/TP/EU.html*

A huge number of suggestions for the BGA list came in at the last moment. Please, guys, get your ideas for new or changed waypoints in to me early, as soon as the thought occurs to you. By all means use the form on the BGA website, but if in doubt email me at *ian@ukiws.demon.co.uk*. Tim Newport-Peace and I normally start pulling together the suggestions in about December, for finalisation and publication near to the date of the BGA AGM or a bit later (that is, each March). Do not be offended if your exact suggestion does not get on the BGA list. A set of criteria is used, such as always picking a clearly identifiable point on the half-mil air chart wherever possible; in other words, BGA categories A or B in preference to C or D. Obvious trigraphs may already be in use (so another one has to be chosen), and the names of points conform to the BGA convention for these things. For instance, Swindon South rather than Badbury, Bodmin South West rather than Innis Downs (apologies to David Innes).

Please look at the latest list on the website and try and use some of the new points in your challenging cross-countries. That is what they are there for!

Ian Strachan, BGA WP List Co-ordinator

Nationals, regionals and other dates

Eastern Regionals	Tibenham	24/5–1/6/08	Standard Class Nationals	Lasham	2/8–10/8/08
Overseas Championships	Ocana Spain	26/5–6/6/08	20-Metre 2-Seater Champ	Lasham	2/8–10/8/08
Aeros Comp Prep (Sports)	Saltby	9/6-11/6/08	Junior Championships	Nympsfield	2/8–10/8/08
Nationals (all classes)	Saltby	12/6-15/6/08	Gransden Regionals	Gransden Lodge	2/8–10/8/08
Bidford Regionals	Bidford	21/6–29/6/08	Inter-Services Regionals	Honington	2/8–10/8/08
Juniors Task Week	Hus Bos	23/6–28/6/08	Worlds (flapped classes)	Lusse, Germany	3/8–15/8/08
15-Metre Class Nationals	Hus Bos	5/7–13/7/08	Club Class Nationals	Aston Down	16/8–24/8/08
Open Class Nationals	Tibenham	5/7–13/7/08	Midland Regionals	Hus Bos	16/8–24/8/08
Enterprise (not rated)	North Hill	5/7–13/7/08	Dunstable Regionals	Dunstable	16/8–24/8/08
Worlds (unflapped)	Rieti, Italy	7/7–19/7/08	Lasham Regionals	Lasham	16/8–24/8/08
International Air Tattoo	RAF Fairford	12-13/7/08	18-Metre Nationals	Bicester	17/8–25/8/08
Farnborough Airshow	Farnborough	14-20/7/08	2-Seater Comp (not rated)	Pocklington	17/8–24/8/08
Booker Regionals	Booker	19/7–27/7/08	UKMSC (not rated)	Aboyne	31/8–6/9/08
Northern Regionals	Sutton Bank	19/7–27/7/08	Saltby Open (Aerobatics)	Saltby	5/9-7/9/08
Bicester Regionals	Bicester	19/7–27/7/08	Gliders v Power Aerobatics	Lasham	10-12/10/08

New chairman for the Royal Aero Club

THE Royal Aero Club (RAeC) of the UK has elected David Roberts as its new chairman. David, who was BGA Chairman from 2000 to 2006 and is First Vice-President of the European Gliding Union, was Vice-Chairman of the RAeC from 2006 to 2008 and replaces Keith Negal as Chairman. Appointed to the Board of Europe Air Sports in 2003, David was its treasurer until the recent AGM, when he was elected to the Board with a brief to develop EAS's lobbying, negotiation and external representation capability, particularly in the European political sphere. A holder of the BGA's Gold Medal, he chairs the BGA's Regulatory Working Group. In 2007 he was awarded the FAI's Tissandier Diploma and the Jeffrey Quill Medal of The Air League. He flies from Cotswold GC



Welcome to *S&G*'s editor

THE BGA is delighted to announce the appointment of Susan Newby as the new editor of *Sailplane & Gliding*. Susan, who has worked in both newspaper and magazine publishing, has experience in a range of sectors, from pharmaceuticals to aerospace. She has recently worked on *Go Flying!* magazine which, she says, gave her a real interest in flying. Living just down the road from Gransden Lodge, she has taken the *Go Flying* message to heart and has already had her first glider flight in more years than she cares to remember.

Susan joined the BGA on May 1 and worked with Helen Evans on the June-July issue of *S&G* before going solo on the August-September one. She can be reached on 01763 246657, emailed at *editor@sailplaneandgliding.co.uk* or snail mail can be sent c/o the BGA office address on the contents page of this issue.

Change to D&D phone number

PLEASE note that the previously published telephone number for the Distress and Diversion cell is no longer valid. The new number to pass information such as details about an overdue aircraft to the D&D cell is now **01489 612406**. The service available on the VHF emergency frequency 121.5MHz remains unchanged.

You'll recall that in 2005 the D&D Cell requested that glider pilots let them know if they have landed out and have had to leave their glider in the field overnight or if, for any reason, they believe that the landout has caused or is likely to cause alarm.

In this eventuality, please telephone the D&D Cell, to let them know the location and confirm that there are no casualties.

This request followed an incident where a glider was left on a hillside in Wales to allow the owner to organise a particularly tricky retrieve. As a result, a helicopter was scrambled in poor weather to check for survivors at a reported glider "crash site".

Ecotown proposed for Weston-on-the-Green

ONE of the government's "green" proposals is the construction of 10 "ecotowns" spread throughout the country. These will be the first new towns built for over 40 years, and are intended to be self sustaining, with local jobs, facilities and public transport, which it is hoped would minimise the need for residents to use private cars. The shortlist of 15 sites was recently published and it has transpired that one, the "Weston – Otmoor" proposal, will include Weston-on-the-Green airfield, the home of Oxford Gliding Club (OGC).

Of the 15 on the shortlist, the government intends to build 10, in an aggressive timetable that allows the bypassing of some planning control stages. A start date for construction of 2010 is quite possible.

Oxford GC has been active at Weston for more than 50 years, and is working closely with the local residents, politicians and the BGA team to try to prevent this happening.

Apart from the loss of a gliding site, many people think the site is unsuitable owing to the already stressed transport routes in the general area, the destruction of an SSSI and the creation of a continuous conurbation between Bicester and Oxford.

An online petition has been created. OGC would appreciate it if supporters could sign it: *http://petitions.pm.gov.uk/WestonOtmoor/*

Learn more about the ecotown proposals at *www.communities.gov.uk/publications/housing/ecotownsgreenerfuture*

Neil Swinton, Oxford GC

DON'T forget to respond by May 31 to the CAA consultation on proposals to expand the use of Mode S on aircraft operating in UK airspace. CAA details are at *www.caa.co.uk/modes* and the BGA view is at *www.gliding.co.uk/bgainfo/airspace/modes2008.htm* – see also *BGA Executive News* on p10 of this *S&G*

THE UK Light Aircraft Association (LAA) has announced that Peter Harvey, who is a British Gliding Team pilot and a member of the British Gliding Association's Executive Committee, joined the Association as its new Chief Executive Officer in April. Until its rebranding last January, the LAA was known as the Popular Flying Association (PFA).

UPDATED guidelines on the operation of Unmanned Aircraft Systems (UAS) in UK airspace have been issued by the Civil Aviation Authority (CAA). The publication, 'Unmanned Aircraft System Operations in UK Airspace – Guidance', CAP 722, has been comprehensively reviewed and updated. It covers such topics as certification, registration and flying operations, and draws together civil and military regulations controlling the operation of UAS. It can be downloaded free from *www.caa.co.uk*

THE Royal Aero Club Awards Ceremony will be held on July 2 at the RAF Club in London at 18.00hrs for the presentation of trophies and awards for 2007. More details from Diana King, RAeC Secretary, at *secretary@royalaeroclub.org*

THE USA's National Transportation Safety Board has published its reports and recommendations after a Hawker 800XP airplane, N879QS, and a Schleicher ASW27-18, N7729, collided in flight about 42nm south-southeast of the Reno/Tahoe International Airport, Reno, Nevada, at about 16,000ft amsl in 2006. The factual reports can be found by entering the reference number LAX06FA277 into the database search engine at *www.ntsb.gov/ntsb/query.asp* while ensuing recommendations can be read at *www.ntsb.gov/recs/letters/2008/A08_10_13.pdf* and *www.ntsb.gov/recs/letters/2008/A08_14_15.pdf*

THE General Aviation Alliance has responded on behalf of its members, which include the BGA, to the fuel duty derogation issue that is affecting General Aviation and air sports. GAA has been working with the Treasury to develop an appropriate way forward to minimise potential increases in Avgas fuel duty related to EU-induced changes to existing national fuel duty derogations (*www.gaalliance.org.uk*).

THE latest issue of the CAA General Aviation Safety newsletter, *GASIL*, is available for download at *www.caa.co.uk/gasil*

PLEASE note a correction to the *Airspace Update* on p48 of the last issue: Hugh Woodsend's email is *hugh.woodsend@btinternet.com*. Thanks also to Ben Watkins for noticing that, on the club map on pp34-35, the positions of numbers 73 and 74, The Gliding Centre and The Motor Glider Centre, were transposed in error. Sorry, chaps.

THE winner of the BGA 1000 Club Lottery for March was Gillian Wills (£32.75), with runners-up A Towse and RI Walker (£16.37).

Your letters

Still a burning issue

IT WAS interesting reading Mary Meagher's letter (*Burning issue*, April-May 2008, p7) about the sun being focused by the canopy and forming a hot spot within the cockpit. The letter did not make it quite clear whether or not the canopy was closed or open at the time. As the recommendation was that the canopy cover should be kept on whenever possible the implication was that the canopy was closed.

It is fairly common knowledge that an open canopy can act as a concave mirror and reflect a hot spot within the cockpit, a risk to be watched, particularly pointing into the sun. However, the implications of this happening with a closed canopy become more than intriguing. This would mean that hot spots could develop when the glider is airborne. This is unlikely to be a problem when thermal flying as the glider rarely maintains either a constant heading or attitude. However, wave flying could pose a hazard as relatively long periods of say a full minute or two could enable a focused spot to get hot enough to smoulder or even burn.

I have never heard of hot spots being generated under a closed canopy. The whole cockpit can become hot enough to spoil equipment but not catch fire (not in the UK at any rate).

Does anyone have further views on this?

Nick Gaunt, HELMSLEY, North Yorkshire

A unique sky

I WAS flying in my Nimbus 4 on the day of Alan Purnell's tragic mid-air collision on April 26, 2004 at Lasham at 14.45hrs. The weather, in my opinion, was a little worse than stated in the met aftercast for the AAIB investigation and the coroner's report at Alton. As a firm believer that sharing good and bad experiences in the air produces a common pool from which we can all benefit, I offer this belated observation.

I was at Lasham at the time and place of the mid-air collision. Visibility was poor, from 1km to 4km, cloudbase 4,000ft to 5,000ft. In 50 years of flying large aircraft round the world and gliders in competitions from Australia to the USA, and South Africa to Finland, I have never seen a sky like it before. It was almost unique. In this area the sky was a mass of "ice cream cornets" – fuzzy white balls of indistinct cloud with no clearly discernible base or sides. The cornets marked the thermals, which were slightly conical in shape and rotating anti-clockwise. The rate of climb was reasonable and it was very easy to stay centred. The sides of the thermal were formed by humid air condensing out, waxing and waning as it did so, but rotating fast and rising slowly.

It was time I checked the horizon. Looking up, I was horrified to see it had gone, (shades of my own collision in cloud in the world championships in Yugoslavia). However, on the way I came across another beautifully marked thermal and could not resist having a go. The same thing happened, I lost the horizon without any warning – now it certainly was time to go back to Lasham. However, turning over Basingstoke, I noticed a marked improvement in visibility. I could see Didcot clearly some 50km away and a line of cauliflower-shaped clouds with a flat base running north-east. I enjoyed 2-3 hours of safe gliding and returned to Lasham.

The next day I reported to the investigating officer, who was politely interested in my observations, but there was no mention of the weather I had seen either in the official report or at the Alton inquest. I felt the report was made from a remote observer or from met charts. The actual weather at Lasham was not commented on. The conjuror had it almost right when he said: " Now you see it, now you don't". The change from poor horizontal visibility to no horizontal visibility was imperceptible. Without a base to the cloud it was impossible to anticipate.

What had I learned from all this?

1. Don't fly in conditions of very poor visibility near cloud.
2. Avoid flying near soft fluffy balls of cloud with no clearly defined bottoms or sides.
3. Check the Met forecast before flying. (I can't remember if I did.)
4. Search the local area for a very localised change of airmass (it can and did work).
5. I have a sense of guilt for not putting out an all-stations call to warn of the dangers of the fluffy white balls. I estimate I was from three minutes and one minute respectively from a potential mid-air collision – there were 11 other people flying that day. I heard no calls of cloud flying.
6. Report when you are in cloud, giving position and height.

If anyone flying on that day would like to compare notes about the weather, I would be pleased to hear from you on 07802 658342.

David Innes, *via email*

Please send letters (marked "for publication") to the editor at editor@sailplaneandgliding.co.uk *or the address on p3, including your full contact details. Deadline for the next issue is* **June 17**

Double apologies to Chris Sterritt (right) – *firstly, for not mentioning that his photos of Omarama in the last issue were taken on a course with* Southern Soaring *(see* Mountain Soaring in New Zealand *and* More Mountains, *below) and secondly for not crediting him in the April-May S&G with winning the BGA's Rex Pilcher Trophy for the first 500km of 2007. Sorry, Chris – nothing personal!*
Helen Evans
Editor 1999-2008



Photo: Chris Rudge

For the sake of Auld Lang Syne

THE Edinburgh University GC celebrates its 50th anniversary this year. We are trying to contact as many former members and friends of the club as possible, to organise a reunion event later in the year and to collect photos and recollections of the club's history.

If you remember EUGC or know someone who does, please get in touch online at *http://gliding.tardis.ed.ac.uk/alumni/* or write to the club at 48 Pleasance, Edinburgh EH8 9TJ.

Martin Ling, *via email*

Mountain soaring in New Zealand

IT was great to see an article in the April-May edition of *Sailplane & Gliding* headed *Mountain soaring in New Zealand* (p38). Unfortunately, the story didn't mention that there are two operators offering quality mountain soaring courses at Omarama – *Southern Soaring* and *Glide Omarama*. Even though the article was about a course with Glide Omarama, all the mountain soaring photos used to illustrate the story were actually taken during a course with *Southern Soaring*. Chris Sterritt, who flies from Lasham and took the photographs, had a particularly enjoyable time as he was able to fly up to Mount Cook on three occasions in blue wave and then, on the last day of his course, complete his Diamond height gain by flying to more than 20,000ft in an LS4.

For those interested in mountain soaring in New Zealand, I suggest checking out what each company has to offer. Details on *Southern Soaring*'s courses are available from our website at: *www.soaring.co.nz*

Chris Rudge, CFI/Director, Southern Soaring

More mountains

WHILST I was fascinated to read the article *Converting From Flatlands* about Jenny Thomson's recent visit to Omarama, I was a little surprised to see no mention made of Southern Soaring – the other flying school that operates out of the same building. Particularly so since three of my photos which were used to illustrate the flying conditions were taken during my fantastic

five-day course with Chris Rudge! Each morning started off with a theory lesson in their purpose-built cabin and flying started as early as possible, usually by 11am if it looked good. My first two days were devoted to local ridge and challenging thermal flying, getting to FL95 on both days. The thermals were very strong, but a lot narrower than I was used to and a horizon that jumped up and down as the mountains passed poked some very big holes in my flying skills. Every time I was tempted to look down, prompted by a perfectly natural desire to see how close we were getting to the rocks, Chris reminded me quite firmly to look ahead and concentrate on speed control and staying in the lift.

All of Chris' excellent wave theory lessons became useful on Day 3, when we found blue wave directly upwind of the local ridge. With much prompting from the rear seat, I flew us to Mt Cook. Chris was very good at demonstrating what I should be doing and then making me fly with occasional – okay, I'll be honest – frequent reminders of how I could thermal faster or lose less height in the glides. We had almost exactly the same conditions on the next two days and on each we flew up to Mt Cook. The position of the wave was slightly different each day, but Chris patiently explained why this was so by relating wind speed and direction to the local topography.

My course ended at 2pm on the Friday as we had already flown for more than 3hrs by then and 18 during the week. I asked if I had 'passed' and was good enough to hire a glider to fly solo. I was delighted with the answer and prepared the LS4. In my first solo flight in Omarama, which was also a first on type, I reached FL230 to complete my Diamond Badge – my most memorable flight ever. They've never had a more satisfied student. I didn't always fly as far as the Glide Omarama groups, but Chris pushed me as far as I could go and made me do most of the work. I was very lucky as Chris' teaching style suited me perfectly and I learned a huge amount. As a result, I flew another 25 superb hours during the following week, including the steepest uphill landout I've ever done. Have a look at *www.omarama.sterritt.co.uk* for a few more of my photographs.

If you've never been there I'd advise you to save up and book. No, book first and then save up – you won't regret it.

Chris Sterritt, *via email*

Glider models

I AM a member of the Kent GC. Several members have been seeking someone who could make us some scale models of gliders for a reasonable price. If you know anyone who could make a Skylark 4, a K-21 or K-13 model for display only to hang from the ceiling, please could you ask them to contact me at *angela_mcnair@hotmail.com*? Thanks.

Andy McNair, *via email*



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Mixing it with the Red Arrows

BGA National Coach Mike Fox reports on the Military-Civil Air Day at Scampton

ON ARRIVAL at Scampton, I realised that I already knew a third of the people present (because they were glider pilots) and in fact another good proportion were also glider pilots that I didn't know previously. In terms of keenness to learn about other airspace users, I thought this was very encouraging.

The day started excellently with a report from a member of the Red Arrows RAFAT, who detailed the planning that goes into a display, and the reasons for the Restricted Airspace (Temporary) that surrounds their displays. Andy Robins (Red 10) assured the audience that they are fellow airspace users, who value communication and information when transiting between displays.

He announced that the team would produce more information on their transit routes this year on the AIS website via NOTAM. He publicised the 0500 number and impressed on the audience the importance of reviewing the NOTAM before flying. He added that he had recommended to AIS that they review their presentation of NOTAM information. The Red Arrows part of the day – in this presentation and at the end – was extremely informative and useful, as well as entertaining.

We then had a sobering presentation from Mr David Drake of the Civil Aviation Authority's Directorate of Airspace Policy, who detailed airspace infringements, and the impact of those infringements. The day continued after lunch with an RAF Cranwell presentation, which described how busy the Lincolnshire Area of Intense Aerial Activity was (150 movements per day – I was going to tell them how many launches a gliding site does in a day...) and then discussed airproxes and gave a description of the radar and flight information services offered. This was followed by a presentation about GPS by the CAA's David Cockburn. Finally, we visited the hangar used by the Red Arrows, for a very interesting end to the day.

Restricted Airspace (Temporary) – a brief reminder

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 14-20,** 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.

The Aeronautical Information Service website is www.ais.org.uk and its freephone information line number is 0500 354802. Always remember to check the NOTAM before you fly.

When the chips are down

BGA Development Officer Alison Randle identifies the dividends that club networking can deliver



Burn GC's K-21 on the winch on April 5, 2008. Networking with the local council's youth officer has enabled this gliding club, near Selby in Yorkshire, to secure funding for flying scholarships for young people (Kevin Moseley)

RECENTLY, a few gliding clubs have been presented with nasty surprises, such as discovering that their site has been listed as a potential ecotown, or that a windfarm is being planned on an adjacent ridge. Let's imagine that your club has been presented with a nasty surprise. If you're to nip this thing in the bud, it's clear you're going to need local support. What do you do first? Who do you talk to?

If your club had no local links, it's going to be running hard just to stand still – and at a time where getting ahead is crucial. When you write a letter to your MP, local councillor or one of your neighbours, it will help them to understand the point you need to make if they already know you and understand what your gliding club does for their community. This is particularly helpful when writing to a very busy person, who is much more likely to give time to reading a letter from someone they know, over a letter from a complete stranger. The complete stranger would do well to try and meet or talk to this person, in order to introduce themselves first. This takes time. (Of course, ensuring that your airfield has an Aerodrome Safeguarding Plan in place will also help to make it harder work for those wishing to plant a nasty surprise. If your club hasn't got one yet, please contact your BGA Development Officer for more information.)

Let's consider, on the other hand, what happens if yours is a club that has made these links and creates time during the year to maintain them. You are likely to hear of small pots of funding, or other snippets of support. There may be opportunities to build goodwill in your local community: for example, to support another organisation that perhaps needs somewhere to erect a marquee for a fundraising bash. We know that Burn GC secured funding for flying scholarships for young people by responding to their local council's Youth Officer. Likewise, Dartmoor Gliding Society has excellent links with their local Sports Development Officer and has integrated its own sports development plan into the local council's sports development plan. Payback? Free advertising and preferential printing rates for publicity material. Other clubs have an annual gathering for farmers who have been "visited" by pilots during the year and others have annual gatherings for their neighbours – at least one is the venue for the local fireworks party.

Goodwill – you can't buy it. So how do you get it? You have to make the first move. Consider your local links and the various aspects of the club's activity and how it relates to the local community. Whatever the type of activity, you should find the local contact, phone them and arrange to meet them. Take time to explain the benefits of gliding – keeping people healthy and active, open to all, old and young working together, learning new skills, affordable flying, and all the other benefits, too. Why not give them a chance to fly? They will have access to networks of useful people, projects and funding. There may be a chance to meet up with other organisations. Get your face known and find out who's who. Some clubs have discovered that they are the largest sports club in their area; others have been able to form airsports networks. Collectively the numbers are surprisingly significant and there may be unforeseen pickings to be had.

Sports Council network: This will vary across the four home countries (England, Northern Ireland, Scotland, Wales). You should find details of who to make contact with on the Sports Councils' websites. The structure at the top varies, but crucially there are local officers and networks to introduce yourselves to. Ulster GC has it taped in Northern Ireland by being very closely involved – even up to Sports Council level!

Community: Numerous organisations in your local community support volunteer-run organisations such as your gliding club. You should be able to get details from the internet, your local council or your local library.

Airminded: Who else in your area shares a common interest? Local airfields and military bases, Air Cadets, Air Traffic, Light Aviation Association and aeromodellers are just some of the possibilities. How do the needs of each air user relate to one another? Do you really compete or do you complement one another's activities?

Business: It's worth finding out about local businesses, chambers of commerce, the Federation of Small Businesses and so on.

Government: You should make links with your Parish, District and County Councils (or equivalent). This takes two forms – employed officers and elected representatives – you should introduce yourselves to your local MP in addition to your local councillors, the local Mayor, local authority Chief Executives and other useful people. Check amongst your membership – you may find these people are already club members! There will be local council officers for sports, youth, grants/community and business. They in turn will have access to their own networks. They also know the people working in their Planning and Environment department, which gives you a good introduction when the need arises!

Further information is on pp7-12 of the BGA's Project Funding Guide, available at *www.gliding.co.uk/bgainfo/clubmanagement/documents/fundingguide-ed1.pdf*

When your committee changes, make sure you tell your new friends and ensure that you give a decent set of briefing notes (name, number and contact log) to the new committee so that they don't have to start from scratch.

I don't know of any gliding club that's in possession of a working crystal ball; fire-fighting seems to be the order of the day for most. Networking is part of the answer and whilst it does take time, it can be of huge benefit, allowing your club to get ahead in the good times and to survive when the chips are down.

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Left and main picture opposite: *two of the five Mode S meetings (Lasham,* left *and Shobdon,* inset right*). About 70 people went to* ***Shobdon****.; the majority were glider pilots from five clubs (South Wales, Cotswold, Black Mountains, Herefordshire and Midland). Power pilots came from the Shobdon LAA Strut along with a number of individuals from other GA airfields. While most were from the Midlands, some travelled from as far afield as Southport, Leamington Spa and Stroud. More than 150 glider pilots attended the* ***Pocklington*** *event from clubs in Yorkshire, and hang-glider, balloon and paramotor pilots were also represented. The* ***Husbands Bosworth*** *event was attended by 122 people from 17 gliding clubs, most in the Midlands but some as far away as East Anglia and Devon. The* ***Portmoak*** *meeting, the first in the series, and the* ***Lasham*** *one were also extremely well attended*

The Mode S debate continues

BGA Chairman Patrick Naegeli makes no apology for devoting his regular column almost entirely to the issues raised by the CAA's Mode S proposals

WE HAVE all been living for some while now with the prospect of having to fit Mode S transponders in our gliders. Widespread debate began in 2006, when the Civil Aviation Authority (CAA) launched a Partial Regulatory Impact Assessment (PRIA) on interoperability in UK airspace. At that time, the proposal was to have ultimately all aircraft use Mode S transponders in all UK airspace.

What one can only describe as a highly "spirited" response by many air sports, gliding very much among them if not in the lead, resulted in a significant degree of reason being injected into the debate. Had we not made our views – by way of nearly three thousand individual responses by glider pilots and clubs – clear to the CAA at the time then we would have been faced with having to comply with measures that would have had untold consequences for the movement.

Things changed somewhat after the CAA considered the results of the PRIA. The main proposal for universal Mode S carriage was put aside and the CAA, the BGA and other air sport associations held a number of meetings to discuss interoperability issues and possible options further.

The CAA issued a revised set of proposals as part of a full Regulatory Impact Assessment a short while ago, the deadline for responses being just a few days after this issue of *S&G* is published, at the end of May.

Despite the CAA's offering a revised set of proposals, the potential impact on gliding were they implemented as stated would still be very significant. It is for this reason the BGA has done much to raise levels of awareness of the interoperability debate across the movement. We offered to host several public meetings for the CAA and persuaded them to attend more at gliding clubs than they had originally planned. The meetings at Portmoak, Lasham, Pocklington, Shobdon, and Husbands Bosworth were attended, in total, by approximately 1,000 people. Information for those submitting their own responses has been available through the BGA website since early April.

I very much hope that even more glider pilots and clubs this time around than last will have taken the opportunity to make their thoughts known to the CAA by submitting formal responses.

A very small number of people have asked why the BGA is so concerned by the CAA's proposals in light of the fact that it no longer wants to mandate universal Mode S transponder carriage. In short, there are three main reasons:

Fundamental due process

– a cornerstone of effective and appropriate regulation is that there has to be a clear and properly evidenced case for change. If we allow any regulatory body to avoid following this aspect of due process then not only do we potentially subject ourselves to outcomes that could range from inefficient (at best) to flawed (at worst), but we set a precedent for shortcuts in the future.

Our contention with the interoperability proposals is that the CAA has not presented a proper, evidence-based safety case. This means that the proposals cannot be properly assessed in light of current risk levels and potential future safety gains.

Proportionality

– a further cornerstone of effective and appropriate regulation relates to the fact that regulatory mechanisms must demonstrate a proper balance of risk and return given the curtailment of current freedoms and initial and ongoing costs that they precipitate.

Our further contention is that the CAA's proposals are, to varying degrees and levels, disproportionate as far as gliding is concerned. We have been able to provide evidence that highlights our concerns in detail. I hope that they will be taken clearly into account.

Precision

– it is difficult to comment on a proposal that is open to interpretation to the point where it is not clear just what is intended in practice.

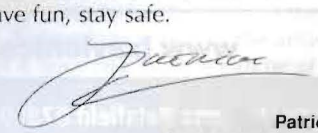
The proposals, for example, pertaining to the process underpinning the establishment of, and likely originating reasons for, Transponder Mandatory Zones (TMZs) are not detailed precisely enough for our liking. As presently stated, they contain too much potential risk – from the risk that an application process might be biased to the interests of an applicant thereby making life difficult for other equally relevant stakeholders, to that of TMZ proliferation in areas that would impact (in many instances, unnecessarily) on gliding freedoms.

There will be more work to be done even after the close of the RIA and the BGA will keep you posted on developments.

I make no apologies for concentrating on Mode S this issue. It is not, however, the BGA's sole preoccupation and there are many other areas where work continues apace. I will cover these more fully in future.

In closing, I would like to change subjects completely and say a big "thank you" to Rose Johnson. As a member of the BGA Executive Committee for the last two years, she has contributed significantly to its work. Unfortunately, Rose's work commitments have increased and she has decided to retire from the Executive so she can focus on them.

Have fun, stay safe.



Patrick Naegeli
Chairman, British Gliding Association
April 2008



Photo: Alto

More than 1,000 people attended a series of five meetings across the UK – at Portmoak, Shobdon (above), *Pocklington, Husbands Bosworth and Lasham – to learn more about the CAA's proposals. The main picture shows CAA Mode S team members at the Lasham meeting, chaired by Patrick Naegeli* (on the right). *It was so popular some people* (below) *had to listen from outside the building*



Working for you

The volunteers seen here chair BGA sub-committees, which support its Executive Committee by working towards these aims:

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

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

Competitions and Awards – Russell Cheetham
Maintain and develop competitive gliding.

Development – Diana King
Support and secure the successful development of UK gliding clubs.

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

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

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

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

Staff Administration – Vacant
Achieve successful administration of the BGA staff in compliance with the law and within acceptable risks.

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



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



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



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



Brian Penfold*, a competition pilot and an instructor at Wyvern, has a background in professional engineering and operational flight safety management. A serving Army Officer and qualified Aircraft Engineering Officer, he began gliding in 1999, has a Gold Badge and Diamond goal/distance*



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



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



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



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



Carr Withall, *a member of the London GC since 1958, is now its President. Tug pilot. Nationals pilot and contest Director since the 70s, he flies ASH 25 no 8 and has all Diamonds and 1,000km Diploma. A retired BA Captain, he has chaired the Airspace Committee for 14 years*



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If I know how it works, it's obsolete

THE OLD definition of a consumer durable used to be an item, like a television set or car, that stopped working on the day after the last hire-purchase instalment had been paid. More recently it is said to be a gadget like a disk-burner that works fine until the manufacturer's free-service warranty expires. For me and glider electronics, however, the problem has not been the reliability of the kit – which has always been amazing, in view of the physical and verbal abuse I subject it to. No, the problem is just as I became able to understand how to employ the device, my partners, especially those with minds firmly focussed on huge silver pots for National or even World Championships in our noble sport, would say, "Look, Plat, that Cambridge IVa (or whatever) we installed five years ago is no longer competitive, and we need the latest gizmo for next season's contest flying, maybe the Cambridge XXIIc or an LX10,000." I would immediately respond with some well-articulated counter-argument like, "Aaaarrrrggghhh!" Meaning, when translated, "Help! It's taken me these five years to manage this computer, and just when I have got hang of it you want to upgrade? Have mercy on my tiny brain and my ten thumbs, please."

All to no avail, of course. The manual for the brand new flight-computer that arrives the following spring would say on the first page, "This is an easy-to-use, state-of-the-art (a contradiction in terms, but never mind) aid to soaring pilots." Such a cheerful claim would be much more convincing if the first page were also the last page. Unfortunately the last page of the spiral-bound A4 volume is page 359, a lot more than the previous handbook for the previous, much-loved but now uncompetitive item, the whole thing weighing as much as the Manhattan telephone directory. When manuals coming with modern gadgets began to exceed in bulk and weight the gadgets themselves (or get so huge they put them on a CD-ROM to make you print them out at your own expense) you know something is not quite right. I think they are the reason two-seaters became so popular. Your friend in the back seat, whose legendary map-reading skills have now been rendered obsolescent, can leaf through the manual to the relevant page and explain to the helmsperson exactly what Knob D will do – so long as the helmsperson has already twiddled Knob C to the right setting. That can work, provided you have gone to the sizeable expense of installing a rear screen that shows the same information as the front screen.

I have just realised that an excellent use for glider-simulators such as the one at Lasham, especially for solo pilots, would be to help us learn how to use these computers before flinging ourselves into the blue. Yes, it would be a full-time job for someone to install and remove a succession of different devices in the dummy cockpit, but it's better than having people – especially those flying without a human navigator/DP Manager – land in the trees somewhere in Wales while still pondering, head down in the office, what Knob B (its myriad functions spelt out in detail on pages 273-312) is meant to do...

* Adapted from the saying, "If it works, it's obsolete" which is one of my favourite, laconic US Air Force expressions. Another favourite USAF saying for me is, "A routine crash."

I must go down to the sea again! (Yes, but why?)

Talking of less well-understood means of lift, the very modest knowledge we have of sea-breeze fronts, by comparison with wave, is sad indeed. Open-mouthed gaping certainly followed John Fielden's victory in the UK Nationals in 1964. Who was this guy? What place does he have in our Hall of Fame? (Leave aside the fact that we don't do Halls of Fame in this country, though if you become rich and respectable like Mick Jagger you might well get a knighthood.) Well, John Fielden was a lovely easy-going fellow with a hospitable home in Devon, a highly capable aviator, but absolutely no speed-triangle ace. He regularly flew in the sea breezes off the south Devon coast close to his home and tamed a wild beast that the rest of us treated with fear and superstition. Grizzled aviators would tug at your sleeve and whisper, "Lissen, me young lad, thur be monsters off the edge of the ICAO map; don't never venture in them parts, if ye values yer ship an' yer loife, I'm warnin' ye..." Long John Fielden did not have a peg-leg, but what he did over the coast, or way out to sea, was regarded with awe as a sort of piratical magic.

The unexpectedly difficult weather of the 1964 Nationals – after years of our being spoilt by north-easterly breezes in high-pressure areas – meant that romantic free distance flying came back into favour, albeit for just those few days. John was hundreds of miles from his home in the South West when he flew into the sea breezes off the North East Coast, but that made no difference to his knowledge of how to use the scruffy, disorganised-looking lumps of cloud dangling down below the proper cloud-base. The speed-merchants were humbled.

I was thinking of John on April 15th when I flew along the South Downs to Parham, home of the Southdown club, after a flight out of Lasham to Salisbury Cathedral (very beautiful) then to Didcot power station (also very beautiful if you like reinforced concrete in big curves emitting 7kt thermals) and southwards to the coast, with a view from 6,000ft over the Isle of Wight and to the east past Arundel and Worthing. A mile or two south of me were the characteristic lumps of cloud: scruffy, dangling, disorganised-looking. (Sounds like a bunch of glider pilots, put that way, but let it pass). I could easily have nibbled on them out of curiosity, as Philip Wills did on his great flight from Heston to Devon in 1938 in the Minimoa, when he found, like Alice, he gained height nibbling on one side and lost it nibbling on the other.

For Heaven's sake, in an ASH 25 at that altitude I could well have afforded to risk a few hundred feet experimenting with the sinister-looking stuff.

Did you nibble at it, then?

Not me! I was too scared!*

* Reading the account of John's 1,000-point sea-breeze flight ending up near Hull, I am staggered to find that in the last 90 minutes of patient weaving in and out of the elusive lift, he never got above 1,200ft, and much of the time was at 800ft. Now I really do feel ashamed

Physician, check thy parachute

A few years ago I took on a cross-country flight in the ASH25 a doctor, who was a stranger introduced by a gliding friend. Though the doctor seemed a very congenial fellow, I have not seen him since that day.

Funny that – the number of people who have flown with me just the once, and not only have they never shown up at the club and asked to fly with me again, I never see them at all anywhere. They just, well, vanish. Do they emigrate, or join some closed religious order? Maybe are they are still around but in heavy disguise so as not to live out a recurring nightmare, that of being kidnapped and thrust, vainly protesting, into the back seat, with me in front staring manically in the direction of Snowdonia and talking non-stop so as to drown their shrieks.

Much more amazing, though, are the people who regularly ask to fly with me in spite of having experienced terrifying near-disasters and even crashes. These gluttons for punishment need their heads examining, and I mean that literally. Which neatly brings us back to my theme –

Jeez! He has a theme. He could have fooled me. Will wonders never cease? Ed.

Indeed I have a theme.

After a couple of hours (this interval is getting shorter every season) I kindly told the doctor he could fly the glider for a while. My regular passengers know that a sudden act of generosity on my part only means that I am suddenly feeling the need for a pee. The sharp-eyed practitioner in the back seat of the ASH25 on this occasion was quite good at multi-tasking: not only did he make a reasonable fist of flying the ship, but diagnosed the state of my kidneys, prostate and other urinary parts with scary precision. He praised not just the light colour and crystal-clarity of the amber fluid but the commendable speed with which I filled a Tesco sandwich* bag in the few seconds before it flew out of the clear-vision panel. Subsequent, expensive Harley Street tests proved him right in every respect.

He didn't even send me a bill, but maybe that was because I would then have known where he lives.

The big question is this: should the large clubs or the BGA hire a range of experts in different medical fields to fly incognito as P2 and report on the all-round health of our pilots?

We old guys get checked out on the ground annually as per the regulations, and quite right too. But what about our young cross-country champions? Specialists in nervous disorders, for example, might be able very early to identify embryo-pundits with pronounced psychopathic tendencies, paranoid obsessions or delusions of grandeur.

The problem with that (apart from medical confidentiality issues) is, do you ground such people permanently as a menace to society and aerial traffic – or do you groom them for potential international stardom?

Save civil society: recruit granddads to gliding

On the subject of what sorts of people we should be encouraging to take up our noble sport, here comes a scientific study from the USA calculated to bring joy to young and old – though not the group in between. It reports that the worst-behaved age group in the USA is not the teens but the baby-boomers born between 1945 and 1965 – ie 42 to 62 years old. These mid-lifers are six times more likely to end up in jail or rehab than the equivalent age-group 30 years ago. They are the ones snorting cocaine and zooming around noisily on huge motorbikes, because they now have the money, and are re-living the glory days of 1968 when they terrorised city centres and university campuses, making non-negotiable but largely incomprehensible demands of all those in authority, who could be found cowering behind their desks. These boomers have the worst driving accidents. People in this age band should have special ID Cards and be carefully vetted before being allowed near any piece of expensive machinery, and especially gliders.

"But nearly all our contest pilots are in this age band!"

"Exactly. All that bottled-up aggression needs an outlet, and our competitions are ideal. Keeps them off the streets, y'know."

Anent this thought-provoking trend, yet another letter from my prolific pen was recently published in The Times:

"Sir, The middle-aged folk who are now at risk from booze and bungey-jumping are the very same individuals who took noisily to the streets in 1968. Like a pig passing through a python, those born post-war and pre-Pill will in 2028 generate a Zimmer-Frame Bulge (quite unexpected) and a Dementia Crisis (totally unanticipated) and later on a surprise call for more crematoria as the graveyards fill up."

Bye-bye to Balsa

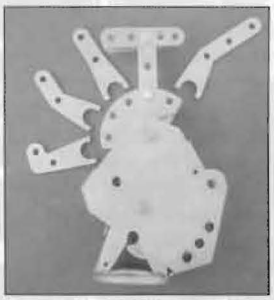
I have bought some indestructible plastic gliders for my grandchildren – and for myself of course. I was attracted by the wording of the on-line advertisement: "You can give these gliders to your kids and they will be in one piece at the end of the day and beyond, they bounce off everything."

My grandchildren already bounce off everything, but it's nice to know that, if they play with these models, they will still be in one piece at the end of the day.

platsandg@blueyonder.co.uk

* Yes, of course I ate the Tesco sandwiches first, silly

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Above: *Understand your prey's habits as the angler does – these thermals are following the ridges (Gavin Wills)*

Below: *two-seater thermalling above the braided course of the Omarama Stream near the airfield (Helen Evans)*

Gone fishing



Gavin Wills explains what glider pilots can learn when they realise that hooking thermals is a lot like catching fish

THE OMARAMA Stream next to my New Zealand home is famous for its big Rainbow and Brown Trout and Jerry O'Neal is a famous fly fisherman. It's dawn and he's up to his knees in cold water playing a big fish. I sight him from our kitchen window, make two mugs of tea and wander across the garden to watch the action.

A passionate hunter, Jerry lands the Rainbow Trout, frees it, and then raves on to me about hatches, nymphs, riffles and runs. He knows every inch of that trout's habitat and still he craves more knowledge. His equipment is top of the line (and he ties his own flies) and yet he searches for better gear and to improve his skills. The wild look glinting in Jerry's eye reminds me of his other passion – soaring gliders and hunting for thermals. And that's what got me thinking...

The glider pilot must believe in thermals and be passionate about finding them. Like the fisherman, the complete soaring pilot will learn all there is to know about where the strongest thermals lie on any given day. Then, clad in the best soaring equipment, he will carefully stalk his elusive prey, until, with senses and clever instruments on full alert, he'll hook the thermal and skillfully play it triumphantly to the top. By which time he will have already decided where the next one lies.

This holistic approach to thermalling is what I believe helps top pilots to climb efficiently and achieve fast cross-country speeds. It's worth learning a little from them and the fly fisherman.

Nobody suggests that thermals, being invisible columns of rising air, are easy to understand or are even totally understood. But like the fisherman, the passionate pilot will want to learn a lot about thermals in order to develop his own personal, practical, dynamic model: how and where they form; their relationship to atmospheric stability and the wind, sun and terrain; their triggers; their shapes as they rise skyward and what governs their strength and their cycle rate. As with a good fishing book, a lot can be read into clouds, but only some of it is useful.

The passionate glider pilot will hone his flying skills. He will make coordinated turns without thinking, as if riding a bike, or like the fisherman casting, with the mind focused beyond the activity. He will sense the bubbling thermic air through the wings, through the controls and in the instruments to help him find the thermal's innermost powerful centre. Familiarity with his glider's natural roll rate may indicate the right way to turn into the thermal. Once established he will climb instinctively, freeing his focus to watch for other stuff. Just as the fisherman's rod becomes an extension of his arm so the glider's wings become an extension of the



Right: *Gavin Wills* (inset above) *thermalling a* GlideOmarama.com *Duo Discus late in the day on the face of Mt Earnslaw. The photo, by P2 Helen Evans, was taken on a four-and-a-half hour flight across New Zealand's Southern Alps to the West Coast then via Mt Earnslaw back to Omarama. It came at the end of a fantastic week of flying ridge, wave and convergences with G Dale and in wave to Mt Cook with Lemmy Tanner. For more information on these mountain soaring courses, visit Gavin Wills' website at* www.GlideOmarama.com

Tips for the *Complete Soaring Pilot*

THE complete angler has a bag of techniques to help him hook a fish from its favourite hiding place. So should the soaring pilot. Here are some of them:

– On entering a thermal try rolling the glider from side to side to help decide which way to turn (the thermal may lift one wing and slow the roll rate in that direction).

– An experimental quarter turn may help decide if the thermal is worth hooking and if one has turned in the right direction.

– Match the thermal's diameter with the glider's angle of bank and airspeed; narrow thermals require more bank.

– Use different centering techniques. For skinny thermals "steepen the turn in lift" or use the classic "move the circle over" for wide thermals or when you know where the centre lies.

– Turn rate is a fair measure of a glider's turning circle. Turn rates can vary from 19 seconds per turn up to 30 seconds per turn. Experienced pilots tend to average about 23 or 24 and intermediate pilots around 27 seconds per turn.

– Turbulent narrow thermals may need very steep bank angles and fast speeds to stay in them (50°, 60-65kt for a 19 sec turn rate).

– Put in the "G stop" – haul back and immediately bank hard to avoid flying through a narrow powerful thermal or a strong core.

– Rough thermals require strong handling but be gentle with the smooth ones.

– Some narrow climbs can be hooked by turning away from them a few degrees before rolling back into the strong lift.

– A very little top rudder in the turn is good: it slips the glider, makes the inside wing perform better and reduces the possibility of spin

pilot's body. To achieve this takes repetitive practice – lots of it!

Both fly fishing and soaring gliders are clearly expensive and useless pastimes. Perhaps we do them because of the way they engage the mind, the body and the spirit and require skills to practise, nature to appreciate and have the thrill of the hunt. If the passion develops with the first fish or the first flick of the fly rod the practitioner may be addicted for life. Likewise the thrill of the first cross-country flight or first solo may drive the pilot into a lifetime's search for thermals to feed his habit.

To learn more about the holistic process of successfully using thermals to fly cross-country, let's track an experienced thermal hunter on his quest. His name is Bill, he has about 3,000 hours, has won a few races and done a 750km Diploma in thermals. He is going to lead his buddy Archie (150 hours) on his first 300km attempt.

First Bill needs to believe that thermals will be out and about today. No fun if they are not! He checks the weather forecasts and Tephigrams, talks to the locals, and looks a lot at the sky. Archie gets coffee and then looks bemused when Bill asks the big questions: where and how strong will the thermals be today?

They polish and prepare equipment and roll out to the grid.

Off tow the first half hour is an important time for assessment. Will there be thermals? How high and how strong will they be? Is the forecast correct? Is the planned flight possible?

Like the fisherman approaching his chosen stream for the first time that day, Bill is all over the sky, collecting data: watching clouds, other gliders, birds, wind indicators and feeling out the airmass below the thermic boundary layer. He needs to know the wind velocity on the ground, at cloud-base and in between. He needs to know what kind of thermal sources are working, the height band where the thermals are strongest, what percentage of the clouds is working and which side of the cumulus might be favoured (up sun, upwind, centre). Observing and stashing as much information in his brain as possible is a skill that Bill has practised a lot.

Archie's focus is entirely on getting as high as he can in the first thermal he comes to.

For Bill, the experienced thermal pilot, his assessment process is efficient and he quickly evolves a plan. He has identified the all-important first climb down track and the most efficient route by which to approach it. He has options B and C in case plan A does not deliver. Meanwhile Archie is happy that he got to cloudbase and is wondering what to do next. Bill finds him and they depart on track. The thermal hunt is on!

"Nice day, Bill!" chirps Archie on the radio. He has relaxed, has had a drink and is cheerfully bumbling along. Bill does not reply. He on the other hand is focused, looking hard along his chosen route with a view to minimising sink, pulling up in weak thermals and examining the first thermal ahead to gauge his arrival height and just where to hook the climb. He has already decided that the next thermal should average 4kt or more and they need to be above 3,000ft to contact it. He will accept a weaker climb if he's lower. Archie only now begins to think about the next thermal and at 4,000ft pulls into a 2kt average.

Bill cruises on.

At the same time, Jerry the fisherman is casting a pattern across his pool, checking possible trout spots as he works towards his most-favoured corner. If he spots a big fish he will of course cast straight for it. Likewise, Bill may see the best lift marked by whiskers of rising cloud, circling birds or another glider, and fly directly there. The pilot and the fisherman both know it's a probability game and it pays to sample as much of the air or water as possible even as they work towards their estimated hot spots. Both are alert for new information and are thinking hard while their equipment moves without conscious thought.

Now approaching the cloud, Bill starts a similar process, planning a search pattern that samples as much of the air under it as efficiently as possible. He studies the cloud, its possible thermal source(s) and, thinking about the wind, the sun and his onward route, he heads in. The glider slows as the search pattern begins and the expected strike area gets closer. Bill focuses his senses on feel, sounds and nearby sights. He feels and listens for indications that will help anticipate the breadth, the strength and the location of the nearby lift. Controls are lightly held as he tips the glider gently towards a lifted wing. The vario beeps hopefully then a surge encourages him to roll into a quarter turn. Will the surge continue? The vario peaks at a couple of knots – not enough. He straightens out, looking for a bigger fish.

The search continues along the chosen pattern beneath the chosen cloud. Senses are on full alert. The vario rises steadily; the lift is wide. Give it a second or two. It's under the right wing. Set the hook. Bill rolls in hard and comes back with the stick. The vario peaks and holds. The pilot smiles: "we've got him". The second turn is not quite centred so Bill moves over a little then steepens in the lift. Six knots on the averager – "we'll stay with this one". He looks down the wing and thanks the thermal source (always a good way to remember it!).

Bill now plays his thermal instinctively and, while keeping an eye on the climb rate, he allows his focus to move to other things: navigation, perhaps a drink, scanning the sky for data, and, before he gets too high, he looks for the next thermal and the best line to it. His brain is thinking again, organising and planning so he is ready to leave when the thermal exit arrives. Climbing, he even has time to relax a bit.

Archie, meanwhile, has worked hard in his 2kt thermal and is leaving at cloudbase. But he is 10km back. He's happy to hear that Bill has found a good one but does not appreciate that by the time he arrives Bill will be gone. Archie still has a bit to learn!

When to leave the thermal? Bill knows the key to a fast cross-country flight is a good average climb rate. The challenge is to find the best thermals for the day, to hook and centre efficiently, climb steadily and then exit when the average climb rates drops by say 30 per cent, provided of course one has gained enough height to make the next suitable thermal.

So the pilot's focus once again returns to his senses. Is the climb really dropping off? Or have we lost the centre or has it moved – possibly a wind shear? If so, where is the strong lift? Do we have range to the next good thermal? Bill notices the average climb rate is dropping in spite of strong surges of lift (the characteristic feel at the top of thermal) so he accelerates his glider through-out the last turn and cruises out on track, concentrating already on the next climb.

Archie is well below and still 2km away when he sees Bill leave. "It looks like I am on my own again," he thinks, puzzled as to how they separated so quickly.

As Jerry the fisherman would have said, it takes time and practice to put it all together. "It won't happen overnight, but it will happen," he says, "and you have to be keen". Passion helps.

Preserve the past for the future

Afandi Darlington, the President of Imperial College GC, reveals how one of the UK's oldest clubs is harnessing the web to preserve and publicise its past

IMPERIAL College GC is the second oldest gliding club in the UK, one day younger than the London GC and formed in the heady days of 1930, when gliding clubs were springing up all over the land, many to prove short lived. The combination of energetic students, a scientific approach and a far-sighted supporter in the shape of Imperial College Union (the students' union of Imperial College) led to the construction of an indigenously produced glider – the IC.1 – and a summer gliding camp at Gore Farm near Shaftesbury in September 1930. Unfortunately, the camp was not entirely a success with the glider blowing over and being written off before it could take to the air (a report of the 1930 camp is at *www.icgcarchive.co.uk/index.php?decade=1930&action=documents*).

It was during the preparation for the ICGC's 75th celebrations in 2005 that much historical material about the club was gathered together for display boards, and after the celebratory dinner it seemed a shame to simply put them into store for another five years. Newly-joined students seemed to enjoy reading about the club's history so I decided to create an archiving project to preserve the information and disseminate it on a dedicated website, *www.icgcarchive.co.uk*.

Most of the pre-WW2 members of the club had died by 2005 and those who were present at the club's post-war reformation in 1946 were of advanced years so time was of the essence in asking them to record their memories, provide photos and documents (particularly captions to photos, which bring them alive). A small team, consisting of Pete Masson (of *www.launch-point.co.uk*, which hosts the site for free), Sage Shah and me, was formed. The task of collating the information fell to me, while Pete and Sage posted the material online on the website which they had created.



The IC.1 at the club's summer camp at Gore Farm, in 1930, shortly before it blew over

This was after club members had spent days of wet and windy weather finishing its construction

The whole report of this camp, and many other fascinating, entertaining accounts of UK gliding's earliest days, are at www.igcarchive.co.uk

Much material was received from club members, mainly photos but also some expedition reports and other memorabilia; it was a difficult job deciding what was interesting enough to put online and what in reality formed the minutiae of the club's history such as meeting minutes or insurance correspondence– it was decided that these would remain preserved on file but wouldn't justify the effort of putting online.

'Some welcome gems were received in the form of a pack of photos from the club's 1937 Easter camp, which turned up unexpectedly from an attic'

I am aware that some other clubs are recording their history in a similar effort but with the intention of putting everything available online, which is laudable, but in my view the 80:20 rule applies – 80 per cent of the story is told by 20 per cent of the available material.

Some welcome gems were received in the form of a pack of photos from the club's 1937 Easter camp at Dunstable, which turned up unexpectedly from an attic via Colin Raisey at Lasham. Further research in contemporary copies of *The Sailplane and Glider* (one of *Sailplane & Gliding*'s two predecessors) allowed some names to be put to faces in these old photos, and a certain amount of detective work was involved in piecing the story together. Somewhat later a Movietone film clip of Ken G Wilkinson flying the new ICGC Slingsby Kite in 1937 on the Dunstable ridge was unexpectedly received from the USA (Ken later became BGA Chairman and Deputy Chairman of British European Airways). Much of the detailed pre-war club history had been preserved by John Keeble, Alan Yates and Frank Irving but this had lain on file unread for many years so the website archive really is the product of many previous attempts to document the club's history.

The history of all the club's gliders was traced back to the original IC.1 and photos of many of the gliders have been added to the website along with the history of each machine. Much information pertaining to the club was contained in Redhill and Lasham newsletters dating back to 1947 and these were kindly made available by Wally Kahn, who is a fountain of knowledge about British gliding history. In autumn 2007 the mammoth task of scanning in all 145 editions of these newsletters was undertaken by a team of Lasham members and the newsletters are now online at both *www.icgcarchive.co.uk* and also at www.lasham.org.uk/news/newsletterarchive.asp

Is this history worth recording? I think so, not least because if anything it shows current and future student members of the ICGC what their forbears got up to and should inspire them to achieve great things in the future. Our project is about 60 per cent complete with the bulk of the effort so far concentrated on the period 1930-70. There is a danger of course of wallowing in the past and also of being drawn into preserving every single detail but I think we have struck a successful balance in our project and I encourage other clubs to record their history in a similar way.



The Imperial College GC expedition to Devil's Dyke ("a ground-looper's paradise") on the South Downs, with the newly-acquired Kirby Cadet II in July 1946

The photo shows the valley auto-tow run while the gliding club's car/winch is also just visible



Steve Longland



Clockwise from left: *the 602km task; Steve Lynn's first climb at Southend ("Phew!" he says); Isle of Sheppey; author Trevor Stuart in mid-estuary; looking north to Whitstable; the pier at Southend. All photos except the one of Trevor – from Steve Eyles – are by Steve Lynn*

Bored? Take a trip round Town

How Trevor Stuart rediscovered his enthusiasm for gliding, thanks to a 300km check flight, a challenging task and a little help from a friendly magician

TUESDAY, April 8. Bored with gliding, can't be bothered any more – and my annual check-flight is overdue. Rang Tim Macfadyen, my CFI at Bristol & Gloucestershire GC: "Do you fancy doing my check flight today, Tim?" Two hours later we winch-launched the Nimbus 3DT into an unpromising sky. I'd marked up my first 300 of the year and we whistled around at 109km/h! Tim leapt out, very animated: "That was my 300th 300!" he exclaimed. No mention if I passed or failed... Entered flight on BGA ladder (fantastic job, thanks John Bridge) and surfed some weather sites. Glidemet (who *is* Glidemet?) commented: "Tomorrow will be an improvement on today". Now that's the sort of forecast that I can understand!

RASP looked good for most of southern England, especially the South coast. Had to be a 500 day, around the London TMA? No, needs some north in the wind, but then again, would it work in a light westerly? Drew up four legs on SeeYou to take me round the LTMA for 602km. Received an email from Steve Lynn of London GC suggesting a boring 400km down to the South West, gave him the Trigraphs for TMA circumnavigation and went to bed excited. Not bored any more.

Wednesday, April 9 – up early, opened round-robin from Lasham met guru David Masson saying "a possible 750km day". That's it, my 600 was on! But who will be P2? A careful choice was needed: a big flight, may need some help. Rang Steve Eyles. He always brings a good lunch and is willing to share it, also a part-time magician: might come in handy.



Launched into a 1kt climb to 2,500ft (all heights QNH). Not good but it had to do. Crossed the start line at 11.00hrs and set off slowly downwind. Things improved inland and we were soon squeezing between a quiet Lyneham and a deserted Redlands but there was a cloud I wanted in the parachute zone. Steve offered his R/T skills and Lyneham soon confirmed they knew nothing. Not only did Steve have smooth-talking R/T skills, he had a handheld radio (the Nimbus batteries were low on account of forgetting to charge them the day before); this bloke was going to be useful. We went past Membury at best glide, trying to identify the right part to land on. It soon went out of range as the altimeter unwound to 1,200ft. A number of thoughts went through my mind but the over-riding one was: "Last time I flew with Steve we got into a similar situation, we got low, the engine was extended but wouldn't start and we spent the rest of the day retrieving the glider from a field. Was he really a magician... or a jinx?" Before I could decide we bumped into 1.5kts – magic!

At this point a small triangle of chocolate appeared over my left shoulder.

The low scare and the promise of more chocolate focused my flying. We were soon hurtling down cloudstreets at 80-plus knots bound for the South Coast. Arundel Castle, just north of Bognor Regis, was our first turn but the air was no longer crystal clear: cloudbase had dropped dramatically and the wind had gone south – not good signs. A slow climb as high as we could got us





round the castle and back inland to pick up what turned out to be a fantastic convergence line meandering in and out of 3,500ft airspace. Steve was well in control of the airspace and between us we found a route that kept us fast and legal. Other gliders (and more chocolate) began appearing.

The next 100km turned out to be glorious and all with sea views!

Kent appeared underneath and a K-13 overhead (from Challock, perhaps?). The next bit was physiologically challenging. I'd briefed Steve we'd take a high climb at Isle of Sheppey and glide into lower airspace north of the Thames Estuary but the best we could manage was 4,500ft south of Faversham. A glance at SeeYou showed we had 6kt of tailwind – the crossing was going to be easy, apart from the sink. Unfavourable air reduced our 1:57 glide angle to 1:40.

Half way across, Steve shouted: "Turn back!" Turn back? We're halfway across, halfway round the task; is he mad? "*Look* back," he said, "I want to take your picture". The clouds on the far side seemed a long way off and all was silent apart from a little camera photographing water.

Water behind us, Essex delivered, as expected, with several thousand seagulls soaring a waste tip. The best seagull had 2kt; we kept with him. We were a legal distance from Southend but nevertheless Steve maintained a listening watch.

We slowly climbed to a sensible working height and nudged right where the airspace stepped to 4,500ft and climbed again. The tailwind slowly veered to a crosswind but we were working higher and higher as airspace allowed and turned Bury St Edmund's on to a cloudstreet pointing straight at Nympsfield. A fast climbing glide increased our average task speed to 94km/h – it looked fantastic ahead. A 5kt climb at Cambridge kept the morale up but then it went grey. No sun, no cumulus. We slowed down accordingly, took weaker climbs and studied maps carefully; we had to descend to pass underneath airspace between Old Warden and Henlow – I could manage that.

Amazingly, the sky was still working. Four knots at Milton Keynes put us on glide for a single well-defined cloud over Bicester. The nose went down. Just a minute, that large expanse of green isn't Bicester, it's Weston on the Green, another parachute zone! Slowed down, now committed to this cloud, if I take long enough it may get blown out of the zone before we got there. Distance is hard to determine accurately and fortunately our cloud was 4km short of the zone. But we needed to pass through Weston on the Green. Steve was on the hand-held again, talking to London Information, getting frequencies for Weston. He tried both, no answer. The general advice in such circumstances is: Stay Out. How frustrating! Luckily for us, a good line of cloud had formed to the north so we went 90° off track to avoid Weston zone. Things started to look better on track and we headed for clouds that appeared to be on the edge of Brize Norton. More R/T patter from Steve, Yes, they would let us in but not below 3,000ft. We stayed out and crept north of their zone. Abeam Fairford, Steve and I had our first disagreement: he wanted to get to final glide height, my style was to press on. We compromised with 2kt to put us 500ft over glide, soon to become 1,000ft. A low pass over the finish line clocked us at 88km/h. A magical flight.

A voicemail waiting from an excited Steve Lynn: he and Edward Downham had done a circumnavigation of the London TMA in a Duo Discus from Dunstable...

Credits

http://glidemet.co.uk/
www.lashamweather.co.uk/forecasts.php
www.toblerone.com/
SteveEyles@yahoo.co.uk – entertainer and magician

The perspective from London Gliding Club

Steve Lynn, who launched from Dunstable. adds:
1. Set by Trevor the night before, the flight was ambitious, challenging and great fun. A big well done to Trevor, for doing it from Nympsfield
2. It was very difficult until we got to Goring as the Chilterns were, surprisingly, not delivering
3. Who knows what sort of lift you might encounter? It was a strange and poorly defined convergence along the South coast, then ballistic at Ashford (see vario, right)
4. Definitely a job for two pilots: the airspace work, particularly up the east side, was heavy
5. Trevor indicated there were better conditions into East Anglia, which, in spite of appearances, we didn't really experience
6. The last leg was under overcast, but a couple of good climbs was all it took
7. If in doubt, stick an Ed in the back



Ian Easson from the Scottish Gliding Centre describes the day his perseverance paid off

SILVER has been my goal for at least the last three years, if not more. Oh, I'm not talking about all three legs – it was the 50km distance that was proving to be difficult.

The five hours was the first in the bag, way back in May 2001 when I flew one of the club Juniors around Portmoak – I recall that it didn't have a vario, just an empty hole in the panel. A new experience for me, and a remarkably quiet flight without the chirping and groaning of the vario.

The height gain took two flights, as the first one was done without a barograph, but I managed to get Basil's signature on my form in April 2003.

The 50km was thought about, talked about, planned, prepared and attempted during the following years.

My first try ended with a field landing in the Junior near Elcho Castle to the east of Perth – about 18km from Portmoak.

Second attempt was in the club Pegase 101. After an aerotow and a remote start over Dunning, and a couple of decent thermals, I set off towards Kippen at the other side of the Fintry Hills. Just as I entered the upper valley of the River Forth, the sky darkened and I decided that I could go no further and set down in a field near the Blair Drummond Safari Park (lions and tigers and bears – oh, my!). No sooner had I returned to the glider after speaking with the landowner and calling the club than I was confronted with a severe thunderstorm. As I sat in the cockpit I was a bit uncomfortable when the forked lightning started hitting the ground in the next field. Peter Clayton retrieved me that day; we both got drenched during the de-rig.

March 2008 presented me with a couple of weeks off and I thought I could use the first few days to get my annual checks completed then take advantage of any "good" days that came my way. Although the weather was not accommodating, I did manage to fly on most days during that first week and so I did achieve what I set out to do. On non-flying days I gleaned useful info and tips from various instructors and pilots and I was definitely "up for it" the following week.

Once again the weather was not helpful but on Wednesday, March 19 I was at the site bright and early and had my name at the top of the list for the club's Discus B. I had been advised not to go too early as the day might improve around mid-morning but if you're restricted to the club fleet you have to be flexible enough to accommodate other pilots. Fortunately, the only other pilot looking for the Discus that day was Brian Cox and he just wanted to stooge around locally. We agreed that he could take the first two launches and I would wait until

If at first you don't succeed

lunchtime. The launch line was getting very busy by the time I was ready to go and I had my Colibri and PDA set up with three TPs, each over 50km away. The plan was to head off towards any one of them depending on where the energy lines were. Just before the cable was attached I glanced at the windsock and was very disappointed to see that it had gone completely limp! Here we go again, I thought, another useless day. As the cable dropped away I turned to the north towards Bishop Hill and managed only one pass before finding myself back on the ground at Portmoak. I don't believe this!

Back on line for a second attempt and this time the wind is better but from the north now. Chris Robinson attaches the cable and says: "Try Benarty Hill this time – and don't come back!"

At the top of the launch, I spot a couple of gliders soaring the face of Benarty and set off to join them. After a couple of beats I am at the top of the stack and well clear of the summit. I find a narrow core of stronger lift and get a healthy climb in company with Z Goudie in his Discus. As this lift peters out I push north over the loch and fail to find anything decent so scuttle back to the hill for another top-up. I repeat this cycle for almost an hour and nearly give up. Then on yet another push over the loch I centre under a good thermal that takes me to cloudbase at around 3,000ft. I move along to the upwind side of the cloud and find zero sink at the edge. It's very weak but it is smooth so I hug the side of the cloud with my wingtip just on the edge and after a couple of beats I am "established" – in one knot, but at least I am not sinking.

It takes me almost another half hour to make anything out of this but by looking at the cloud shadows I spot another gap to the north. I can't see it over the top because of the clouds ahead of me so slide out of the end and make a gentle dive through the equally weak sink and pop up the other side in the by-now familiar one-knot lift band. At about this time I notice that my Colibri is telling me that it has no satellites and so does not tell me where I am in relation to my TP, oh and by the way, my PDA has also decided to switch itself off: low battery.

Okay, back to the good old-fashioned map-and-eyeball. I see Perth to the west and the Errol parachute centre to the east and I know roughly where Drumshade and Forfar (two of my TPs) are so set off in that general direction. The area is easily navigable thanks to a number of unique-shaped lochs so I am very relaxed about the whole thing.

By using this very weak wave system, whose wavelength is small enough for me to meander upwind without losing too much height, I enjoy panoramic views of the snow-topped mountains to the west and the Montrose Basin over on the East Coast. I notice that the Colibri is back on line again, though I cannot work out what has caused the problem in the first place, and it confirms that I have less than 10km to run for my first TP of Drumshade (Angus GC).



Above: *Ian Easson with the club Discus in which he completed Silver and,* below, *the field at the end of his 50km*

Now, do I simply round the TP and head home? What happens if I do this, and make it back to Portmoak only to discover that the logger has no trace of my ever having been here? Decision made – I'll round the TP then land a couple of kilometres further north just to make sure of my 50km. The Colibri steers me right over the TP and bleeps almost apologetically at me – despite the fact that I am turning overhead Drumshade, I have great difficulty spotting it until I see a couple of trailers behind a hangar.

The Angus GC is only a weekend club and I would like a few more kilometres just to be sure, so I set off towards Forfar. I arrive overhead, south of the town, at around 3,000ft and have a long leisurely look at the fields below. There are plenty to choose from so I select a nice long field with a slight uphill slope and no obstacles – next to one that has a tractor rolling the soil and providing an excellent wind indicator for me.

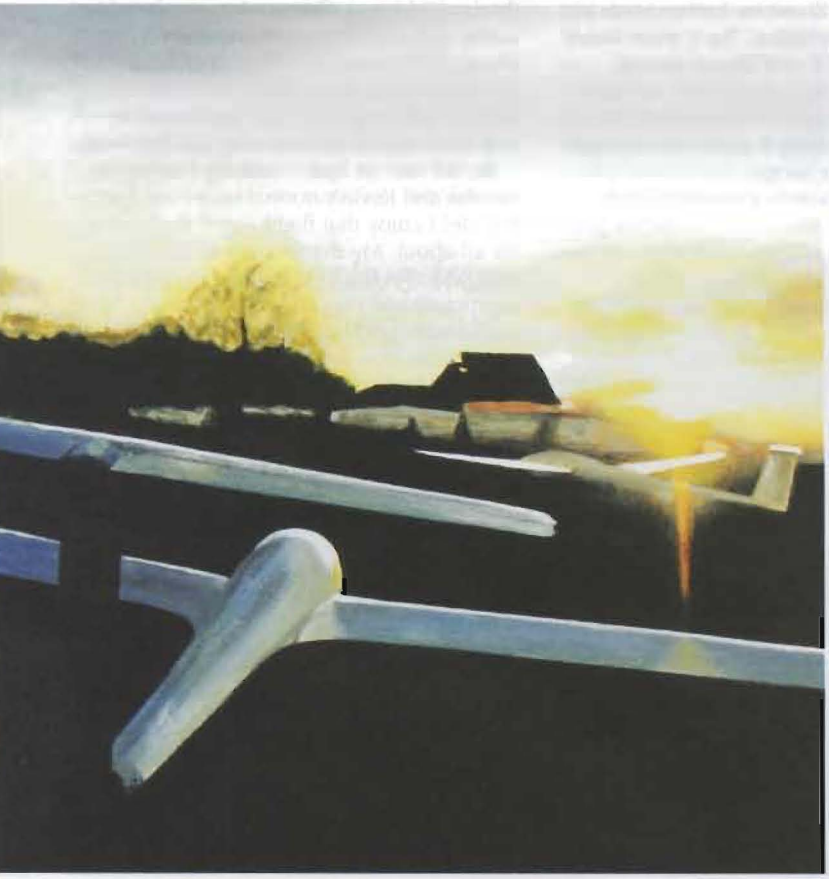
My field has very early barley so I land along the gap between the young crops. I speak to the tractor driver, who gives me the phone number of the landowner. I ring him first and he asks if he can bring a couple of children to see the glider and, of course, I agree. I phone the club and Irene, after establishing that (a) I was okay, and (b) the glider was okay, took control and within minutes John Williams was on the phone. Where was I, what sort of field was it, would he be better with the 4WD? Sorted, and within an hour and a half he and Kevin Hook were turning into my field.

So, for me, an epic – nothing compared to John and Kevin's normal milk-runs, but boy did I enjoy that flight – and that's what it's all about. My thanks have to go to John and Kevin for fetching me and to numerous instructors and people at the club who have encouraged and taught me throughout.

I wonder how long it'll take me to get my Gold Badge?










AIR CADET



Artistic licence



THANKS as ever to these photographers and artists, listed clockwise from above:

Two unusual photographs of Spain, taken on a Norfolk GC expedition to Ontur: first, the Laguna de Petrola and, second, the countryside reflected in the wing (Ian Atherton)

Two paintings shown at the 2007 Guild of Aviation Artists' exhibition (Mary Meagher's Fly by Wire *and Amanda Deadman's* Talgarth Sunset*) plus the T-21 by John Dimond that advertises this year's event, from July 21-27 in London* (www.gava.org.uk)

More Spain, another club expedition – to Jaca, by the Midland GC (Mike Greenwood)

If you would like your photographs to be considered for publication in Gliding Gallery *or indeed elsewhere in* S&G, *do please send them to* editor@sailplaneandgliding.co.uk

Learning from experience

The UK Airprox Board's Hugh Woodsend identifies common themes from recent Airproxes and suggests what glider pilots can do to make the skies safer

EVERY six months the UK Airprox Board (UKAB) publishes its latest findings in book form. You can download copies of these by going to *www.airproxboard.org.uk* and selecting "Publications" from the panel on the left. You need to agree to copyright rules before proceeding to the sub-menus. The main publication covers all Airprox, so you need to pick out those of interest. Additionally, there are subsets published which concentrate on certain General Aviation (GA) related incidents. As a UKAB member, I edited one of these a few years ago, *GA Book 12*, which covered just gliding, and more recently *GA Book 14*, which covered all GA. I hope you will find the gliding aspects useful and you can see the advice being given to other airspace users. From time to time we publish safety recommendations together with lessons learned and these can be found on the website; have a look at those too.

As in past years, this article is addressing the subject from the other point of view – in other words, the lessons identified for glider pilots. I have attached the reference numbers so you can easily find the relevant Airprox report. This time we are, for various reasons, without the statistics section but we will try to update you with those in future issues.

There are still a number of very specific types of incident that come up time and time again and we should all be aware of those and try and do what we can to reduce the risk. I have picked out a number of themes to consider.

Winch and site-related incidents

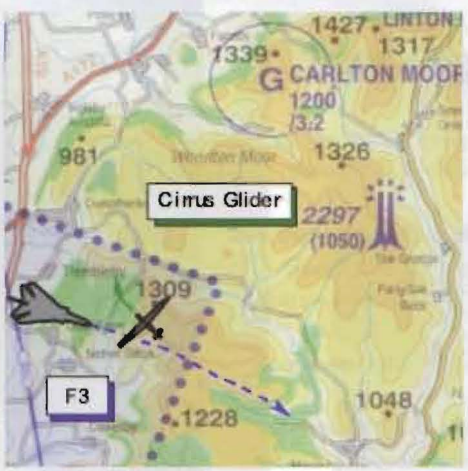
Still by far and away the largest incidents are those involving aircraft transiting gliding sites and I make no apologies for highlighting this again this year. One of the most dangerous things an aircraft can do is to fly over a winch site below the height of the cable launch. The closing speeds can be large so it becomes both difficult to see the other traffic and extremely difficult for gliders to move out of the way. Gliding sites do not have a zone around them; they are standard Class G airspace, and the only protection they enjoy is an entry in the AIP and other related publications. Please continue to log incidents at your site, even if you were not launching at the time, because it is impossible for any aircraft to be sure it is ever safe to overfly active sites. Some reported Airprox examples worth reading are: 015/07, 052/07, 081/07. After all, we do not encourage even skilled tug pilots operating from that site to cross launches, so there is little chance for a transiting aircraft. Notify me too with the collective results, say yearly or half yearly, and I can forward that. The lectures that I give about modern gliding are continuing and seem to be in great demand, especially for those involved in training professional pilots for both civil and military.

Going about their lawful business

One of the more difficult aspects of aviation to discover and understand is what others are doing in UK airspace, especially Class G airspace. This time I have highlighted three examples: 114/06, 135/06 and 087/07. The first, not a particularly close encounter, involved a military VC10 recovering to its base at Brize Norton. You are all well aware of Brize, but may not always give much thought as to the dynamics involved in getting an aircraft into the zone. Generally standard climb-out and recovery routes are followed but these may cross the same areas that gliders are to be found too.

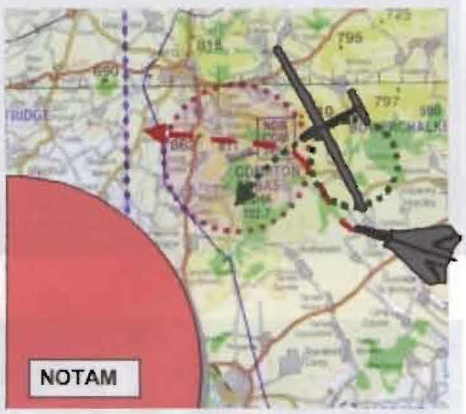
Aircraft and helicopters can be engaged in specific tasks such as calibration or power line checking, often at lower levels. We have had a couple of these Airprox recently. This type of task will be flown by professional pilots who are generally very good at calling up to signal their intentions. Therefore it is not helpful if we pay scant attention to the monitoring of gliding frequencies at clubhouses and launchpoints as the vital message could be missed. Incidentally, the Red Arrows nearly always call too when passing sites.

Fast jets need to get in and out of their operational bases and we need to keep up the generally good work of co-ordination with nearby gliding sites to work out the best ways of keeping gliders and fast jets apart. We had an example near Carlton Moor of a Tornado meeting gliders as he left Leeming and crossed the ridge heading out on task.



Extended centrelines of runways equally require crossing efficiently and quickly.

A similar type of incident occurs from time to time involving NOTAM warnings of airspace being used for specific tasks. We had an example of this type of Airprox near Compton Abbas (100/07). Although you may have read the NOTAM and ensured you are clear of the published area, it is often the case that aircraft may have to cross parts of adjacent Class G airspace, where you are, to get to that particular area. When you read the NOTAM, try to work out what is likely to be happening within that area and give it a good wide margin, keep well clear of cloud, keep an especially good lookout and be ready for something appearing. This example involved fast jet combat activities, but air display NOTAM and corresponding display areas are broadly similar in concept.

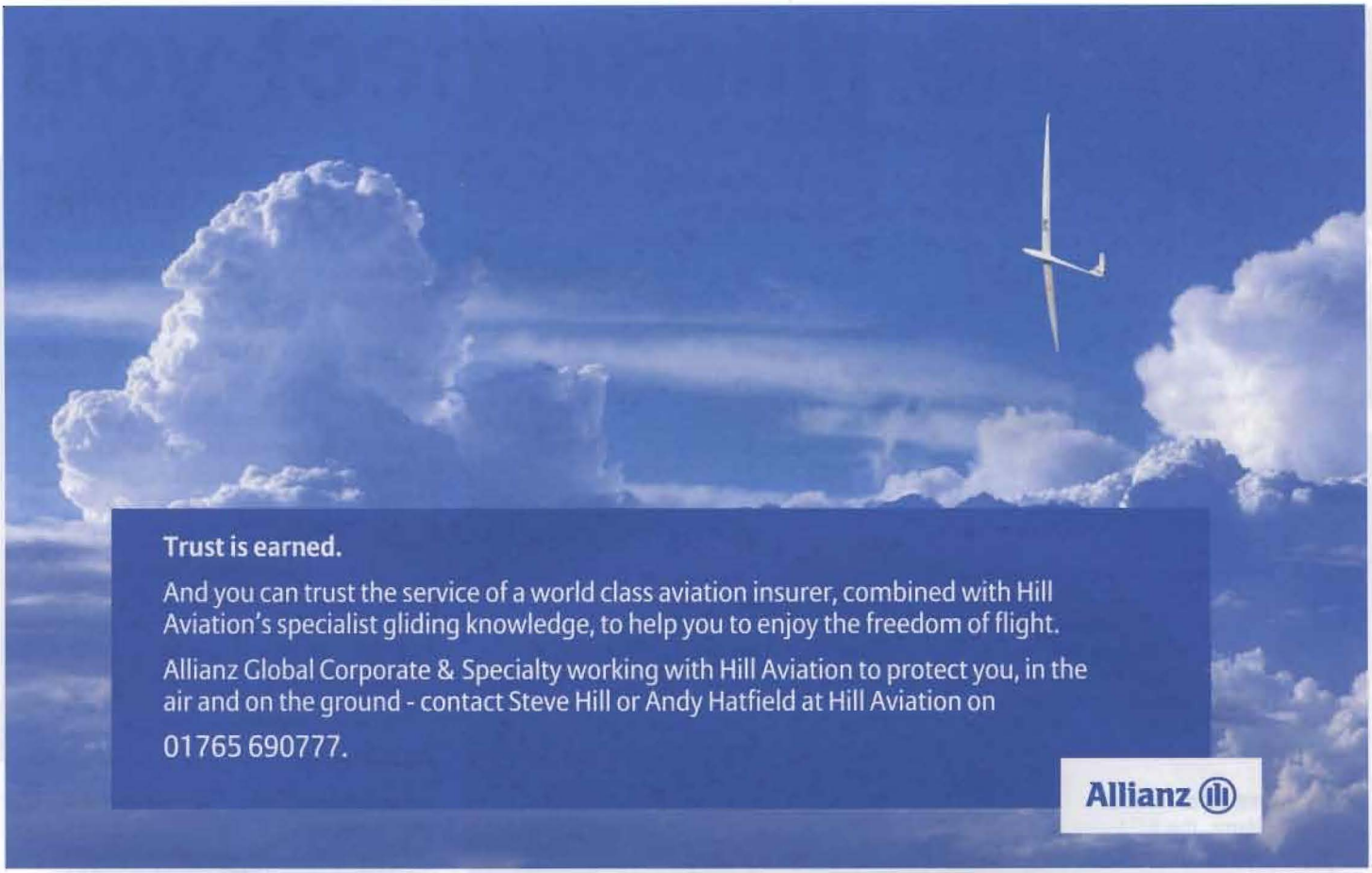


Airspace and wave

Last year I reported we were hoping to get agreement to trial new ways of co-ordinating wave flying, particularly with military high-level traffic. This has happened and we have started exploring ways of co-ordinating wave flights in Scotland. This may well be a better way of reducing risk than relying on transponder technology that is far from ideal for unpowered craft. Hopefully as we discover more, this type of co-ordination can be extended to Wales, the Pennines and other areas. Outside the wave boxes, glider pilots may meet a variety of traffic, especially at heights above 10,000ft, so co-ordination before going flying could well help inform others where you are and you what to expect near you.

Understanding airspace

Given airspace changes and complexity it is also equally essential you all keep your GPS airspace maps up to date. Club chairmen and CFIs should do their best to ensure that all club pilots have up-to-date airspace files and that help is on hand to get them updated – as well as up-to-date maps, of course.





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How the rules affect you



Life as a UK glider pilot is potentially not as simple as it used to be. The BGA's Chief Executive, Pete Stratten, offers a helping hand to guide you through the maze of current regulation – and points out useful sources of further information

PILOT licensing. EASA airworthiness. Not the most exciting of subjects – but by now you'll realise that all UK glider pilots need to know how rule changes over the past few years affect them. So if you've missed out on the build-up to EASA airworthiness regulation, or aren't sure what the current state of glider pilot licensing is, read on. This short article aims to provide you with some background explanation and, more importantly, advice on how to find information about **existing** airworthiness and pilot licensing requirements for gliding. We hope it helps you navigate your own way as painlessly as possible through the many resources that are available.

BGA Laws and Rules

In general terms, the BGA provides a reference to gliding-related pilot licence and airworthiness requirements within *BGA Laws and Rules*. We're all familiar with the indispensable booklet that's so handy to refer to out on the airfield and, these days, the latest version can be downloaded from *www.gliding.co.uk/bgainfo/regulatory.htm*. Where appropriate, *BGA Laws and Rules* refers to the *Air Navigation Order* as well as other original sources of information. All glider pilots are of course expected to maintain their own knowledge of *BGA Laws and Rules* as well as relevant legislation, for example that relating to airspace, NOTAM and so on.

BGA website

As well as *BGA Laws and Rules*, the BGA website contains further details, including current implementing policy and guidance material for clubs and individuals. The easiest way to access this is to go to the website at *www.gliding.co.uk* then click on *Information for Members* on the left of the home page. Once that page opens, click on your chosen subject, for example *Airworthiness*, in the right-hand column. On this new page you will then see more choices along the top menu, including in most cases FAQs (Frequently Asked Questions) complete with answers. The BGA maintains these as accurately as it can. You can also subscribe to free email alerts – these are particularly helpful when changes occur. To sign up, go to the *Information for Members* page at *www.gliding.co.uk* and near the top click on *Receive the latest news by email*.

Pilot Licensing

EASA-driven changes to pilot licensing are due to be introduced by 2012 and the BGA will keep you informed as the situation develops. The information here reflects the current situation as it applies to UK pilots.

Gliders

Pilots do not need a licence to fly gliders in the UK. Gliding standards and safety are maintained effectively by BGA member clubs through the BGA gliding certificate structure and the BGA safety management system. Some glider pilots need to demonstrate ICAO licence standard compliance when operating outside the UK. To support that need, the BGA offers a non-State issued Glider Pilot Licence to those who hold the Bronze Badge with Cross-Country Endorsement (or non-UK equivalent) and who have the required experience. Details are on the BGA website under *Pilot Licensing*.

Self-Launching Motor Gliders and Touring Motor Gliders

SLMG and TMG are aeroplanes in UK legal terms and so a PPL with the appropriate rating is required. Holders of the old UK PPL (A) with SLMG, the NPPL (SLMG) or the JAR PPL TMG can fly SLMG and TMG aircraft. "Differences training" may be required, depending on the complexity of the type flown, eg, variable pitch propeller, retractable undercarriage, and so on.

Tug aircraft

Holders of the old UK PPL (A), the NPPL or the JAR PPL can fly as tug pilots at clubs provided they hold the relevant class ratings, such as SSEA, SEP, SMLG, TMG, and so on.

The BGA is very much engaged in the ongoing development of the NPPL and provides guidance as well as instructing and examining resources for the NPPL (SLMG) via member clubs. Anyone considering an NPPL should refer to the important cross-crediting document on the NPPL website at *www.nppl.uk.com* by clicking on *Licence Allowances*. This provides full details of the many and varied licence allowances which ensure that pilots of different persuasions are trained appropriately but do not waste valuable cash and time repeating existing experience. The most comprehensive and user-friendly source of advice regarding powered aircraft flying licences is the CAA publication *LASORs*, which is updated annually and available as either a CAA website download (search for *LASORs* on *www.caa.co.uk*) or for purchase in hard copy.

Medical requirements

Medical requirements for glider pilots remain unchanged, as described in *BGA Laws & Rules*. However, the BGA has significant concerns that the proposed GP-endorsed medical for future European licences, backed by the UK, is being transformed into a disproportionately complex and expensive requirement by European rulemaking process.

Flying outside the UK

Unless a pilot holds a licence that is automatically valid in the country he or she is visiting, for example a JAR licence, there is a need to seek further approval as well as to demonstrate the required medical standard. The NPPL (SLMG) is a sub-ICAO licence outside JAR and therefore to fly an SLMG outside the UK the pilot needs to demonstrate ICAO compliance. The BGA advises how this can be achieved on *www.gliding.co.uk* from its *Pilot Licensing* page under *FAQs*. Other advice relating to flying gliders outside the UK is available from its *Pilot Licensing* page under *Links and Downloads*.

Instructing

Teaching people how to fly is an extremely rewarding activity. Having developed the required gliding experience, full details

Glossary of terms

BGA	– British Gliding Association
MGIR	– BGA Motor Glider Instructor Rating
C of A	– Certificate of Airworthiness
CAA	– Civil Aviation Authority (UK)
DfT	– Department for Transport (UK)
EASA	– European Aviation Safety Agency
FAQs	– Frequently Asked Questions
ICAO	– International Civil Aviation Organisation
JAR	– Joint Aviation Requirements
NOTAM	– Notice(s) To Airmen
NPPL	– National Private Pilot's Licence
PPL	– Private Pilot's Licence
SEP	– Single Engine Piston
SLMG	– Self Launching Motor Glider
SSEA	– Simple Single Engine aeroplanes
TMG	– Touring Motor Glider

Working with the new regulations

THE short description in this article relates only to the current situation. Change to licensing, airworthiness, operations and airspace management will be introduced by EASA over the coming years and for many reasons much of this will be difficult to deal with.

The CAA, now responsible for the new task of interpreting and applying EASA regulation to all aviation in the UK, is also facing change.

It would of course be tragic if EASA and CAA efforts resulted in loss of rights, reduced access to the sport and broke up existing safety systems that have taken decades to develop. It's not in anyone's interests to allow that to occur.

With that in mind, the BGA continues to work hard at all levels and in particular with CAA policymakers in the UK to ensure that future rules affecting gliding are as appropriate and proportionate as they can be.



Above: attaching the rope to get airborne. All glider pilots can benefit from hooking on to the resources described in this article, including www.gliding.co.uk *(Photograph: Geoff Davies)*

of how an experienced glider pilot can train initially within their own club and then complete a BGA gliding instructor's course can be found at *www.gliding.co.uk* by clicking on *Instructors* and then on *FAQs* along the top menu. Experienced gliding instructors can add further BGA instructor qualifications, for example 'aerobatic' or 'motor glider', by completing the required experience and tests – again, all the information is on the BGA website.
It is worth expanding on the two distinctly different motor glider instructor ratings:

1. The first, the BGA Motor Glider Instructor Rating, is designed to ensure that gliding instructors who hold an SLMG PPL can teach gliding exercises in a motor glider. The BGA MGIR is broken down into stages that enable gliding instructors to build appropriate experience, starting with upper air work and leading to teaching advanced gliding exercises, including field approaches.

2. The second and entirely separate SLMG instructor rating is the CAA SLMG Flying Instructor Rating. The BGA trains existing full-rated gliding instructors, who are experienced SLMG pilots, via a bespoke SLMG flying instructor course. Following successful testing by a CAA Flying Instructor Examiner, the CAA SLMG Flying Instructor Rating is issued by the CAA and the holder is qualified to teach for the NPPL SLMG. Full details are available within *LASORs* and on the BGA website – from the *Information for Members* page click on *Instructors* and then *Motor Gliding*.

Airworthiness

Under European law, the CAA is required to take over responsibility for glider airworthiness, which has under the BGA demonstrated a better level of airworthiness safety than that experienced in UK General Aviation. The BGA will continue to manage the airworthiness of gliders under CAA.
All gliders are currently required to fly with either a BGA C of A or, when transitioned, an EASA C of A. All glider owners must apply for transition before September 30, 2008. Due to a bureaucratic issue, at the time of writing (April 2008) the CAA is unable to issue EASA Cs of A to EASA glider types that are transitioning. However, the BGA, the DfT and the CAA have agreed appropriate contingency measures so that if glider owners who have applied for transition have not received an EASA C of A by the end of September 2008, their gliders can continue to operate legally.

Non-EASA gliders continue to operate on BGA C of A exactly as before. Tugs and motor gliders continue essentially as before. Full details are on the BGA website from links on the *Airworthiness* pages.

Maintenance

All UK glider owners are responsible for ensuring the proper maintenance of their aircraft, that is, presenting airframes for appropriate maintenance at the appropriate time and to appropriate standards. Although the maintenance rules will change in the near future for all aircraft (due to EASA and the CAA again), BGA owners and inspectors should meanwhile carry on as before, taking into consideration the existing points that: (a) after transition to EASA C of A (and whilst waiting for the EASA C of A to be issued) EASA gliders should not be modified in any way without appropriate design approval *and* (b) that glider records must be maintained to an appropriate standard.
If in doubt, seek advice from the BGA website. If that does not provide an answer, please refer to a BGA inspector, a BGA Regional Technical Officer or the BGA Chief Technical Officer.

Operating temporarily outside the UK

Gliders, motor gliders and tugs are not normally subject to additional airworthiness requirements outside the UK.

Finally

Whatever the existing regime, however, responsibility for ensuring that your licences, ratings, medical and aircraft C of A are valid always remains with you the individual.
But please remember that you are not alone. If you cannot find the information you need, and provided it isn't left to the last minute, the BGA can find someone who can help to get you flying.

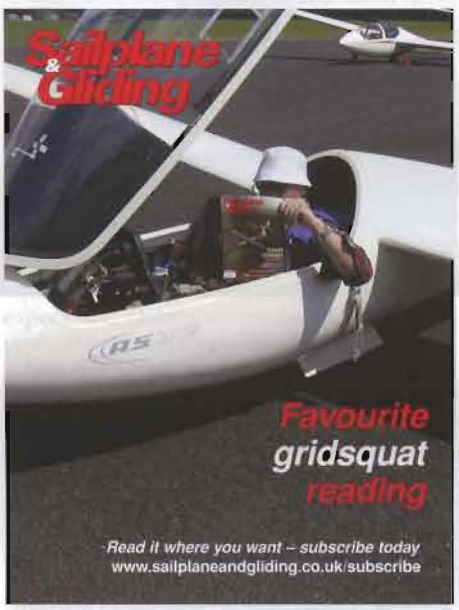


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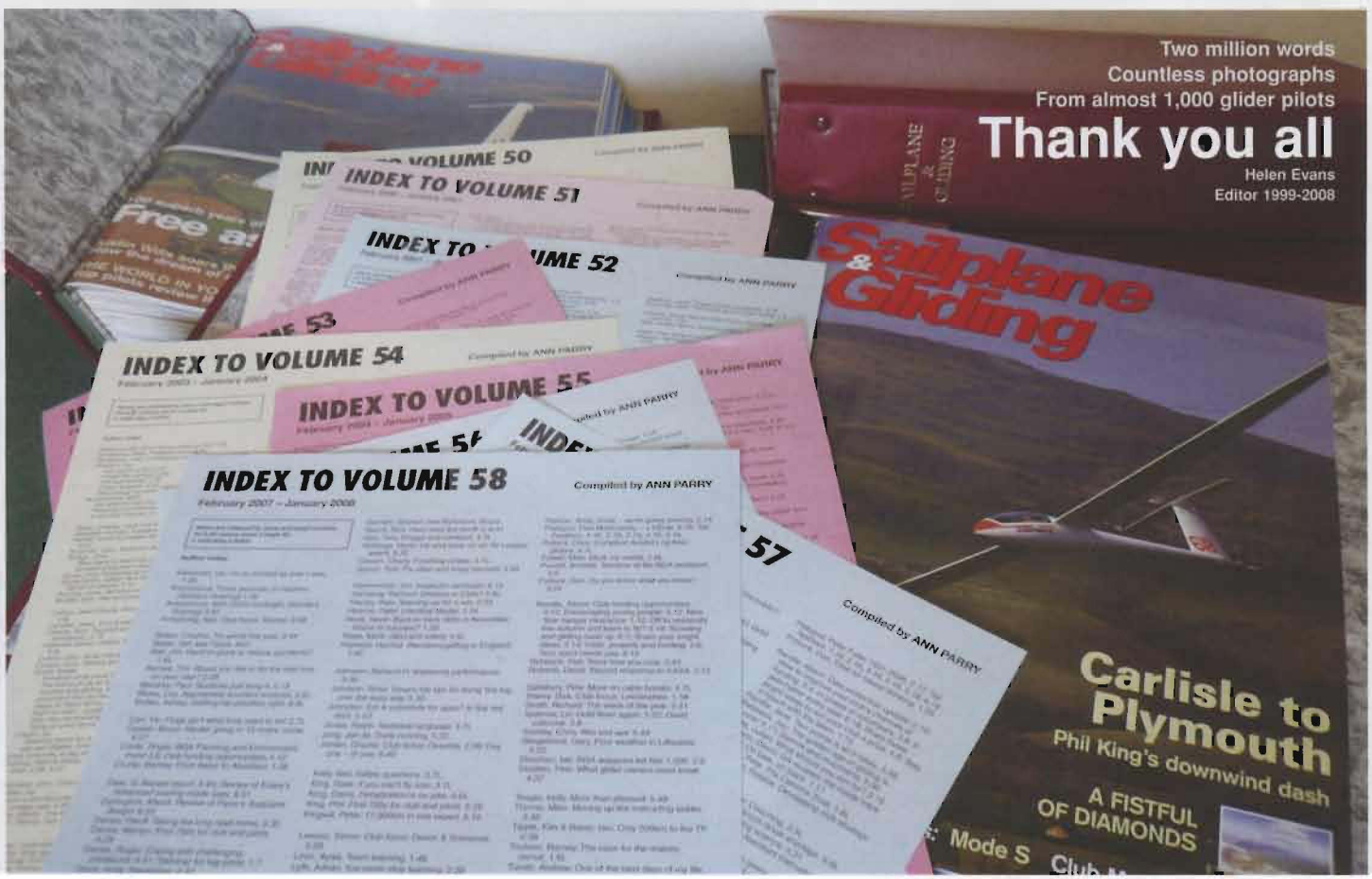
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Countless photographs
From almost 1,000 glider pilots

Thank you all

Helen Evans
Editor 1999-2008





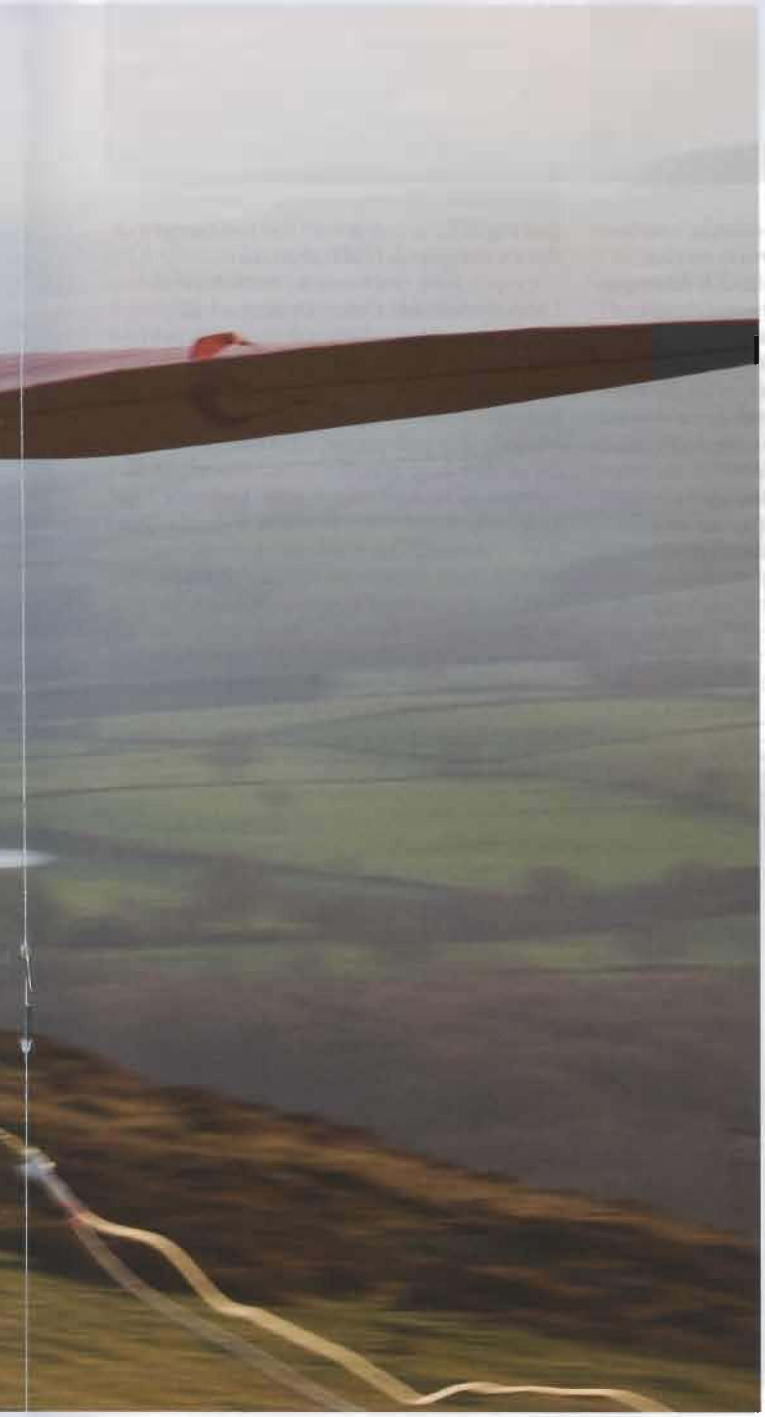




Local instructor Dave Crowson and Dutch visitor Marieke van Loon (in yellow) go bungeying off the Mynd. There were 57 bungey launches during the exped and every visitor managed at least one. S&G's thanks go to Paul van der Zwan for his photos







Bungeying with flying Dutchmen

A group of pilots from The Netherlands visits the Shropshire Hills each year for a fix of old-fashioned slope-soaring fun. Midland GC's Helen Johnson describes how she took advantage of their presence for her own initiation into the fine art of bungeying

WHEN you hear that the Dutch are coming to the Mynd, the first thing that comes to mind is: "Bungey". They have been visiting us since 2000, enjoying the club's hospitality, the delicious Shropshire beer and of course the bungey, a form of launch now virtually exclusive, in the UK, to Midland GC.

The Dutch (specifically, 18 members of three Dutch clubs) are such are wonderful bunch of people and they really do relish our hilltop site; for this reason I decided to take the week off to enjoy their company, help in the kitchen and with a bit of luck have my own first bungey launch. Last year, they had really bad luck with horrendous strong easterlies and rain. They did hardly any flying, never mind bungeying.

The exped got off to a good start, or at least that's what I thought until I read Gus's Babelfish translation of his diary of their trip: *"The travel on Saturday started a travel of 100 meter with for frank his car outside Lange veld. Then said that: do the rest himself but. Car dragged to the field and Jan with gezwinde emergency to head to village to pick up its Picasso."*

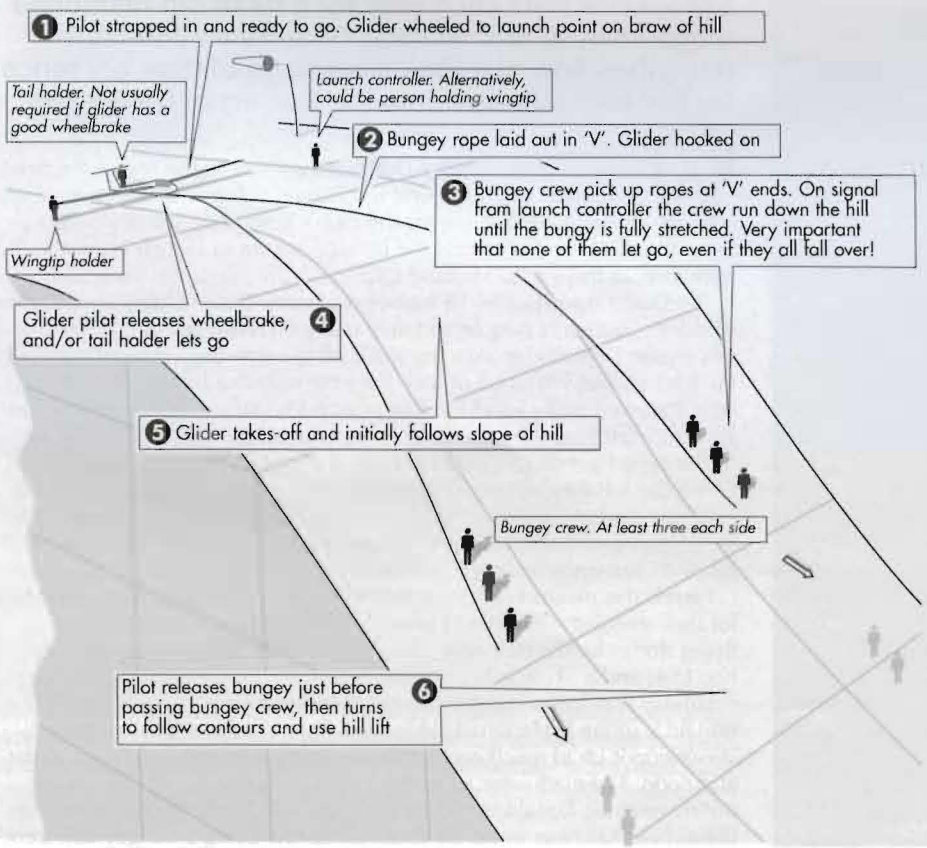
I guess this means Frank's car broke down – but they still arrived in time for their evening meal. It was great to see them again and exchange flying stories for the past year. This year they brought along a K-7, K-21, two LS4s and a Skylark 2.

Sunday was a non-bungey day but thermic. All the Dutch flew, and Ronald V in the Skylark had the longest flight of two-and-a-half hours. Weather not up to much on Monday morning although we did fly in the afternoon. Thermals were a bit tricky but I had great fun in the K-8, out-thermalling Ronald V in the K-7. There was, however, excitement on the airfield: talk was in the air about tomorrow being a bungey day. Irene





Above: *K-7 PH-271 at the Mynd – Richard Leenheer in the front seat and Johan van't Hof in the back*
Left: *Helen Johnson (centre) walks back to the bungey meadow after a launch with two other rope-pullers, MGC's Adam Walker (left) and Dutchman Henk Klein*
Below: *how bungey launching works (Steve Longland)*
Opposite top: *Helen about to embark on her first solo bungey, with Dutchman Frank Romeijn on the K-8's tail. Helen soloed five years ago ("after a long haul"), has Silver duration and has just finished Bronze. The next challenge is the cross-country nav-ex. "My thanks to Dave Crowson for all his help and Paul van der Zwan for letting us use his photos," she says*



was wondering how early we could open the kitchen for breakfast. Resident instructor JS (John Stuart) gave a bungey briefing that evening to speed matters up the next day. There was no lingering in the bar or playing on the Wii. A 06.00hrs start was arranged.

Tuesday dawned, I'm told, with Irene waking everyone up courtesy of the fire bell. Westerly 40kts (or "buttons" if using the Babelfish translation). I woke at 06.15 after hearing the MT shed doors open and I was in the kitchen by 06.30. All the Dutch were rigging by 06.15. Instructors Dave Crowson and JS came in for a quick cuppa before unpacking the hangar and heading out to the bungey meadow. First launch was in the Mynd's JGJ, with Dave and Ronald V at 7.15. JS was running operations and there were five launches in 23 minutes. It was surreal seeing all this activity on the ridge so early in the morning. Club members who live in the valley were a little confused when they saw the gliders in the air at 07.30 – one thought at first that it must be the modellers flying large-scale aircraft. The forecast was for the wind to decrease but instead it increased, gusting 70kt at one point. The last bungey of the morning took place at 11.15.

I was a little despondent, thinking that I had missed out. Drove Dave mad all afternoon asking whether the wind would drop. So keen to have a go. Luckily it did drop to around 40kts at 18.30. Maybe I'd get a chance now. I helped launch the gliders: it's quite fun pulling the rope then watching the gliders leap gracefully into the air. Dusk seemed to be looming; maybe I wouldn't get a chance. Suddenly – my turn. Everything is a bit of a rush. Dave tells me I am doing the launch, then up and away. Could not believe that I had just done it. Dawn-to-dusk bungey at the Mynd on April 1 – what a cool April Fools' Day! I so enjoyed the bungey, would really like to do it solo. At supper I broached the subject with Dave. He seemed to think I should manage a solo in the K-8. Very excited now. Want a bungey day tomorrow.

Wednesday morning the weather looked pretty horrible. Maybe this would be a non-flying day. The Dutch seemed pretty satisfied with the flying they'd had so far and most of them went off site. Around 16.00 it began brightening up with a 15kt westerly and the prospect of more bungeying. Time for the wooden gliders to have an airing. The Dutch were very pleased to see the T-21 come out of the hanger. They had been eying it up for a few days. I really wanted to solo the K-8 but was also keen for the Dutch to have a go in the T-21. Dave said he was happy to for me to solo in the K-8 but I felt I wanted a check flight. A bit of of a snag here, because Dave was flying the Dutch in the T-21. Time was getting on and I could see dusk looming again. Thinking it is not going to happen, suddenly I'm in the K-13. Stick forward, brakes out, bungey attached, watching the tension in that rope, brakes away, centralise stick, up and away. After landing, Dave said he was happy for me to solo. I wanted to do it but kind of did not want to do it as I was



very nervous – but then I thought I might not get a chance for ages. The launch was a little untidy but I sorted it out. One thing that slightly unnerved me was suddenly noticing the only thing on the altimeter was a big fat zero and the maker's name! Although I was nervous it was really exhilarating; I really wanted to do a better launch. Surely we cannot have another bungey day this week?

Thursday was only just a bungey day, with 11kts westerly. The Dutch did two launches first thing, one in the Skylark and one in the K-8, but winched to the north thereafter. Weak thermals to start but quite good lift later – several hour-long flights.

Friday looked as if it was not going to be a good day. Raining, although it was westerly. The Dutch went off treasure hunting. Then at lunchtime it began to improve. The Dutch reappeared from nowhere. The wind was 18kts. Okay for wood. Saturday. Really nice and calm. Good day for K-7, T-21 and K-8. The Dutch were all desperate to have a go in the T-21. I was also desperate to do another solo in the K-8. The Dutch also wanted to fly the K-8. How am I going to do this? OK, for once in your life, Helen, be pushy. So I made my intentions known. It was rather funny: another Mynd member came to fly the K-8 and the Dutch said he couldn't have it – I was going to do another solo in it.

Did the check flight in the T-21. That was awesome. I am a syndicate member of the T-21 but have never really flown it. Rather like taking in the view while drinking gin and tonic. (No, not *really*!) Gosh, it does bungey well and I so enjoyed flying it. Out of the T-21 and into the K-8. Now I am being towed up to the bungey launchpoint. It is around 16.30 and still sunny. Again, stick on the front stop, brakes out, wait for the rope to go tight, brakes away, centralise stick. This time, it was tidy. I let out a "Yippee!" as I as I turned to soar along the ridge. (The bungey pullers heard this.) I had a wonderful 25-minute flight. Not bad for a gal who used to be "windy" below the ridge.

A big party rounded off the week, with live music, lots of beer and dancing. There was plenty to celebrate: the Dutch had had one of their best years yet, with 57 bungey launches – including at least one for every expedition member – and I had done my first bungey solo. And we may have a new club member. Tony Skeggs (provider of the live music) enjoyed the party so much he now wants to learn to fly.



Unforgettable and addictive fun

"I served my bungey apprenticeship," *writes the Arm-Chair Pilot Anthony Edwards*, "in the spring of 1954 as crew to a small Cambridge expedition to Wales. Just David Clayton (later to build winches) and Pip Gaskell (later Librarian of Trinity College, Cambridge) and an Olympia, with two crew and a Jeep. We launched the Oly out of Bill Crease's chicken run at the Clwyd Gate Hotel. Unforgettable fun. On a day with no west wind we took the Oly to Black Rock sands and autotowed. From 1956 I flew as a pilot in the camps that Cambridge University GC held at the Long Mynd three times a year, and on April 17, 1957 I had my first solo bungey launch there after an introductory one in the CUGC T-21, *Bluebell*. More followed in September, and in March 1958 – 50 years ago – four of us took the CUGC Skylark II on the first Cambridge expedition to the Lake District, auto-bungeying it into a south-easterly from Priest's Crag above Ullswater. Next came two Clwyd camps with our home-built Swallow, *Penguin*. Ann (aged 15 months) and Thomas (minus four months) crewed on the first. Since then I have been launched – or have launched others – from all manner of sites from Dorset to north-east Scotland. *Penguin* died an unnatural death in Kenya, and I bought my present Swallow *(pictured left – Anthony bungeying at the Mynd with the 2008 Dutch expedition)* in 1988. Years of roaring around East Anglia in plastic gliders has not cured me of bungey addiction. Strongly recommended as an antidote to all that Arm-Chair Pilot racing stuff."

First impressions of a new toy

Frank Jeynes from Bidford ordered his new ASG29E back in 2005 and flew it for the first time in March this year. What does he think of it?

MY FIRST impressions were – what a stunning looking glider – the wings look longer than their 18 metres – can such a narrow wing produce the lift to compete – what a small tailplane and rudder – and what a comfortable cockpit. But, of course, the main question was: can it perform? I had to wait more than three years to find out for myself, and in the meantime it had been winning all sorts of competitions.

I first ordered my ASG29E on February 17, 2005 and took delivery in the first week in November 2007 – just in time for it to go into hibernation. If I wanted to take it to a wave site I couldn't – the E version was not certified by EASA (that happened on February 20, 2008). This meant it could not be issued with an Export Certificate of Airworthiness (Issued on March 5, 2008) and so in turn the BGA could not issue its own C of A. But I have to say that the BGA were marvellous – they had all the paperwork on March 7 and delivered my C of A to me at their AGM on the 8th – probably the first for a Golf-registered (G-SASG) ASG29E – and with a competition number I was lucky to get – 29E.

So, after all that time, I was able to go to fly it. It was, however, a weekend with a forecast for the worst weather of the winter. But there was a window of opportunity the day after I got the C of A, on Sunday, March 9. Opening the trailer to rig, I was surprised to find that the undercarriage had lowered itself. I remember a comment once made by Rodney Witter, that there is a considerable load being exerted on a glider's retracted gear whilst towing.

Rigging with the help of three club members was relatively straightforward. The main pins through wing alignment were a bit awkward to get in, as was the fuel tank, which sits on top of the batteries. One of the important checks is to make sure that the two fuel lines have then been connected.

Climbing into the cockpit was very easy but what was remarkable was the comfortable ergonomics. It was like sitting in a restful armchair, with all controls and switches within easy reach. Everything seemed to wrap itself around you. It even has an adjustable headrest.

Starting the take-off in flap position 2 gave excellent lateral control with no inclination to drop a wing. There was, however, a noticeable change in attitude when gradually changing the flaps as speed increased to



position 5 for the rest of the tow. When off tow my first impression was how wonderfully quiet it is: no rushing sounds from air vents.

My second impression was how well it climbs. I was concerned about the high aspect ratio and had been in contact with the designer Michael Greiner during 2005.

'In all I did about 120km without thermalling and without water on board. I know it was a good day but even so I think that speaks for itself'

He assured me that it does work but that it is not the only thing that influences climb rate – others such as the shape of the cl-alpha polar of the aerofoil, wing loading, flap aileron system and the reduced drag (high cl) of a high-aspect ratio wing whilst circling all contribute climb performance.

I found the flap system remarkably easy to use. Take a look at the picture *(below)*:



positions 1, 2 and 3 are for speed, 4 for best L/D, 5 and 6 for soaring, and 6 for landing – all clearly separated, marked and user friendly.

Another favourable impression is that of the roll rate – it really is very quick for an 18-metre glider, though I did find that it seemed to need more rudder to go into a balanced turn.

As for safety, my feeling was that you would really have to provoke it by doing something stupid. In bringing it back to stall speed in various flap positions it just wants to wallow, is not inclined to drop a wing and gives you lots of warnings.

Then came the turbo test. Again it is so easy to use – just the one lever raises the prop/engine, removes the prop stop, decompresses and switches on the ignition. The only extra switch is to turn the fuel on.

I did all of that, but no engine start.

After checking everything, including speeds, putting the engine away, bringing it back up, it still refused to start! I had had a similar problem once before with a new glider, which turned out to be a faulty coil. So after my first 20 minutes I landed back at Bidford to check out the engine. Everything looked fine except that there was no smell of fuel from the exhaust. Pressing a small diaphragm in the carburettor, I saw little air bubbles move up the fuel line.

Launching again, the engine started first time, so perhaps a cautionary experience. Overall, the most disappointing impression for me was that of a poor climb rate with the engine running – difficult to be specific in an unstable atmosphere, but about 150 feet per minute.

Time now to look at its cross-country performance. Starting at about 3,000ft I set off from Bidford to the Malverns and arrived there at 3,200ft in a headwind of 18kt, without turning once. Pressed on south west to Ledbury and then 10 miles further west and could have made it to Hereford. Did a 180° turn back over the Malverns, south of Bidford to 10 miles to the east, another 180° turn back to Bidford, arriving at 3,000ft – in all about 120km without thermalling and no water on board. I know it was a good day but even so I think that speaks for itself.

Final approach control was again so easy with the three-bladed airbrakes in flap position 6 with landing flap still available.

UK agent Pete Wells said the ASG 29 is in a class of its own – my first impressions are that he is entirely right – but the E version has such a poor climb rate when motoring. That aside my first impressions are that it was well worth waiting for and it makes it a really exciting season to look forward to – it's the best 18-metre I have flown. It will be interesting to see how it performs with the 15-metre tips, especially with the reduced handicap.



Opposite page: *Frank's instrument panel and* (opposite below) *flap controls*

Main picture, this page: *Frank gets ready to launch for the first time in his 29E*

Inset right: *Fuel tank behind the headrest*

Below: *About to roll for take off at Bidford*





Helen Evans

And this year's winners are...

Name	Scholarship	Airfield
Matt Winwood	Cross-Country	Bicester
Rebecca Ward	Cross-Country	Bicester
Grant Linklater	Aerobatic	Booker
Scott Pendry	SLMG – 5hrs	Bicester
Raphael Au	SLMG – 12hrs	Lasham
Jolien Chow	SLMG – 12hrs	Bicester
Luke Dale	Aerobatic	Lasham
Samuel Hubbard	SLMG – 12hrs	Booker
Richard Williamson	Aerobatic	Lasham
David Bray	Aerobatic	Booker
Stephen Green	Cross-Country	Lasham
Hannah Best	Aerobatic	Midland





Booker CFI Andy Perkins, who joined the BGA Executive Committee at this year's AGM and is also very active in The Air League, looks at the latest round of its successful scholarship awards and updates us on what else The Air League is doing

NOW IN their third year of operation, The Air League Gliding Scholarships are going from strength to strength. In 2008, 10 gliding scholarships plus one special award of a whole week cross-country in an ASH 25* have been awarded.

The gliding scholarships have evolved over the past year and offer fantastic opportunities to young people looking to advance their abilities within gliding and aviation in every speciality from fast jets to helicopters.

Eligibility remains straightforward with requirements focused on young British glider pilots from BGA clubs or Air Cadets that are in current practice. For those still unsure exactly what is on offer here's a brief description and there is more information available at *www.airleague.co.uk*:

Aerobatic – An award focused on 2-3 days of learning the skills and discipline involved in aerobatic gliding. Whether you want to learn how to fly inverted, do the perfect loop or barrel roll until your stomach doesn't know which way is up, the skills gained are essential in developing accurate flying and managing energy. The aforementioned handling attributes are "highly beneficial" according to the leading flight training schools in the UK.

Cross Country – An award typically taken as a week-long course, designed to enable the scholar to fly faster and further than they have before. The BGA already caters for experienced Juniors pilots with aspirations of flying in the British Team, through the team training camps (currently held in Spain every year). The aim is to bridge the gap, build self reliance skills and with ideally at least one flight in a two-seater spending time gliding, gliding, gliding to push your talents to the next level.

SLMG – An award that's ideal for those with previous gliding experience, who are ready to make the move into a career in aviation. NPPL SLMG flight training of either 5 or 12 hours is awarded with the intention of working towards and hopefully attaining an NPPL. Having gained a motorglider NPPL only a conversion course of several hours is required to gain a Single Engine Piston (SEP) rating, allowing towing and further exploits in powered aviation. This national rating is a brilliant development and provides an ideal





Photos, clockwise from left:

Luke Dale, pictured here at in wave near Mt Cook in New Zealand, is one of 2008's scholarship winners

Above: the Twister was one of the powered aircraft that joined the fun at the Air League's 2007 flying day

Right: Powered aircraft were also available on the day, held at Windrushers GC, for young people to enjoy

Opposite below: Andy Perkins and P2 about to launch on the 2007 day. The 2008 event will be on August 30

pathway and stepping stone into a full career in aviation.

See the table on the opposite page to learn who the winners of 2008 are and see below what they hope to achieve. We will hear more from them in *S&G* later this year.

Other activity at The Air League

There is currently a huge focus on young and vibrant people in aviation (anyone from 16 to 35-ish; it has to be that high to include me these days!). There are lots of events being organised with behind-the-scenes visits providing amazing insights across the aviation industry, from RAF establishments, to the Old Flying Machine and Restoration company at Duxford, as well as our most prominent supporters, Marshall Aerospace.

Also in development is a careers point of reference website linking much of the information from different flying schools to help people find their way into an aviation career. With so many providers and routes into flying we hope this will draw together the maze of information for easier browsing. More details at *www.airleague.co.uk*.

The annual flying/gliding day at Bicester will be going ahead on August 30. This is set to be an awesome day of gliding and power flying and an opportunity to find out more about flying careers with seminars from CTC aviation and Oxford Aviation training, with information also available from Cabair and the RAF, to name but a few. Held on the Saturday with the intention of a full day of flying followed by a barbecue, beer in the bar and plenty of space to camp or crash out in the bunks! Plans are afoot for glider flying, a mini comp for pilots who are (or who feel) young, as well as some powered aircraft in attendance to show what is available for those wanting to make the transition to power. More information will be published via the BGA email service for Junior pilots and via *www.airleague.co.uk*. You will also be able to sign up for a 2009 Gliding Scholarship on the day! So it's well worth keeping the date free.

** A particular thank you to Dickie Feakes for his generous special cross country award*

What are these young pilots hoping to achieve?

Matt Winwood: "To enhance my understanding of gliding"

Rebecca Ward: "To increase my confidence and complete my Silver"

Grant Linklater: "I have only flown powered gliders and would like to broaden my experience by flying aerobatics in a conventional one"

Scott Pendry: "To undertake differences training so I can log flying as an Air Cadets instructor and show others the excitement of flying"

Raphael Au: "To become a professional pilot and competition aerobatic pilot"

Jolien Chow: "To stimulate and further my aspirations in contributing mathematical analysis for developing new-generation aeroplanes"

Luke Dale: "I have always wanted to improve my flying ability and this is an excellent opportunity to allow me to achieve this"

Samuel Hubbard: "To further my ability, to advance myself and my career interests"

Richard Williamson: "To learn more advanced flying techniques to work towards a career in civil aviation"

David Bray: "To improve skills outside my normal boundaries and to show potential employers that I am a fast learner"

Stephen Green: "To escape the circuit and learn how to fly cross country"

Hannah Best: "Navy training meant I couldn't complete my scholarship last year and I can't wait to learn all about inverted flying"





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In response to our article about Lasham's Winter Wednesdays, Don Puttock describes the mini-course system his club is using to get beyond the casual list

WE ARE all concerned about the reducing membership of gliding clubs. Worldwide the numbers of active pilots is reducing, and continues to reduce despite our efforts to attract new members.

Focus groups have identified that people have become "cash rich and time poor". They believe that the gliding scene has changed over the years and that time for individuals has become far more valuable and cash less so.

But is that really true? We all know that a multi-millionaire will resent wasting money; can we also say that people are beginning to resent wasting time? In the same way we might readily spend money on some frivolous activity, might we also spend time in some activity with no apparent reward?

So what is it that motivates people to take up gliding as a hobby, and how can we ensure we keep members motivated throughout their lives? Can we use this knowledge to help stem the steady outflow of members?

Value for time

It is my experience that people will approach the investment of their time in a similar way to the investment of their money. We have time we must spend on domestic duties if we are to maintain our standard of living and a happy household, and disposable time, time we spend on personal gratification and personal development. Wasted time is highly subjective. To me it is time spent with no perceived benefit. The challenge for gliding clubs is to recognise the motivational attractions of gliding club membership, and to tailor the offering accordingly.

Attractions of club membership

It is my belief that individual attraction to a gliding club changes as the relationship develops over time. Initially we might be attracted by the idea of learning to fly. However over time other factors become more important to us as we become more experienced (see figure 1, opposite).

In my experience people are not necessarily attracted to gliding because they have a burning desire to learn to race against other pilots. That will come later.

Inevitably some personal benefit is expected from joining a gliding club. Without this benefit, a member will consider he has wasted his time. A benefit is often perceived if we feel we are more confident, or have learned something new.

So in recognising the wider needs of the member, as well as teaching people to fly, does your club:

1. Consider how it ensures pilots gain and maintain an appropriate level of confidence?

Cash rich time poor

Are you sure your members feel secure in their own abilities – do they feel safe? The *ab initio* is always under the care of a flying instructor, but what about post-solo?

2. Facilitate social activity that encourages members to make friends? It is friendships such as these that will help discourage people from leaving the club.

3. Have some mechanism that publicly recognises each individual achievements and contributions? We all need to feel respected by our peers.

4. Encourage the development of new ideas within the club, or support creative thinking? Or do we stifle new ideas?

The Bristol & Glos GC trial

A recent survey among early club members highlighted a general concern about "rate of progress" towards solo with pupils complaining that too much time was wasted hanging around.

At the same time, instructors have been finding it difficult to manage the workload on busy days.

Further analysis highlighted that the quality of training was at risk because the instructor is reluctant to use valuable flying time to undertake the longer briefings often required. Training seemed to only happen on fine-weather days, valuable flying time being lost on essential briefings.

During a fine flying day, the flying list gets longer as the day progresses, often with the instructor frantically trying to cram the last few flights in and the end of the day.

Management of the flying list was also seen as an area of potential frustration.

The mini-course

An experimental system was introduced and proved to be an immediate success; the system is now being developed further.

Pupils are permitted to book a training day based on one glider, one instructor and two pupils. This team operates alongside the conventional flying list; any overflow from the conventional list is not allowed to affect the course.

The team meet up in the morning, unpack and prepare the aircraft, before coffee and a briefing.

The two course members take it in turns to fly, normally three flights before swapping around.

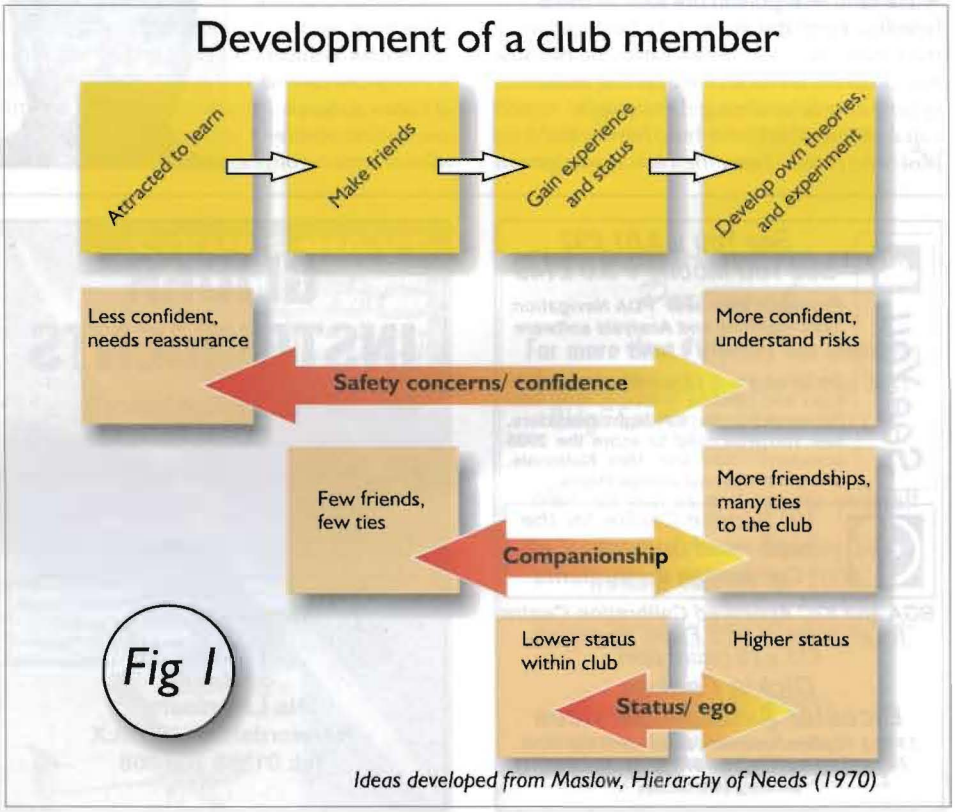
The course meets irrespective of weather; formal classroom briefings are undertaken when flying is not possible.

At the end of the day, debriefing allows the team to review progress, and discuss any points not fully understood. ➢



Above: *Instructor Don Puttock in the rear cockpit with P2 Adam Mann at Nympsfield (Bernard Smyth)*

Below: *Don's model of how a gliding student develops as a club member (Diagram enhanced by Steve Longland)*





Photos: Bernard Smyth

Review

Courses become fully booked almost immediately they are announced. Pupils who have also experienced the traditional flying list approach are particularly impressed with their progress.

More concentrated flying seems to reduce the overall number of flights to solo. On the basis that the first flight on any given day is often a refresher, fewer refresher flights are required overall. Six mini-course flights probably have the same real value as seven traditional flying list flights. This in turn reduces the total training load on the club.

Maintaining a 2:1 pupil: instructor ratio means members get to meet each other, have an opportunity to relax and reflect between training sessions, learn from each other and join in the normal field activities. A 1:1 ratio will potentially lose all these benefits. From the instructor's perspective the experience is far more satisfying because real progress is made. He also has more opportunity to understand the pupils' capabilities, which will help him in the post-solo phase. From the club management perspective, utilisation of equipment and field is improved and ab initios are less frustrated. We will wait to see if member retention is improved.

From the ab initio perspective the day is more productive with less wasted time.

Future development

These ideas are being rolled out into weekend operations, and expanded to include post-solo intensive refreshers; preparation for Bronze tests and more advanced post solo handling exercises.



Don Puttock is resident instructor at the Bristol & Gloucestershire GC at Nympsfield. His view of the issues affecting membership motivation is informed by the model of human motivation developed by Abraham Maslow (1908-1970)

How they

Bob McLuckie, who flies now at The Gliding Centre, looks back at how Moonrakers used a course system to solve a very different problem 50 years ago

IN THE late 1950s, Moonrakers was a small but already successful club. There was an almost "captive" source of members because the Royal Air Force training bases still worked on Saturday mornings and had a Wednesday afternoon sports day. This meant that young trainee airmen did not rush off home on Friday evenings.

RAF Yatesbury was a major player in Moonrakers' membership, having around 4,000 air electronics trainees. With little to do at weekends if not rugby or soccer players, many turned to gliding – after all they were in the Air Force. John Williamson was an instructor at Yatesbury and, as CFI of the club, his enthusiasm and strong leadership pulled in would-be pilots by the score. Therein lay the problem.

The club, based at RAF Upavon, was around 20 miles from Yatesbury and most prospective glider pilots were poorly paid – the era of National Service! For those without their own transport, and that was most, a three-ton truck was provided by the authority for recreational use. It left Yatesbury around 12.30hrs on Wednesdays and Saturdays and 08.00hrs on Sundays with some 40 souls on board. Many students stayed overnight at Upavon in a barrack room provided for visitors.

You can imagine the problem of trying to fly every one with only two dual aircraft – a T-21 and a T-31. Those 40-odd from Yatesbury and quite a few more from other nearby units provided an excellent workforce but continuity of training was a mere dream. It was taking

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did it at Upavon in the 1950s

months to reach solo standard and some trainees on short courses at Yatesbury lost out. Many went to other RAF clubs but generally had to start again at the new site.

A new training strategy was required. "John Willie" and the instructor team decided to concentrate on a few whilst hoping to keep the rest enthused. To begin with, six students would be chosen to be the first "mini course". They would be guaranteed six launches at a session with continuity of instructor. They would train on the T-21 for three weeks then move on to the T-31 for final "polishing" before soloing in the Tutor.

So, every three weeks, the T-21 became available for the next batch of six students. But how to choose the next deserving six? Listing all the potential aviators in order of joining the club was the first step. They were divided into groups of six but it was not an automatic selection – each had to earn his place. This was achieved by a points system, were awarded on the basis of attendance; the idea being that to score points, those not at or near the top would have to come anyway to support the flying members. If at all possible, non-course members would be rewarded with a minimum of one flight each day. They also earned three points for a full Sunday, two for a Saturday and Wednesday and one point for attending Tuesday evening club night at Yatesbury. There to listen and learn from "John Willie's" huge fund of experience. Thus the next course could be modified by lower-placed names gaining more points than the "joiners" list names.

The effect was amazing; nobody missed a Tuesday or a Wednesday or a Saturday or Sunday. Hence the list became the order of joining once again. This was not a problem because it meant lots of "slaves" were available every flying day. All the usual tasks of retrieving, winch driver training, tractor driving, signalling and so on were well covered. In summer, retrieving a landed out "pundit" was a favourite with the non-course groups. Of course there were a hundred and one jobs in the hangar: DIs, rigging and de-rigging, winch, tractor and ancient car maintenance. We learned a great deal about club gliding (there were no private owners). Listening and watching more experienced club members was a great source of information and learning. By the time it was your turn to be on the mini course, you were no longer a true *ab initio*.

In general, it was a great success; continuity meant much more rapid progress and the enthusiasm was enormous. Our two winches had seen better days so we were often reduced to one. Nevertheless, on a good summer day, we could achieve one hundred launches on just one. It meant starting before breakfast – around 05.30 to 06.00 – and flying so late that the last landing (usually a non-course member in the T-31) would land in semi darkness, using the light flooding out from the open hangar doors to judge touchdown and run out. The early start was achieved by the overnighters – instructors being dragged from their beds by keen pupils.

'The return from camp in an aerotowed T-21, flown by John Williamson, was a epic day'

The system worked well but not for me! I was becoming frustrated waiting for my turn because I was a late joiner, having arrived at Yatesbury in early April. It was fascinating just listening to everyone but I wanted to be in the cockpit so I could tell my stories – a bit like fishermen's tales, I think.

I eventually found a way to circumvent the system. Jeff, one of our instructors, brought his own packed lunch and did not need to dash off to breakfast or lunch. Another few guys similarly didn't bother with RAF food so we had a quorum: an instructor, a winch driver, a wingtip holder and signaller (wing waggling) and a student. I built up lots of launches in the T-31 – close to solo. Summer Camp at Edgehill intervened. I thought I would not solo until after that two-week period but Dick Stratton, another Moonrakers stalwart, sent me solo in a Kite 2. (The Tutor was not at camp). A cable break at 300ft but we all knew how to cope with that.

The return from camp in an aerotowed T-21, flown by John Williamson, was an epic day in my gliding career. It was a superb soaring day with cloudbase more than 3,000ft. Twenty miles from Upavon, John released from the Chipmunk then gave me a lesson how to soar in thermals, all the way to Upavon. Not a bad lesson for a guy who had gone solo a few days before.

I was lucky; as a regular airman I was paid seven shillings and sixpence per day (yes, 37.5p). I had my own transport, a 500cc Norton Dominator, which I used to fall off about once a month and frighten myself silly with for the rest of the time. I spent 10p on a gallon of petrol and had three launches at 8p each. Compare with today's prices.

The problem of too many pupils eventually went away with the advent of the five-day week in Training Command. The mass exodus of young men on a Friday off to their homes or girlfriends gave us different problems to overcome – how to keep enough for training.





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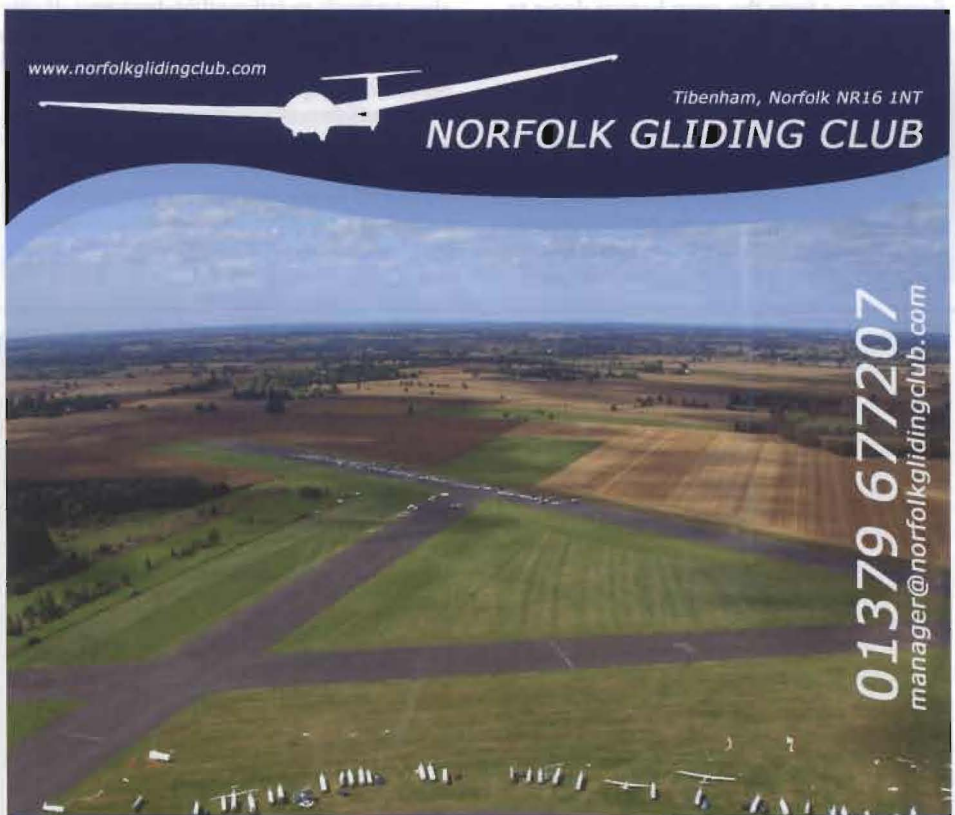
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In among the lakes or forests

Jeremy Hamill-Keays, a Briton resident in Sweden, extols the delights of flying from a friendly club set in beautiful scenery

HAVING four kids doesn't leave a lot of time for hobbies, but after living in Sweden for more than 12 years I suddenly remembered how much I liked flying. I had moved to Sweden, and gave up flying when I moved a year previously to Holland. Moving, getting married, kids – I guess it's a familiar story.

Anyway, one Saturday in September 2006 saw me heading 100km up the motorway to Stockholm's Segelflygg Klubb. A phone call with my brother, earlier in the week, about my adventures in K-8s, K-13s and K-7s had started me thinking again. Memories came flooding back and my foot pressed a little harder on the throttle. What a sight met me when I finally arrived at the airfield. Ten or so gliders were parked in front of the hangar: gosh, they were gorgeous. Gliders look amazing and the modern planes even more so; form meets function in a perfect package of beauty and, believe me, the grin on my face went from ear to ear.

I dived out of the car and picked on a guy in a bright yellow vest, whom I presumed was in charge. I gave a quick rundown of my history and was passed on to Dan, the head instructor. My first flight was in a Bergfalke III. A bit like a K-13, with what must have been the earliest digital instrument in the form of the string on the front of the canopy. It was either full out to the left, or full out to the right, but never in the centre. My excitement was a little dampened, but Dan was unfazed and took me up in the club's hot ship, a DG-1000. I was hooked again. After that, all my re-training was in K-21s with the odd trip in the DG-1000.

The first thing that struck me when I was in the air was the scenery. The landscape in Sweden is awesome. There is a very little urban sprawl, with towns being well defined with small hamlets scattered about. There is a lot of farmland with big fields for the more adventurous, if one of the local airfields cannot be reached. There is a lot of water, too, in the form of either big ponds or inland lakes, called viking, which reach to the Baltic in the east. Then there are the trees. Given the amount of fields it's nothing to worry about, but there is lot of pine forest.





Above and right: *Flying from Stockholm Soaring Club* (www.ssfk.se/index_e.asp). *"There is a lot of farmland with big fields for the more adventurous," says Jeremy, "and a lot of water, too, in the form of either big ponds or inland lakes, called viking, which reach to the Baltic in the east. Then there are the trees. It really is a beautiful and dramatic place to fly"* *(Photos: Niclas Schopenhauer)*

I don't mean little pockets of trees clinging on to existence; I mean big stretches of pine trees, which continue as far as the eye can see. It really is a beautiful and dramatic place to fly.

At the end of the day Dan told me I should get my paperwork ready. Now I love gliding in Sweden, and one can be fairly relaxed about flying. As an example SSFK sits within Stockholm Arlanda TMA, but within it are zones called Segelflygg sectors. These are areas opened up for gliders upon request either by phone call or from the air over radio. The attitude seems to be very much that everyone owns airspace and should be able to use it. About 20km to the west airspace is open and so cross-country flying isn't anywhere near as restricted by the pressures of commercial flying experienced elsewhere in Europe.

However, back to the paperwork. Swedes do like to do thing properly. That means if you want to fly you will do it properly. Whilst foreign pilots can fly as visitors with very little hassle, just to get permission to fly as a student I had to have: (1) A medical; (2) A check by the police that you are not insane or a dangerous criminal; (3) A certificate from the tax office that you are who you say you are; (4) An application form including a hefty fee (halved two weeks after I applied). The advent of new European rules, of course, means that changes may be made in the future.

Remember, this was just to be a student pilot. The flight medical had to be done by a flight doctor, not a GP, but glider pilots have a light version (which was still the most complete medical I have ever had). Flying by the seat of your pants might be *de rigueur* for some pilots, but I managed to avoid the section on the form labelled "Rectal Exam".

Training in Sweden is also very well organised. There is a standard syllabus for all clubs, but training does not stop at solo. It continues up to a full international certificate and one instructor is appointed to mentor each student through the whole process. Flying as a student at SSFK is cheap, 20 quid per flight regardless of how high the aerotow was (max 1,200m) or how long the flight lasted. Some days it's nice to just fly without looking at what lesson to complete today and students are allowed to progress at a pace they feel comfortable with. Theory is important, with weekly lessons being held pre-season from January to April. At SSFK this includes a visit to the wind tunnel to see flutter induced in a glider wing subject to high speeds. A radio certificate is also required to obtain a glider licence (handy to open a segelflygg sector) and an International one in English is encouraged. That's lucky, because the radio alphabet in Swedish still baffles me (F for Filip).

Having flown only at ridge sites off winches, the change to aerotows and thermal lift was a little intimidating. But Enköping is a great site to fly from. North of the field, small hills have been cleared of woods. Thermals generated on the flat field below stream off if the wind is in the right direction. The warm rocks of the hills generate their own thermals as well, which are especially welcome in the long summer evenings and can extend the flying day by a couple of hours. A lake to the east has a standing thermal. It ensured my five hours, and is great to get a start off the tow. Gravel pits to the south-west are also good thermal sources. I don't get away every time, but it is certainly different from the mad two minutes' search off a winch.

'At the end of the season is a crayfish party, involving eating small pieces of shellfish and drinking large quantities of vodka. Don't expect to fly for at least 48 hours afterwards '

The airfield is in the middle of nature, with farmland all around. We had to stop flying for a while one day due to a fox looking for his lunch in the middle of the field, and deer are regularly seen on the outskirts. The best bit has to be the buzzards. There are loads of them and circling with one is wonderful. If you stay overnight in late autumn it gets really dark, without the presence of nearby town lights. The whole of the Milky Way shines like a road. Talking about staying over, again things get done "properly". A big clubhouse and a barrack block with 50 beds, showers, sauna, washing machines, two kitchens, internet access and a telly, means holiday courses and overnight guests are well catered for. Most weekends there is a grill, with the long warm Scandinavian nights perfect for *al fresco* dining. I met a long-lost friend of mine at one of these. I introduced him to gliding when we both worked in Guildford; it really is a small world. The Midsummer party involves flying all day and dancing round a pole in the evening pretending to be a frog. Its sounds odd but is a lot of fun. At the end of the season there is a crayfish party, an odd Swedish pastime involving eating small pieces of shellfish and drinking large quantities of flavoured vodka. Don't expect to fly for at least 48 hours afterwards.

There is only one big downside about flying in Sweden. It's quite far north. That means the thermal season is short, roughly May to August. By the end of September the season is all but over, despite landing competitions and aerobatic courses. Wave flying off ice-covered lakes starts the season off in March, but involves a long drive north. May and June tend to deliver the best days, although having tug pilots available every day means, for those lucky enough to get the day off, the good days of summer don't go wasted.

I can really recommend SSFK if you are looking for a summer camp. The fleet is good with two Discus, a LS6, 2 K21s, a Duo Discus turbo, a DG-1000, and a K-8. There are internationally regarded pilots, such as Åke Petterson, flying at the club, who are often around to give advice about local conditions to visitors. Accommodation is cheap at roughly £5 a night, while road communications are easy, with Stockholm about 70km down the motorway. Cars are available from local petrol stations for about £20 a day plus mileage. The nearest town is Enköping, about 12km away, which can supply most needs. The people are great, English is widely spoken and you will be warmly welcomed.

BGA CLUB ANNUAL STATISTICS

OCTOBER 1, 2006 TO SEPTEMBER 30, 2007

	MEMBERSHIP			FLEET							FLYING			NEW PILOTS		
	Full Flying Members (Adult)	Full Flying Members (Junior)	Temporary Members	Club Two-seat Gliders	Club Single-seat Gliders	Privately Owned Gliders	Club Owned Tugs	Privately Owned Tugs	Club Owned SLMG	Privately Owned SLMG	Total Launches	Number of Aerotows	Total Hours Flown	"A" Badge	Bronze Badge	Cross-Country Endorsement
Andreas Gliding Club	13	2	12	1	0	4	0	1	0	0	332	78	59	1	1	0
Angus Gliding Club	14	3	13	5	1	4	0	0	0	0	621	0	86	1	0	0
Banbury Gliding club (formerly Aquila)	55	1	96	3	2	18	2	0	0	0	936	891	349	1	0	0
Bath Wilts & North Dorset Gliding Club	82	22	201	4	3	40	1	0	0	1	3299	620	1566	5	2	2
Bidford Gliding Centre	74	7	341	3	3	24	2	0	1	1	1753	1643	1900	4	1	0
Black Mountains Gliding Club	66	0	316	3	2	25	1	0	0	1	2336	2336	2870	4	4	2
Booker Gliding Club	158	14	881	5	6	75	4	1	1	2	5746	5746	8000	6	7	9
Borders Gliding Club	115	13	125	3	1	32	3	0	1	0	2288	2118	1979	2	1	2
Bowland Forest Gliding Club	113	11	376	3	4	31	0	0	0	0	3361	0	1326	4	3	3
Bristol & Gloucestershire Gliding Club	163	19	474	4	5	75	2	0	0	3	6362	1851	4457	16	7	7
Buckminster Gliding Club	103	6	268	2	1	40	1	1	2	3	3491	2068	2069	0	3	0
Burn Gliding Club	100	11	225	4	2	32	1	0	1	0	4420	1105	1803	5	5	6
Cairngorm Gliding Club	36	0	56	2	0	8	1	0	0	0	693	641	769	0	0	0
Cambridge Gliding Club	169	40	1279	4	5	67	2	0	1	0	8918	2010	4000	7	11	9
Carlton Moor Gliding Club	11	0	7	1	1	0	0	0	0	0	297	0	45	0	0	0
Channel Gliding Club 2002	20	4	227	2	1	2	0	0	0	1	994	0	182	0	2	0
Connel Gliding Club	5	0	0	2	0	2	0	0	0	0	0	0	219	0	0	0
Cornish Gliding Club	10	0	5	2	1	2	0	2	0	2	196	0	47	0	0	0
Cotswold Gliding Club	162	18	452	4	5	60	0	1	0	2	6999	280	3724	4	3	0
Dartmoor Gliding Society	50	5	127	3	3	12	0	0	0	0	3052	0	582	0	1	2
Darlton G.C.	65	4	114	4	2	18	0	0	0	0	2477	0	779	6	0	0
Deeside Gliding Club	66	10	301	3	3	16	2	1	0	2	2593	2593	3001	3	0	3
Denbigh Gliding Centre	41	5	205	4	2	11	0	0	0	1	2236	211	918	8	1	1
Derby & Lancs Gliding Club	118	6	606	4	2	37	0	0	0	2	4478	0	1956	4	1	2
Devon & Somerset Gliding Club	143	6	40	4	2	35	1	0	0	2	6161	414	2197	1	1	3
Dorset Gliding Club	41	3	185	3	2	15	1	0	0	1	1881	600	665	0	0	1
Dumfries & District Gliding Club	8			1	1	4	0	0	0	0	186	0	61	1	0	0
East Sussex Gliding Club	94	12	537	3	4	28	1	0	1	2	3305	971	1270	7	2	1
Eden Soaring	12	1	2	0	0	2	0	0	0	0	53	0	80	0	0	0
Essex & Suffolk	106	15	440	4	4	45	0	0	0	0	4935	37	2212	1	5	1
Essex Gliding Club	58	2	160	4	2	18	1	0	0	0	2246	663	640	0	2	1
Herefordshire Gliding Club	25	0	137	2	1	7	1	0	0	1	616	616	492	0	0	0
Highland Gliding Club	31	3	47	1	1	15	0		0	0	1040	520	386	2	1	1
Imperial College Gliding Club	11	6	58													
Kent Gliding Club	164	22	642	4	2	42	1	1	0	3	5723	1936	2184	0	3	2
Lakes Gliding Club	38	0	42	2	1	12	1	0	0	1	515	507	262	0	1	1
Lasham Gliding Society	659	152	1240	13	8	176	5	2	1	0	22000	8577	7600	28	9	8
Lincolnshire Gliding Club	31	1	280	2	2	4	0	0	0	0	1938	0	252	9	1	0
London Gliding Club	261	27	1512	8	5	110	5	0	1	2	15500	8000	6782	1	16	14
Mendip Gliding Club	67	16	150	2	4	12	0	0	0	1	2073	146	582	8	0	1
Midland Gliding Club	149	27	456	4	3	42	1	0	0	1	8281	534	3360	1	7	4
Needwood Forest Gliding Club	46	7	240	3	2	7	0	0	0	0	2440	0	608	2	1	1
Nene Valley Gliding Club	43	1	295	2	2	21	0	0	0	1	2639	7	823	0	0	0
Norfolk Gliding Club	103	28	308	3	3	26	2	0	1	2	3548	1727	1586	0	2	2
North Devon Gliding Club	8	2	35	2	1	8	1	1	1	0	200	200	0	1	0	0
North Wales Gliding Club	21	4	30	3	2	3	0	0	0	0	1040	0	194	3	0	0
Northumbria Gliding Club	69	19	279	3	1	10	1	0	0	1	1672	561	403	4	1	1

Oxford Gliding Club	87	8	315	4	4	25	0	0	0	0	3454	18	1134	0	2	4
Oxfordshire Sportsflying Club	61	2	32	0	0	0	0	1	3	5	0	0	1500	1	0	0
Peterborough & Spalding Gliding Club	51	4	177	2	0	16	2	0	0	1	1270	1270	990	0	1	1
Rattlesden Gliding Club	72	7	122	3	2	17	0	1	0	2	2512	578	1078	0	1	1
Sackville Vintage Gliding Club	11	0	4	1	2	8	1	0	1	0	360	150	120	18	0	0
Scottish Gliding Union	268	10	565	3	4	69	1	0	0	4	10625	1121	6211	1	18	15
Shalbourne Soaring Society	60	7	375	3	2	20	0	0	0	0	3085	0	957	2	0	1
Shenington Gliding Club	112	3	242	4	4	20	0	1	1	3	4737	406	1624	0	2	3
Shropshire Soaring Group	15	1	20	0	0	8	1	0	0	0	140	140	157	0	0	0
South Wales	70	6	128	3	4	31	1	0	0	3	1869	719	1017	5	1	1
Southdown Gliding Club	153	39	513	3	2	44	3	0	1	1	5003	4306	4330	2	5	6
Staffordshire Gliding Club	62	42	261	3	1	16	1	0	0	1	3628	541	639	4	0	0
Stratford On Avon Gliding Club	100	6	617	4	4	28	0	0	0	0	5771	0	1994	0	3	2
Suffolk Soaring Club	14	0	0	0	0	10	0	1	0	0	123	123	342	0	0	0
Surrey Hills Gliding Club	58	7	255	5	3	7	0	0	1	0	3409	0	617	0	2	0
The Motor Glider Centre	18	2	8	0	0	0	0	0	2	0	600	0	500	3	1	0
The Gliding Centre	273	16	710	5	5	91	3	3	1	1	9483	5174	5745	2	4	6
Trent Valley Gliding Club	50	6	130	3	2	20	1	0	1	0	2652	557	1075	2	2	3
Ulster Gliding Club	68	1	263	3	1	21	2	0	0	2	1527	1430	569	0	4	3
Upward Bound Trust Gliding Club	21	2	35	2	2	5	0	0	0	0	1197	11	235	0	0	1
Vale of Neath Gliding Club	17	0	6	2	1	3	1	0	0	0	185	169	137	0	0	0
Vale of White Horse Gliding Club	41	0	105	2	1	10	1	1	0	2	816	816	563	0	2	2
Vectis Gliding Club	26	1	104	2	1	6	1	0	0	1	526	526	213	3	2	0
Welland Gliding Club	39	5	220	3	3	18	1	0	0	0	2284	198	736	7	1	0
Windrushers Gliding Club	127	17	172	5	3	51	1	1	0	1	6995	1511	5040	6	6	4
Wolds Gliding Club	167	16	172	4	3	34	2	1	1	0	7789	995	2529	5	5	3
York Gliding Centre	144	23	561	6	24	21	2	0	1	5	2612	2486	1788	3	1	2
Yorkshire Gliding Club	163	16	361	4	4	49	3	0	1	0	2723	1799	3075	0	2	1
SERVICE CLUBS (RAFGSA, RNGSA, AGA)																
Anglia Gliding Club	28	0	56	2	2	8	0	0	1	0	2466	47	815			
Bannerdown Gliding Club	98	2	352	3	3	23	1	0	1	2	3942	120	1673			
Clevelands Gliding Club	59	14	0	2	3	13	2	1	0	3	2180	1256	1405			
Cranwell Gliding Club	58	3	261	3	4	15	1	0	1	1	4733	272	1387			
Crusaders Gliding Club	48	4	1	3	2	0	0	0	0	1	4188	0	540			
Fenland Gliding Club	50	5	42	2	2	6	0	0	1	0	2133	40	532			
Four Counties Gliding Club	36	6	0	3	3	10	1	0	1	0	3894	524	1840			
Fulmar Gliding Club	26	3	28	1	2	2	1	0	1	0	271	183	139			
Heron Gliding Club	43	10	42	2	2	6	0	0	1	0	1178	410	437			
Kestrel Gliding Club	41	3	79	2	1	4	0	0	1	0	1113	35	172			
Portsmouth Naval	77	14	188	5	5	15	2	0	0	2	3389	1685	923			
RAF GSA Centre	55	4	16	5	5	8	3	0	2	1	9400	4500	2140			
Seahawk Gliding Club	19	0	40	3	3	2	1	0	1	0	1800	1401	421			
Wrekin Gliding Club	30	0	73	2	2	5	1	0	1	0	1040	406	300			
Wyvern Gliding Club	62	5	54	4	3	7	0	1	1	0	6060	75	1356			
Service Club Totals	*730*	*73*	*1232*	*42*	*42*	*124*	*13*	*2*	*13*	*10*	*47787*	*10954*	*14080*	*126*	*19*	*13*
Grand Totals All Clubs	**7075**	**875**	**21,527**	**269**	**232**	**2,049**	**85**	**23**	**39**	**81**	**289,032**	**86,205**	**134,320**	**340***	**189**	**162**

**Includes Air Cadet applications*

In addition to the figures listed above, there are a further 991 affiliated members of civilian and service gliding clubs. Of the Full Flying Members listed, 581 are women

The British Gliding Association (established 1929) is the governing body for the sport in the United Kingdom, representing and furthering its interests in an increasingly competitive environment.

Its mission statement is: "to provide effective leadership and continuity of gliding and soaring in the UK". You can find out more at: *www.gliding.co.uk/bgainfo/aboutthebga.htm*

A list of contact details for member clubs and a map of where they are based is in the April-May 2008 *Sailplane & Gliding*, available from the BGA shop at *www.gliding.co.uk/shop/index.php* or 0116 253 1051 Alternatively, you can use the interactive map at *www.gliding.co.uk/findaclub/ukmap.htm* to locate the club you require. University gliding clubs are listed at *www.gliding.co.uk/findaclub/university.htm*

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Club news



Above: *Tim Fletcher being congratulated by CFI Alastair MacGregor, after soloing at* ***The Park***



Ian Atherton and visitors from ***Norfolk GC*** *soared snowy ridges at* ***Talgarth*** *on an Easter expedition*

Banbury (Hinton in the Hedges)

GOOD soaring conditions were experienced in March and April with some cross country flights undertaken by the "early birds": 270km was achieved but Sunday April 6 caught most of us out due to the heavy snowfall on the airfield. The day cleared into a good cross-country day in the afternoon. The Midland Inter-Club League dates have been fixed with our club hosting the first event on Spring Bank Holiday weekend, which falls in nicely with our task week on May 27-30. Visiting pilots are also welcome to our task weeks during the year as listed on our website at *www.banburygliding.co.uk* We have now started to offer a three-day condensed gliding course to run on Friday, Saturday and Sunday. The course will have a dedicated K-13 and instructor. This is all aerotow and all are welcome to join us.

Rod Watson

Bannerdown (RAF Keevil)

JIM Hasker has completed his BI course. Andy Smith has gone solo. Work on the clubhouse is moving along well. A number of club members are at Sisteron in the French Alps at the moment. An expedition is planned for May to Bowland Forest and then Edensoaring. The trial lesson season starts on Fridays in May.

Alison Arnold

Bath, Wilts & North Dorset (The Park)

ENTHUSIASM for getting into the air still reigns, even on the coldest days. Wednesday single-seater flying is becoming very popular, with the usual crowd regularly appearing. During the winter months we saw Tim Fletcher solo after only 38 launches. Tim had put in a concerted effort and it was worth it. Our aircraft maintenance team of Eddie, Ron and Norman are also working at top rate to ensure we have four two-seaters for the season, and for our open day in May. This year our hangar has seen a record number of members sorting out their gliders for both the season and the transition. It has also proved to be quite a social time for members. More recently the better weather has brought a number of 300km and 400km cross-country flights as well as the encouraging shorter flights from early solo pilots.

Jan Smith

Bidford Gliding (Bidford)

WE have had a great start to the season, the clubhouse looks much improved, the new cats have settled in well, and we have new members to say hello to – Jennifer Luther Thomas, Andrew Ballantyne and Jonathan Hand are all new junior members, with Henry Smith joining us after attending a five-day course here. We also welcome Gill, who now runs The Airfield Café, for whom we have had very positive feedback so far. There has also been plenty of interest in our new NPPL SLMG course, from both existing and new members, so that is keeping us and our Motor Falke very busy. We can offer the full NPPL SLMG licence, and then if you wish convert you across to the SEP afterwards. Visit our website for more details. We have a very friendly, welcoming, relaxing club here, so come along and say hello.

Lynne Burkert

Black Mountains (Talgarth)

A pretty reasonable start to the year at Talgarth with loads of wave and ridge, which has kept all our visitors more than happy. Bo Nilsson is back for the summer as our full-time resident instructor and a full season of courses has been set up so come and take advantage of our unrivalled airtime/launch ratio! A beautifully refinished K-21, a new lecture room and a new engine in the tug have stretched our finances a bit over the winter but under the watchful eye of Clive Micklewright, our treasurer, we are confident of sound progress through 2008. Increasing cooperation with the nearby South Wales GC at Usk is an interesting exercise as we both have unique site/operational attributes, from which we can both benefit. A joint expedition to Jaca is planned in early April using locally hired gliders. We are operational at Talgarth seven days a week all summer so call Liz in the office any weekday morning to come and visit our stunning site.

Robbie Robertson

Booker (Wycombe Air Park)

DESPITE the showers we are ahead of budget at the halfway point in our club year. Training has continued throughout the winter, of note the following from instructor Mike Richardson: "17 January 2007 – Don Harvey re-soloed in the K-13 after a break of 52 years and 9 months! Is this a record? Well done to Don and don't leave it so long next time!" Don has now passed his Bronze exam, together with Hugh Macdonald, and both have been co-opted onto the committee a few weeks after the AGM. Following on from the series of winter lectures have been the Easter Egg Aerobatic cup and the successful and enjoyable Shobdon expedition. The first of our "Get Your Solo weeks" resulted in Leon Gold going solo. This is followed by a "Get Your Bronze week." We also have our own Booker Regionals (July 19-27; spaces available) and Aero Expo (June 13-15). Jim White (treasurer) and Garry Nutall (web designer and newsletter editor et al) are are standing down at our AGM. Thanks to their efforts, together with the rest of the committee, staff and members, Booker has traded at a modest profit for the first time for a while. And finally the Booker blog is now in full swing on our website. There's also a live webcam picture from our launchpoint bus, and some time-lapse weather pictures, all courtesy of Mike Richardson.

Roger Neal

Borders (Milfield)

THE weather has been against us over the past few weeks; however, when the rain and snow did eventually subside our wave week visitors from Darlton had some good soaring. The Club AGM took place on Sunday 30th March. Kate Ashley was welcomed on to the committee and at the following annual prize giving; she was also the recipient of the Coulson trophy for progress. The WA Urwin trophy for height was presented to Brian Brown and the President's Cup, for services to the club, went to Andy Turnbull. Well done to all for those. Preparations are now well under way for our next young people's course, this time with people from Haydon Bridge High School. A big thanks to Keith Latty for organising the event.

Rich Abercrombie

Bowland Forest (Chipping)

AT our AGM thanks were given to our outgoing chairman Nigel Dickinson, who has done a sterling job for the past few years, and we welcomed his successor, Steve Robinson. Congratulations to all the trophy winners, in particular to our DCFI Ian Ashton, who collected the Cross-Country Trophy for a 241km wave flight to Yorkshire and the Lake District, managing to dodge the many airspace restrictions around us. After many months of negotiations we now have a formal Letter of Agreement with Manchester ATC to access an airway above our site, allowing us up to FL140 and Gold height claims. Thanks to both the CFI and his deputy for the many hours of hard work to get this very important attribute for our club. In a change to our normal format, a series of winter Bronze lectures were given on Saturday and Sunday mornings. These were well attended and tested a few of our budding full-rated instructors. Our first club week is in May when welcome visitors from Bannerdown GC will experience the delights of soaring the Bowland Forest Area of Outstanding Natural Beauty.

Phil Punt/Tracy Joseph

Bristol & Gloucestershire (Nympsfield)

MEMBERS had five-knot cross-country climbs in spring thermals to 4,800ft, wave flights to 2,000ft and many ridge runs to Bath and Cheltenham. First 300km of the year was on March 19 with a fine run to the South Downs and back by Trevor Stuart. Alan Montague completed BI tests and Daren Breitz re-soloed – well done to both. Sid Smith gave a talk on advanced met forecasting and aeromodellers joined us for John Stennard's talk on model flying. We said farewell to Dan Welch as he left for New Zealand. The Davis family dominated the trophy handouts at the dinner-dance with Andy, Matt and Pami getting cups. Other trophies went to Tim Macfadyen, Russ Francis, Gavin Wrigley, Jeremy Bodian, Dave Bland and Alison Moss. Sid Smith's task week is from July 19-27 and possibly a long weekend one in August. We're all set for 50-plus Juniors at their Nationals from August 2-10. Trevor Stuart and Steve Eyles flew 600km in the Nimbus 3DT around London in April (see p22).

Bernard Smyth

Cairngorm (Feshiebridge)

THE club is in a state of hyperactivity as members prepare for Mayfest. Inspectors are finishing the Cs of A, John and Andy are stocking up the bar, and Nick and Chris are fettling the tug, mindful of the enormous amount of tows it is going to be called upon to perform. This Mayfest is going to be the busiest yet – more about that in the next edition. Badge claims this month include Pete Tompson, Diamond Goal with Gold Height, and Bernhard Van Woerdon, Diamond Distance and Diamond Goal. Note for your diary our celebrated Octoberfest will run from Saturday September 27 to Sunday, October 12, 2008. Please book early (no booking fee) as spaces always fill up quickly. Anyone wishing to come up and enjoy our unique brand of soaring and fun in October or at any time should get in touch with Chris Fiorentini at *Chris@capercaillie.flyer.co.uk* Full details can be found on our website at *www.gliding.org* Look forward to seeing you at Feshie, the friendly club.

Chris Fiorentini

Please send news to *editor@sailplaneandgliding.co.uk* or to Susan Newby, BGA, Kimberley House, Vaughan Way, Leicester LE1 4SE **to arrive by June 17** for the next issue (later deadlines at *www.gliding.co.uk*)






G-LGCC


933



Thanks as always to the contributors to S&G's Club Gallery. *Pictured clockwise from right are:*

The Red Arrows perform a practice display over ***Trent Valley****, photographed by Geoff Lloyd. Apparently, they like the all-grass airfield as it is more representative of many display situations than the long, wide tarmac runways at their home base of Scampton. For more about the Red Arrows – and making sure you avoid their displays this summer – see p7 of this magazine*

Don Harvey of ***Booker*** *has completed his Bronze. Another talent is as a compiler of crosswords on a gliding theme – you can download them from the link at* www.bookergliding.co.uk/index.html

Keith Batty, chairman of ***York Gliding Centre****, sent in this picture of wave above the club's Rufforth site*

Matt Johnston (seen left in the photograph with instructor Carol Pike) is one of three recent solos from ***Shalbourne Soaring Society*** *at Rivar Hill*

Another great photo from the Bicester comp last year by Stuart Poynton of ***Portsmouth Naval GC****. This shows ASW 27 933, which was flown by Tony World*

Ian "Gally" Gallacher, CFI of ***Chilterns*** *and a member of the Team Condor display outfit, with the Dan Smith Memorial Trophy he won at Dunstable in March for being the highest-placed Sport Level pilot at the event. Matt Plumridge won the Beginners category while Guy Westgate was the overall winner(Photo: Jamie Allen)*

Tom Eaton, on the left wearing the parachute, and his instructor Derek Heaton, after his solo at ***Staffordshire***

London GC*'s Robin DR400 tug, formerly X-Ray India, has returned from a total refurbishment and, says* Club News *contributor Andrew Sampson, looks extremely smart in its new livery and reg: G-LGCC – to go with the club's other tugs, Charlie Alpha and Charlie Bravo*

Our thanks to all the photographers and to our Club News *contributors for sending these in. Remember, if you'd like to submit your previously-unpublished photographs for possible inclusion somewhere in* S&G, *do send them to* editor@sailplaneandgliding.co.uk









Club news

Chilterns (RAF Halton)

CONGRATULATIONS to our illustrious CFI, Gally, on winning the Dan Smith Trophy (and gaining his formation Display Authority); also to Neil Beattie for winning the Club Winter Ladder, Jonathan Davidson on passing his Bronze exam the day after his Silver duration on conversion to the K-18 (Steve Pybuss, a JSG 'student' also gained his duration the same day), Paul Moslin on gaining his CAA SLMG FIR, and Rick Davis on re-soloing after a lay off. The downside of all this was that the airfield was too wet to use for some time during March, but we are all looking forward to the summer (or, in the case of just two members, now looking back at the club expedition to Sisteron) and some cross-country and competition flying, predominantly the Inter Services (open to civilians as well) at RAF Honington in early August.

Andy Hyslop

Clevelands (RAF Dishforth)

CLEVELANDS welcomed Four Counties GC and Loughborough University GC to Dishforth over Easter week. A mixed bag of weather awaited our guests, but we made the most of it and it was good to see the whole club fleet being well used. One highlight (for the author at least) was seeing a snow-covered Dishforth from the air and under blue skies. We invested time on the ground wisely, with Bronze ground papers being passed, and numerous briefings undertaken. In the air, cross-country field landing checks were the name of the game, several people successfully refreshing their Cross-Country Endorsement, and a couple of folks achieving the required standard for the first time. We hope to hold a similar event next year, hopefully taking advantage of a more sensibly timed Easter weekend for some good weather! The first prospects of thermal soaring materialised in March, and we are also still getting wave. The whole club looks forward to a successful summer and plenty of successful badge flights.

Matt Woodhouse

Cotswold (Aston Down)

CLUB pundits have reported some interesting wave and convergence flying so far this season and we have already had a few strong thermal days. All our two-seater fleet has now been through the EASA transition process and we are at work on the single-seaters. One of our K-13s will probably find a new home in France when our two new PW6s arrive this month, hopefully in time for our open day on May 11. Barry Key is to be congratulated on becoming a Basic Instructor while at the same time being appointed as the club marketing manager. Barry has also arranged that the club will be at Kemble Air Day on June 15. We now have a new club retrieve vehicle policy so it will be out with decrepit old MOT failures (vehicles not members) and in with dinky little golf buggies running on gas as does our winch. Reports from our deputy chairman suggest that he has been sampling the joys of final gliding over the "briny" at Walney Island. (Thank you to Lakes members for looking after him). We will need to mention that at least two engines are sensible for oceanic flying. On a sad note, Peter Ward passed away in March. He was a great club member and will be missed by all (see obituaries) (p62).

Frank Birlison



Exeter University GC Captain Claire Kirker with instructor Simon Leeson after her first solo at ***Devon & Somerset GC*** *on April 15*

Cranwell (RAF Cranwell)

QUITE a bit of news: the AGM echoed another successful year for the club, in which cross-country kilometres have gone up together with flying hours whilst at the same time operating costs have stayed at or close to the previous year. This reflects the measure of the hard work that members have put in, from sweeping the hangar, to flying activities. Many thanks to Mike Hale, for his tireless work behind the scenes. Well done to Ian Mountain and Angus Watson on their full instructor ratings, to Neil Atkins on his BI rating as well as to Tim Davies (PPL), who has discovered that propellers will also keep you airborne but still had the opportunity to have a flight in his newly acquired ASW 20. Peter Kingwill is still going through the PPL currently, with a successful outcome we trust in the not-too-distant future. Our Discus has now returned after having a new gel coat and looks absolutely brand spanking new ready for the season's soaring, which has started out quite well with a number of successful cross-country flights having taken place together with a good few hours of local soaring. Let's hope the weather shapes up and we have an even better year than last.

Zeb Zamo

Crusaders (Kingsfield, Cyprus)

THERE were no new solo pilots in the period but it has been a good time for repairs, administration and general husbandry. Our DCFI Avo Mangoian flew to the UK to become EASA compliant and can now sign off aircraft Cs of A with a new pen. Thank you, Avo. Along with Avo, Nicos Karaolides (aircraft member) and I have waded through the paperwork for transition and have pestered Paul Moslin at Halton almost daily – thanks, boys! I would also like to use up a little of our space to thank Derek Smith and Greg Marshall (vehicles member) for all their hard work during the past month. Without them we would not have passed our inspections and been back in the air so promptly. Also, thanks to all present for the big cleaning spree – we even got the fire brigade to come and hose out our hangars. Well done to all. Finally, I sat my GFT at the end of March and now have my PPL – another empty kitchen!

Jo Rigby

Darlton (Darlton)

FLYING conditions at our new site continue to surprise and encourage us and during one week in late March we had stark contrasts – heavy snow with several snowmen evident followed by stonking conditions with a 5,000ft cloudbase, 6kts of lift and lengthy soaring flights! Our recent club expedition to Borders (Milfield) was mounted by some 15 members who, despite semi-Arctic conditions, enjoyed some exciting ridge soaring and memorable social activities. Our pace of flying is now increasing with our programme of Friday evening corporate flying plus our first Flying Week this year commencing on May 24 and members entering in competitions at Trent Valley (Kirton) and Wolds (Pocklington) later in the year. A boisterous team attended the BGA Conference and Dinner in March and had a most enjoyable time – no one gained any prize silver but one of them acquired a BGA Diploma to compensate and round off the event. Development of our new site continues at a pace with a range of plans to complement our increasing membership. Visitors are always welcome at Darlton.

Geoff Homan

Dartmoor (Brentor)

AT the time of writing the air has been promisingly unstable, with the prospect of some good cross-country distances, but, being in the Western peninsula, the air can often overdevelop, and so good day starts have rapidly deteriorated into rain, hail or even snow – you flatlanders in the east have us to thank for drawing all that water out of the sky! We held our AGM on March 25, after which the annual awards for 2007 included: Spitfire Trophy (for the most improved pilot): Dave Jesty; Spider Trophy (for most persevering pilots): retained by John Howe and Dave Rippon; Tim Parson Shield (for services to the club): Dave Bourchier and Gus Pearce, and last but not least, the Wooden Spoon went to Robin Wilson who, feeling that it was getting a bit chilly between flights, put his jacket on over his parachute and then strapped himself into the glider! For those who have been following the transmogrification of the Old Winch into the GusLaunch, on Saturday, April 12 it propelled our CFI, Roger Matthews, into the sky in a launch which he said 'Can only be described as – interesting'.

Martin Cropper

Deeside (Aboyne)

WE welcome our new resident tug pilot, Zoltan Kolesza, who will be providing aerotows throughout the week. Flying has been steady, with the usual suspect posting a 500km flight at 113km/h. A few of us joined in the cross-border raid to the BGA Conference in March, and in conjunction with Portmoak took home some of the silverware. Some of the private owners are gearing up for an expedition to Spain in May. I have just returned from Spain after a week with Brian Spreckley – the instruction, and whole week, was first class. Aboyne will be hosting the first round of the Scottish Inter-Club league. We have taken delivery of a new airfield retrieve truck, the clubhouse has been painted, and a new six-burner cooker installed! We hope to have a new webcam running soon so you can see all the wave, but in the mean time find entry forms for the UK Mountain Soaring Championships at *www.ukmsc.co.uk*.

Charlie Jordan

Derbyshire & Lancashire (Camphill)

ON the social scene our Neighbours' Night for the local farming community was well attended, as was our annual Mid-Week Pilots' Dinner at a local golf club. The new launchpoint bus is now in use, and is a great improvement on the old one, thanks to John Sconce and all who helped. The simulator is proving very popular, not only with members, but with visitors for trial lessons, if bad weather interferes with real flying. The wave is returning more often, and we are opening our wave boxes into the overhead airways a little more frequently. Thanks to Manchester International for their continued co-operation. We are about to trial two different launching cables, a smaller steel one of 4.2mm, and a large-diameter polymer, which is not Dyneema. It has been nice to see the Puchacz flying again, complementing our K-13s, and another K-8 has arrived for our early solo pilots. In fact, it is welcome home, since we originally bought it new in 1970. What a pleasure it was to fly then compared with the Swallows; it gave me my five hours, and gave

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*Martin Jewell of **Essex GC** being presented with the club's Merit Cup by its chairman, Brian Murphy (Peter Perry)*

Mike Armstrong Camphill's first 300km triangle – not bad for a K-8. We welcome Cathy Page and Tom Bell, who join us from The Park, bringing their K6e, and Tom is a welcome addition to our BI ranks. By the time this is in print we shall be on our summer, seven-day-a-week operation, and this year we are re-introducing courses for the public again, after a few years' absence, as well as specialised courses for members.

Dave Salmon

Devon & Somerset (North Hill)

THE weather was fairly good for flying last winter on the whole, with wave, thermal and ridge soaring possible. In April, Ron Johns flew to Lasham and almost got back, landing near Crewkerne. Easter was cold and we did have the terrible storms, of course, before that when one of our famous beech trees succumbed, so we only have two now to consider when we think of our possible "eventualities". Despite the rain we have had, the field has remained dry this year. A lot of work was done last year levelling and filling in holes and a task force was due to be doing further work, starting the second half of April. The usual gang is currently at Portmoak and we await their reports. Our Exeter University members are having their own course at North Hill and we are pleased to say that all of our summer courses are already fully booked. We are having a webcam fitted to the hanger; this will allow a 180-degree view of the airfield, which will be useful. Competition Enterprise will be held at North Hill starting July 5th. The organiser is Sandy Harrup. We look forward to your entries.

Kaye Alston

Dorset (Eyres Field)

AS have most other clubs in the UK, we have suffered from the vagaries of the weather in the early part of this year. In the early March gales, our clubhouse roof had delusions that it was a glider. It took off from the clubhouse, soared 20 feet and did a spot landing against the side of the hangar! The roof, which was extensively strengthened and waterproofed just a few years ago by our resident construction team of "The Linees" will have to be cut into sections to be re-fixed. Luckily there was very little damage to the roof, or anything else. Our car park has looked like a builders merchants for most of March and April, with piles of gravel etc. We are doing field drainage refurbishment, and have also had an LPG tank installed. This will be much more convenient for our LPG powered winch, and supplying gas to the clubhouse kitchen. All private owners have been busy with the EASA preparations, and most are now finished (apart from the paperwork, of course). We will all be doing much more soaring this season, as our gliders will now fly much better due to all the extra work and expense involved, won't they? (That was a joke.) Our usual thanks to ALL those involved in the work, and to our chairman and the others who have done the organising, and, like everyone else, we look forward to a good, safe, soaring season.

Colin Weyman

Edensoaring (Penrith)

OUR season has already started with a nostalgia expedition to Latrigg in the Northern Lakes, and in May "Penrith Week" from the new site at Skelling Farm under England's grandest ridge Cross Fell. Visiting pilots, individually or in groups, will be welcome throughout the year, please look at the website *www.edensoaring.co.uk* for the informal task weeks planned. Skelling is an excellent base from which to start epic flights, or to enter England's most beautiful soaring in the Lake District. Be tempted.

Pete Whitehead

Essex & Suffolk (Wormingford)

THE season has got off to a good start with Silver distances and 100km legs for Tim Forsey and John Kelk. Colin Downes achieved his 5 hour and Silver height and Brad Bradford added 6.5 hours to his thermal soaring total (which must be approaching 30 hours already this season). And this was all on one day! Meanwhile the second winch is back on site and being prepared for action, and we continue to fly a steady stream of trial lessons, day courses and gliding experience flights hoping to whet their appetite for gliding as regular pastime rather than just a one off experience. Most club and private gliders are now sporting their new G- registrations and we are well prepared and looking forward to a great gliding season.

Dick Skinner

Essex (Ridgewell)

CONGRATULATIONS to Bob Cassels on being appointed DCFI. Bob takes over from Geoff Martin. We wish Bob all the best in his new role and thank Geoff for the huge amount of work he has put in over the years. Our thanks must also go to Sue, his wife, for the considerable amount of work she has done. Well done to Steve Rhenius in passing the Bronze theory exams and to Hugh Maddams on successfully finishing his completion course and gaining his Assistant Instructor rating. Vince Earl is shortly going on an Assistant Instructor course. We wish them all every success. Ian Barnes is standing down after seven years as our Technical Officer. We thank Ian for all the very hard work and considerable expertise and knowledge he has given to the club. Paul Bott has been appointed our new Technical Officer and we wish Paul all the best in his new role. During the winter all our weekend flying has once again been with the Anglia GC at Wattisham, an active military base. Their vast runway was a new experience for some of our new club members. We particularly enjoyed flying Anglia's K-21s. We thank the club for making us feel so welcome. Our AGM in March was well attended and our chairman, Brian Murphy, presented The Essex Gliding Club Merit Cup to Martin Jewell for all the hard work he has done, in not only setting up our computerised "Virtual Office", but also for the many other tasks he has undertaken behind the scenes to the benefit of the club. Well done, Martin.

Peter Perry

Fenland (RAF Marham)

CONGRATULATIONS to Bernard Hicks, Alex Saunders and Adrian Barnwell on successful completion of their Bronze Badge. Thanks to Steve Saunders, Johnny Broome and Terry Parnell on the much-needed Astir refit... The club has seen a boost in membership due to the LEAP initiative (Leadership ethos and airpower) training days. Welcome to three new women students: Marion, Susan and Carol. Rob Stallard, Ollie Chubbock and Ian Padgett are off to Sisteron for some mountain flying. The club wishes Graham French much success in the future and thanks him for his hard work and cheery devotion to the club.

Natalie Day

Herefordshire (Shobdon)

THE flying so far this spring has been notable for quality rather than quantity, with a small number of very good wave days as well as the start of the thermal season, giving members and visitors from Booker and London clubs some welcome soaring. Pete Harvey visited us for an evening in February and gave a most informative and amusing talk, mainly about his exploits in hang-gliders, which was enjoyed by our own members and a number from nearby clubs. We also hosted a large gathering in April from all the surrounding clubs to present the CAA's proposals on Mode S and to brief members on responding to the consultation. More than 70 people squeezed into our canteen and we had a useful discussion assisted by Andy Greenwood, the CAA's consultant on Mode S.

Diana King

Highland (Easterton)

FIRSTLY and most importantly, HGC must thank Stuart Naylor for his unstinting hard work in carrying out EASA C of A work. Stuart also took time off work to take the tug through its annual inspection. Robert Tait, our CFI, is always looking for new ways to inspire and educate us – his Friday email to club members now includes meteorological forecasts for the weekend, along with an explanation of what they mean in terms of soaring. The RT licence study group has made good progress and should have reached a successful conclusion by the time this reaches print, thanks to tutor, Simon Card of Inverness ATC. Our AGM took place in March and discussion included the future of the SGA and what (if anything) should replace the SGA ASH 25. Another theme was the development of our club and the "New Way" of running the flying list was voted a unanimous success. Robert Tait also revealed that Stuart Naylor is considering running a gliding business from Easterton, which would make it possible for flying to take place on any day of the week. Phil Penrose retired from the HGC Ltd board after many years of dedicated service and Glenda George was appointed as a new director. Finally, Andy and Glenda's short retrieve from the bottom of the Rothes ridge deserves mention. The field must have looked great from the air; however, from ground level its defining characteristic was that it had been liberally spread with the finest organic fertiliser, fresh from the cow. Thanks to all those who braved these testing conditions to return the K-21 safely to Easterton.

John Thomson

Kestrel (RAF Odiham)

WEDNESDAY afternoon gliding has started once more, attracting a number of new members. Weekday evening activity using the motorglider has also started aided by the arrival of a new fuel bowser, while aerotow – still new to us after the previously reported gap – is flavour of the month with all. Barry Sealy has completed his Bronze (well done Barry) and the Tuesday club social evenings are proving popular. Our new launchpoint vehicle is nearing completion and thanks to all for the ground works enabling power to be laid to its parking area.

Neil Armstrong

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Scottish

At a glance

Full flying membership: £275 pa

Launch type: Aerotow and winch

Club fleet:
DG-505, K-21s, Juniors, Discus, K-8

Instructors/full flying members: 15

Type of lift: Ridge, wave and thermals

Operates: all year round

Other: Accommodation and meals on site

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AS ITS name suggests, the Scottish Gliding Union (SGU) was formed when a number of clubs in Scotland amalgamated. Initially these clubs were based around the Glasgow area and the first part of the "Union" was formed primarily from the Glasgow Gliding Club in 1934. Three years later the merger was extended to include the Fyfeshire GC. Following a break during the war, the club settled at Balado airfield until 1957, when it moved to Portmoak. Being ideally positioned to utilise ridge soaring on Bishop Hill and Benarty Hill, as well as all-year-round wave, it quickly established itself as a premier site in Scotland and a number of soaring records have been achieved from Portmoak.

As the club expanded, Edinburgh University GC took up residence and, soon after, *Walking On Air* was set up to cater for disabled pilots and, towards the end of the 1990s, the site at Portmoak became known as the Scottish Gliding Centre.

Present-day facilities at the club include on-site accommodation, caravan site and excellent food and beverages. With over 80 gliders on site, there is always a steady stream of visitors and, most years, we see the RAF Gliding School in operation during the summer months. In view of this, it is strongly recommended that visitors contact us in advance so that we can do our best to accommodate them.

Recent years have seen our pilots successfully challenge for BGA silverware: 2007 was a particularly good year when John Williams and Kevin Hook took away six awards between them. John also took an Online Contest award to beat the strongest competition in Europe, and all of this was done by flying in Scotland from Portmoak.

Although we have some restrictions due to the proximity of airways B226 and P600, we have local agreements with Scottish TMA so local briefings from our CFI or one of his instructors are essential before setting off on cross-country flights.

We hope to publish *A History of the Scottish Gliding Union* towards the end of 2008 so contact us to get your name on the list. ***Ian Easson***



Two smiles in one flight

"Monday, April 21 is one I'll remember," writes John Williams. *"No records, no big ladder scores, just a flight that made me smile in different ways at different times. I'd spent the morning fettling, updated Flarm and needed an excuse to fly in a strong easterly off the North Sea in a sky that looked well overdeveloped – low cloud and big showers in the hills. A suggestion of a local cloudstreet would do. That street was real, and as it led inland it rose just high enough to skim over the Ochil hills and towards Loch Lomond; 57 minutes later I was back at site, having done 130km out and return without a single thermal turn, the best Scottish street I've seen. Smile number one.*

Running back downwind under the same street was too tempting, this time on across Loch Lomond (on the distant right of the photo) *to Loch Goil and deep into the hills. Turning for home, I saw top cover killing off the direct route; a diversion to sunny slopes over and north of Loch Katrine was needed. Down to 2,000ft in interesting terrain – major tempo change. Concentrate, stay calm and consider the options – yes, I can cross that coll to the next piece of ridge lying nicely to the wind – it should lead uphill to bigger slopes and sunshine. Arrive low-ish on the slope, turbulence, bump, good lift, turn for another beat. That's when I saw him, same height, almost same speed, working the same air. When you fly with a golden eagle there is never a doubt about whether it's an eagle or a buzzard, you just know. We simply flew together. It was like sharing a narrow thermal with the pilot you respect and trust most, neither feeling threatened by the presence of the other, just using the air to do what we both wanted. Two intimate minutes with a master. After 1,000ft we went our separate ways, but that second smile of the flight was deeper and longer than the first."*

Club news

London (Dunstable)

CONGRATULATIONS to Helen Jones, David Birks, and David Condon on achieving first solo and to Steve Mordecai and Dave Hayden for their Silver duration flights. The Dan Smith Memorial Trophy aerobatics competition was blessed with good weather, with Guy Westgate winning overall and Ian Gallacher winning the trophy that is awarded to the highest placed sports pilot. Our very own Stefan Astley came second in the beginners class. Aerobatics training takes place every Wednesday evening throughout the summer. The Algek aerobatics cup competition, for LGC members, takes place on the weekend of July 5-6. The clubhouse refurbishment has commenced, with new plumbing and heating (just in time for the summer). A solar panel has been installed, supporting our "green" profile. Meanwhile our Robin DR400 tug, formerly X-Ray India, has returned from a total refurbishment, and looks extremely smart in its new livery and reg: G-LGCC (to go with our other tugs Charlie Alpha and Charlie Bravo). Our K-21, now G-CFBV, has returned from re-finishing in Poland. The "Club Forum" took place on April 19 and prompted lively debate about the future development of the club. On Saturday June 14 we are holding a "Girls get Gliding" day, open to any (female!) guests. Our cross-country task week is July 19-27 and the Dunstable Regionals August 16-24.

Andrew Sampson

Mendip (Halesland)

FOLLOWING a slow start, the spring thermals have returned, which has resulted in some good soaring. Well done to Mick Longhurst, Andy Whiteman and Terry Hatton, who have all managed to land their gliders in local fields after failing to get back to site. Particularly for Andy's efforts in getting the Kestrel, his retrieve Land Rover and the local farmer's Land Rover stuck in the muddy field! Well done to Becca Kwo for resoloing after a recent operation and to Laurie Penrose, who has also resoloed. Preparations are well under way for the summer season, with *ab initio* week courses being planned for August.

Terry Hatton

Midland (The Long Mynd)

IN February the now-annual club expedition to Jaca took place. Two gliders from the Mynd went by road and sea and a Stemme 10 went under its own power from Sleap. The Stemme took three days to get there, crossing the Pyrenees in glorious sunshine and five days to get back, with numerous delays for bad weather, finally having to divert to Leicester. The second and third weeks in Spain produced good northerly wave with flights up to nearly 20,000ft. At the end of March we had a visit from 18 pilots from three clubs in Holland. The Dutch have been regular visitors for the last eight years and are very enthusiastic about bungey launching. This year, out of about 100 flights, they managed 57 bungey launches with everything from an LS4 to a T-21 being catapulted off the side of The Mynd (see p34). Our course season started again on March 17 and on the same day James Fisher flew the first 100km cross-country of the year in his Open Cirrus.

Steven Gunn-Russell

Nene Valley (Upwood)

THE annual dinner saw the CFI's Award go to Brian Palmer, the Chairman's Award to Phil Alexander, the Marshal Papworth Rose Bowl to Trevor Nash, the Cross-Country Gold Award to John Young and Steve Jarvis, the Cross-Country Silver Award to Paul Daly, and the Life's a S*** Award to Brian Palmer and Andy Griffiths. At the EGM in April it was decide to bring in a booking system for voucher and training flights, time slots were allocated for check flights and advanced training. With the new Flying Day plan coming into force on May 3, a recruitment campaign for new members begins.

Dave Mansfield

North Wales (Llantysilio)

WELL our year got off to a "flying" start with some excellent days during January and February but of course March came in like a lion and went out like a lioness giving us lots of spare time for those jobs that go on the back burner during good flying weekends. We have changed tyres on tractors, removed instruments to log model numbers to fulfil the new EASA rules, and done much preparatory work for fast approaching Cs of A so at least the time was not all wasted and it was good to see so many members turning up to work even though the wildest optimist knew there would be little chance of flying. We also held our AGM in March: it was well attended and the reports given by our new treasurer and the CFI were magnificently presented, the annual trophies were also given for the many achievements and hard work, over the year, of the recipients. While it is always sad to learn of the demise of a fellow club at least we have been able to welcome some of the ex-members from Denbigh, I'm sure they will be a great asset to North Wales, though for two or three of them it is more a case of coming home as they had been members of our club in the past.

Brian Williams

Oxford (Weston on the Green)

THE workshop has seen frantic activity with odd-shaped vinyl offcuts strewn all over the floor, legs, faces and even aircraft as previously pristine unblemished gliders have become splattered with G-registrations. The Capstan, Skylark and Olly owners have been looking in and chuckling. One of our K-8s has reappeared with a C of A and a quite unexpected blue colour scheme – it seems the paint was on offer in B&Q. Some good early season soaring was marred by Easter, which saw rain and winds, although a hardy few did manage to aviate. A number of our pilots attended the Sutton Bank pilots' development weekend – I gather snowshoes were more suitable wear than soaring hats! More significant news is the proposed Ecotown, which if it goes ahead will obliterate our airfield and many surrounding acres – for more details see p5.

Neil Swinton

Peterborough & Spalding (Crowland)

WE have re-entered the Inter-Club League this year (Eastern League) – an event we have been absent from for a few seasons. We also have a number of recent of Silver Badge holders, so hopefully some will participate, which will help in pushing themselves a little harder and give them a taste of competitive flying. We will be displaying a glider in Peterborough city centre (Cathedral Square) on July 25. This will, we hope, generate a lot of interest and help promote our open day planned for August 3. We have also booked the BGA gliding simulator just in case Mother Nature has her own ideas! If there are any other BGA club members reading this, who have friends and family residing in our area, can you please pass on our open day details? There will be a big friendly welcome awaiting them. Congratulations to Natalie Hearn, who recently went solo. Well done, Nat, and I'm disappointed I wasn't there to witness it and get a free beer!

Merv Bull

Portsmouth Naval (Lee on Solent)

IT'S been a busy time. Launch rates have been strong, and so have the early April thermals with attempts at various badge claims beginning. The annual dinner-dance at HMS Collingwood was enjoyable, though sadly marred by our club manager – Tony World – breaking his leg badly. Tony is now recovering slowly, but his airborne presence and ensuing anecdotes are much missed! Club members Jean and Rob married – congratulations to them. Our Cub "Fox Oscar" is now serviceable again after a long rebuild by Dave Murray. Pleasingly we have now moved into a larger, better clubhouse on site, after much negotiation with our landlords. Early April saw us complete our Easter Naval training course, and we are looking forward to a four-week RNGSA expedition to Ocana in June. Our AGM was well attended, and members heard encouraging reports on our future from Nick Lambert. Awards or trophies were presented to Jonathan Stockley, Nathan Liddle, Nick Lambert, Ryan MacNeil, Andy Durston, Mark Holden, Fran Aitken, Alan Turner, David Murray, John Hale, and Neil Shaw (two) – though Neil really did think Ben Bennett was more deserving of the RK Trophy.

Neil Shaw

Rattlesden (Rattlesden)

CONGRATULATIONS to Roger Cottee, one of our youth pilots, on going solo on February 24. Wednesday, February 27 was a great day with Cyril Coombes, Mick Nicholls and Sean Nicholls having flights of 30 minutes or more towards their Bronze Badges. Saturday March 22 was quiz and curry night. Sam Woodgate was quizmaster, ably assisted by Roger Cottee; the winners for the second year were the 'Couch Potatoes' consisting of Julian and Yvonne Wood, Pete and Sue Harrison and Graham Drewery. Congratulations to Mick and Sean Nicholls on passing their Bronze papers.

Helen Page

Scottish Gliding Union (Portmoak)

SPRING sprung some good wave days at Portmoak this year. Visitors from Bowland Forest and Bicester went home with badge claim forms firmly clutched, smiles on their faces and, in one or two cases, vague memories of Single Malt. Our summer courses are filling up fast so, if you are interested, remember to book early. Steve Derwin's LS7 (WA2) arrived on site early in the year and he and Joe Fisher completed the hand-control mods to the rudder mechanism. Steve became the first disabled pilot to gain a BI rating at Portmoak and we look forward to seeing him competing for club ladder points. Other achievements since last issue include Steven Dall (solo), Maurice Williams (Cross-Country Endorsement), Alan Gillanders (Silver duration), Scott Hardie (Silver distance), Garry Simson (Silver Badge) and yours truly finally flew 50km to compete the Silver Badge (see p24).

Ian Easson



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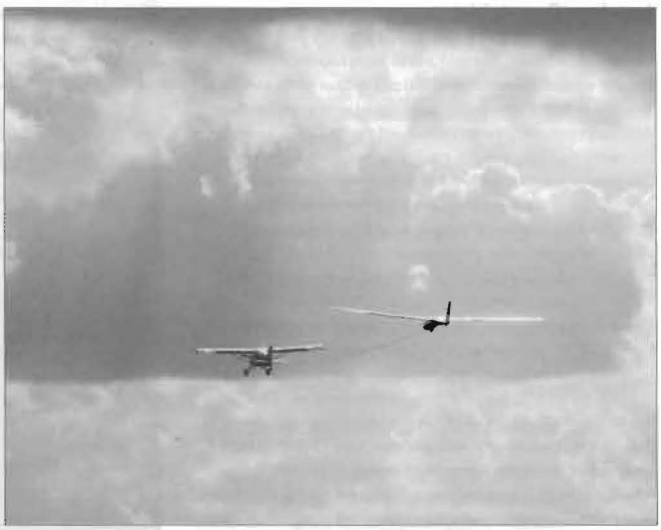
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York Gliding Centre

Club news



Left: *Roger Cottee, from* ***Rattlesden****, went solo on February 24*



Right: *Graham Turner in the Vale of the White Horse GC's Maule, towing Clare Knock in her ASW15b into the late afternoon sky*

Shalbourne (Rivar Hill)

WE might not have put in an appearance in Club News for a while, but we're still here. We are pleased to congratulate our three recent first solos – Chris Bessent, and our two junior members Martyn Tobin and Matt Johnston (with thanks to the Caroline Trust for financial assistance), along with several returners after extended breaks from gliding. We have had one of our Tost winches refurbished and modified by Skylaunch with very pleasing results – we now have a less maintenance-intensive means of achieving our famous 2,000ft launches. Thanks to Doug Adams, who left us his Me7 when he moved away, and to Cotswold GC for lending us a K-8 when ours was found to have expensive problems. Bob Boyd is now our CFI, assisted by Carol Pike. On the committee, we welcome Colin Baines in the chair, and Chris Bessent as secretary, with Steve Barber remaining as treasurer and supported by Phil Morgan, Alan Saunders, James Walters and Chris Keating. Our Task Week runs from July 27 to August 3. Why not come along and enjoy a Shalbourne welcome and a change of scenery?

Colin Baines

Shenington (Edgehill)

OUR AGM on March 22 was well attended by the members and provoked some lively debate. A vote of thanks was made to our outgoing president, Don Birks, who reluctantly announced his retirement. Thanks, Don, for all your work and support for the club over many years. Acquisition of a K-21 to replace our Twin Astir was also announced to bolster our fleet and increase cross-country utilisation. We also welcome back Bruno and Lu, who have recently returned as members after a spell elsewhere. Thanks to landlord Paul Gibbs, the airfield is in good condition after the winter and continues to be actively used during the week, with day and weekly courses well supported. Work on our workshop to meet EASA requirements is also well under way. Looking ahead, we have two task weeks planned for June 9-15 and August 9-15, Mary's Fourth of July Party (Saturday, July 5) and our Wooden Ships comp (Aug 29-Sept 1) as well as return visits from Bowland Forrest, Lincs GC and Portmoak. All welcome!

Geoff Purcell

Southdown (Parham)

SOUTHDOWN continues to support the RSPB's conservation projects, and the resulting publicity does wonders for recruitment. Meridian TV screened a gliding sequence recently, featuring the naturalist Chris Packham. He was given a bird's eye view of the Pulborough Wild Brooks, and was clearly delighted to find himself in the company of a Red Kite – a case of serendipity, perhaps? Sky TV has also devoted a programme to sporting opportunities for young people, and gliding was given a chance to reach a wide audience. The prime mover in all this was our public relations officer Julian Hitchcock, who is now retiring exhausted after a very successful term in office. During the winter, some members from Booker and Lasham have been joining us for some ridge-running experience. Angus Buchanan and Julian Hitchcock set a particularly fine example with a 500km flight in a DG-1000. Paul Fritche has been invited to train with the British Team in May; we wish him every success. The Vintage Glider Club will be making a welcome return later this spring, following the Basic Instructors' course arranged for those in our region. We have two new machines on site: a Kestrel and a Nimbus. The former has been hibernating in its trailer for the past 12 years but is now fully refurbished in time for the summer soaring season.

Peter J Holloway

South Wales (Usk)

HEAVY investments have been made in equipment and gliders for the coming year, including some continuous improvements to the airfield, which involved a JCB and dumper truck, with a good time had by all. The first of the season's cross-country flights were at the beginning of April; we hope for more to come. As I write this report, the remains of a joint expedition to Jaca, composed of Talgarth and Usk pilots, over a period of two weeks, will have returned home. The first week was significantly more successful in terms of flying than last year. Six of the party contacted wave, some climbing up to 17,000ft, with a number of people enjoying the experience of flying amongst the snow-capped mountains of the Pyrenees. Most notable flights of the week from the site were Graham Bailey and John Sorrel in their own glider contacting wave in one form or another and also popping over to France and back, describing it as some of the best flying they have ever experienced, praise indeed. Congratulations to Dave Allen and Matt Hammond, for converting to the Astir. Our annual dinner was due to be held on April 25.

George Robertson

Staffordshire (Seighford)

CONGRATULATIONS to Tom Eaton, for first solo and to Chris Fox for his full instructor rating. The changes to our club fleet are now complete and the members seem to appreciate the change to all GRP aircraft. The Twin Astirs and the Single Astir have already given some excellent early season soaring flights. Our tug has been re-engined and refurbished over the winter and is back in service. The annual dinner and awards night was well supported. Winners of the major awards were: Derek Heaton, The Early Bird Trophy; Colin Ratcliffe, The Club Ladder and Ken Sheriff trophies; Derick Miles, the CFI's Cup; Jonathon Gill, the Fledgling Trophy; Tom Eaton, the Vulcan Trophy and Matt Moore, the Junior Solo Pot. At the AGM, the chairman Bill Henderson and secretary Alan Jolly stood down after several years of hard work, for which we offer them our sincere thanks. Our hardest-working tuggie, Don Rhodes, takes over as chairman and Paul Burgess becomes secretary. Alan Jolly has taken over as CFI and we thank the retiring CFI, Peter Gill. The committee were able to report a good year despite some poor weather and our finances are in good order. Our new CFI has announced that for 2008 we will be flying on more days. From May to September we will be open at least five days per week, Wednesday to Sunday, and there will be several weeks of seven-day operation with special courses for abilities and task weeks to encourage even more cross-country flying. The website is being updated and will have more on the home page for prospective members and visitors.

Colin Ratcliffe

Stratford (Snitterfield)

THE reasonably good early spring weather provided some quite useful flying in anticipation of a much-improved summer season compared with last year. Much tidying of the site has been accomplished over the last few months and the ongoing construction projects are well on the way to completion. Our 'Spring Meeting' included the usual combination of official club business, namely the adoption of proposed flying fees for this season, useful information – EASA and Mode S updates – and a welcome light-hearted look at club facts and figures presented by Chairman John Dickinson in his own inimitable style. Bronze lectures delivered over the long dark nights of the early part of the year have continued to develop the knowledge of both our less experienced pilots and those who have been around a while. The diary for the summer has been set with our seven-day operation having started with a 'Members Day' on May 5. Our resident instructor and winch drivers hope to be in great demand over the period. Trial lesson evenings and course bookings are also expected to keep us busy. Expeditions to Camphill and Sutton Bank are included in the year's activities and we eagerly await Club Task Week towards the end of July.

Richard Maksymowicz

Surrey Hills (Kenley)

THE winter season has two benefits: *ab initios* have managed to fly a lot, with David Kirby Smith achieving his first solo, and we have been able to commission our new clubhouse. The hangar has also been completely recovered, replacing our somewhat old and leaky hangar roof. These things have really helped to give the club a new a fresh look, and thank you to all the members that turned up to help all this work get done. The club's annual Charity Day will be taking place in May and we hope to have three two-seater gliders operating including our recently restored T-21. This years target is to raise more than £2,000 for a local charity. Overshadowing all that, our manager and course instructor Steve Codd has logged his 10,000th launch. The AGM in March was well attended and two new additions were voted on to the committee in the form of Chris North and Steve Swan. Jill Oake was made an honorary life member of the club for having given so much of her time and effort to the club over the many years she has worked in the office. A small group of members made an expedition to Jaca in April, where a lot of fun and flying was had in spite of the very variable weather. Finally, well done to Michael Pointon for achieving his Basic Instructor rating, which we hope he will be using over the busier part of the year.

Marc Corrance

The Gliding Centre (Husbands Bosworth)

CONGRATULATIONS to Ken Payne, who completed the first 100km of the season, Russell Cheetham, who flew the first 300km of the year, and Jonathan Tippler on completing his Basic

Instructor course. Our AGM was held on April 26. Welcome to this year's committee, both new and returning members. John Popika is our new club chairman. Thank you to those retiring members for all their hard work over the last twelve months. There will be a task week for Junior pilots (with party) from June 23-28. We will be hosting the 15-Metre Nationals from August 5-13. There are still places available for the Midland Regionals, being held from August 16-24. The club has purchased a second Discus, and our original one is being repaired in Poland. Good luck to all our pilots competing in comps this summer, but particularly Paul Crabb (15-Metre Class) and Russell Cheetham (18-Metre Class), who will be flying in the World Championships in Lusse, Germany from August 3-15.

Siobhan Crabb

Trent Valley (Kirton Lindsey)

MARCH saw a group from Trent Valley spend a day as guests of our illustrious neighbours at RAF Scampton, the Red Arrows. The day included a presentation by 'RED 10' Flt Lt Andy Robbins and informative lectures on airspace, NOTAM, flying in the Lincolnshire AIAA and on navigation techniques. The highlight of the visit for many members was the hangar tour and the chance to watch a Red Arrows sortie at close quarters. The 'Reds' theme continued in April when the team nipped over to Kirton Lindsey to carry out a stunning practice display over our airfield. The guys like our all-grass airfield as it is more representative of many display situations than the long, wide tarmac runways at Scampton. They certainly appeared to have mastered the art of flying over grass! Our annual prizegiving was held at the AGM this year, following the postponement of the annual dinner. John Williams continued his traditional winning of the Club Ladder trophy and also picked up the Riggall Cup for the Longest Handicapped Flight (757km). Steve Nock went home with a suitcase full of cups, picking up the trophies for second place on the Club Ladder, the Fastest 100km, the Most Outstanding Flight (300km in a Pirat) and the Most Improved Cross-Country Pilot. Other winners included Colin Metcalfe and Robin Parker for the Best Two-Seater Flight, Steve Wilkinson for the Best Performance in a Rated Comp (7th overall in the Northerns) and Andrew Boneheyo for the Longest Flight in a Club Glider (4hrs 45min). Sixth-former Callum Harkness was awarded the 'Muggins' Cup, beating off strong competition. Callum made his five-hour attempt without taking a watch or a radio and landed 15 minutes too early!

Alan Spencer

Vale of the White Horse (Sandhill Farm)

THE season has only just started but there have been some good days and the club cross-country book is beginning to fill up. There is also a bustling undercurrent of activity with two members training for Basic Instructor and a BI moving up to Assistant Instructor. Our annual club dinner was best yet by all accounts. We were particularly pleased to welcome many former and retired members in addition to most of the membership and their partners. The organisation of our summer 'hangar party' is now under way. We plan to make it a good one with a hog roast, live music, camping and, of course, gliding. If you would like to bring your glider (aerotow only) or motorglider please let us know in advance so we can plan. The big day is Saturday, July 5. We also expect to fly on Sunday 6, and maybe nibble on a little leftover hog.

Jay Myrdal

Welland (Lyveden)

THE end of last year saw some soaring in November, Andy Burton and Simon Pratt soloed, and Terry Kendall-Torry earned his Assistant Instructor rating. At the annual prizegiving, trophies were presented as follows: The Sedburgh Cup for best *ab initio* amongst stiff competition to Rob Marsh; The Ray Clark PC cup for the best flight by a pre-Silver pilot to Jane Cooper; The Best in Wood to Stephen Burgess with a 300km in a Pirat; The 267 Fastest handicapped 100km to Strzeb; Rigging Pin for faux pas to Malcolm Johnson; The CFI Shield to Vicky Asquith; The Peter Heywood Award for Ground Support to Jo Cooper; Ladder Trophies went to Strzeb and Mark Rushton. Dick Short in particular has been busy with the club fleet EASA requirements while leaving a little time to thermal soar as early in the year as January.

Strzeb

Windrushers (Bicester)

DURING the winter a lot of work went into getting the fleet prepared for EASA Cs of A, along with visits to Australia, Wales and Scotland. Congratulations to James Krautnager and Kirsty McNaught on going solo; and George T and Rachel Brewin have flown solo in a motorglider over at Enstone. On the Portmoak exped, George T completed his five hours and Philippa Roberts, wanting to be sure she had enough height in hand, went to 9000ft for Silver height. We resumed seven day a week operations on March 31, and we host our round of the Inter-Club League on July 5-6, we have spent the last three years losing out to Weston and Hinton, and the floggings will continue until the performance improves. We are running two cross-country task weeks later in the summer – and look forward to greeting visitors from Challock in August; for more information contact the office.

Dave Smith

Wyvern (Upavon)

IT'S always a rush as the long-awaited arrival of good soaring weather and early season expeditions put pressure on the completion of the C of A programme. However the Junior and DG-1000T are complete, the LS4 isn't far off and the LS8 is scheduled for later in the spring. In April members go on a mountain flying expedition to Sisteron with the DG-1000T, and the Grob 109B is making its first international flight to join them. The 2008 competition plans include strong entries in the Inter-Club League and Inter-Services and several individual entries in regional and national competitions. A club wave flying expedition to Milfield is being planned for the autumn, where many members are hopeful of achieving their Gold and even Diamond height, which is impossible at Upavon. The best possible news for club members is that the military operational requirement that was threatening the availability of Upavon airfield for gliding, possibly imminently, has been delayed for four years. Whilst we still face other challenges regarding our hangars and buildings the prospect of cessation of gliding at Upavon is now deferred, and, we hope, will never happen

Andy Gibson

York Gliding Centre (Rufforth)

EARLY April saw a momentous occasion as operations were moved into the new clubhouse. Our office staff already seem at home in the new building, and we appreciate the great effort of our members for providing a stylish and functional environment. The new bar should be very welcome as we move into the soaring season. The club's thanks go out to all those dedicated members who made it happen. The winter has nevertheless provided some excellent wave conditions once more, including one day where every instructional flight achieved over 8,000ft. The reclaimed land on the airfield has also allowed us to maximise our operations, with enough space to operate both our tugs and the winch line with room to spare in almost any direction. By the time you read this a very promising summer season should be well under way. We will have welcomed a lot of visitors to our new facilities, not least through an ambitious programme of evening flying. Communications developments are well unde way with a revamped web-site and a new members' forum at *www.yorkglidingcentre.co.uk*, It's well worth paying a visit to keep abreast of developments.

Andrew Batty

Yorkshire (Sutton Bank)

DESPITE the rain, snow and cold, it's "Business as usual" at the Bank. Congratulations go to David Bradley, who now has a Full Rating. Well done to Geoff Harrison, who claimed his Gold height, along with several other pilots who have enjoyed our westerly wave. We get thermals too, even in March! Our Deputy CFI, Andy Parish, took a photo of his vario stuck on 10kts up to prove the point! Our annual dinner dance was a sell out and enjoyed by all. The Women's Development Team visit was plagued by unflyable weather but this was offset by excellent tuition on competition tactics, flying faster and going further. Finally, a big thank you to John Ellis for his ongoing maintenance work on our clubhouse facilities.

John Marsh

My thanks to to Debb Evans for three years of editing Club News – Helen Evans, Editor 1999-2008

Cedric Vernon – London

EARLY in February came the sad news that Cedric Vernon had passed away. Our thoughts are with his family and his relatives; our deepest sympathy is with them all. Cedric Vernon (1913-2008) dedicated his whole life to aviation: long years during his professional life in industry, later on at the Civil Aviation Authority (CAA) in the UK and, during his retirement, by sharing his rich experience with OSTIV, which he had joined in the early 1950s. The world of gliding owes much to him, last but not least due to his involvement in working out the European Airworthiness Requirements for Sailplanes and Powered Sailplanes, JAR-22, reflecting in their clear wording his clear layout and penmanship.

Cedric Vernon, born on December 19, 1913 started his career when he joined the Handley Page Aircraft Company as an apprentice in 1931 and remained with them until 1970, when the company was closed down. From 1952 to 1968, he was their Chief Aerodynamicist. Among many other aircraft, he worked on the Halifax and the Victor, a jet-engined bomber, first flown in 1952, staying in service with the RAF till 1993, and ultimately flown as a tanker aircraft. In 1970, aged 56, he moved to the Air Registration Board (ARB), although this meant that he and his wife, Nora, had to relocate from Hertfordshire to Surrey. Shortly after, in 1971, the ARB was absorbed into the newly formed Civil Aviation Authority (CAA). He became an employee of the CAA and, from 1976 till 1980, was delegated as CAA representative to the JAR-22 Study Group. He finally retired from the CAA in 1980 but nevertheless carried on working tirelessly for aviation.

Cedric Vernon's dedication to gliding is evident from his various activities in this field: he was a member of the London GC at Dunstable for more than 50 years; he was a long-serving member of the BGA Technical Committee; he was involved in the preparation of BCAR Section E on glider airworthiness; and he worked as Secretary of the OSTIV Sailplane Development Panel and of the JAR22 Study Group. His 1,000 hours of gliding included test flying. Cedric gained many honours for his invaluable work, since his outstanding skills were recognised early on in his life. The list of awards he received include:

1937 – Pilcher Prize of the Royal Aeronautical Society for his paper on *Aircraft Performance Estimation*
1959 – elected a Fellow of the Royal Aeronautical Society
1961 – FAI Paul Tissandier Diploma
1996 – Bronze Medal of the Royal Aero Club
1991 – OSTIV Plaque with Klemperer Award
1995 – Exceptional Service Award, presented by the Soaring Society of America
2001 – FAI Pirat Gehriger Diploma

Cedric Vernon's active role within OSTIV is reflected in various technical papers, highlighting his outstanding ability to transform technical text into concise, precise wording. Being a true British gentleman, he altruistically made this talent available to OSTIV and to the JAR-22 Study Group. The Airworthiness Requirements, which he gave conciseness and clarity, were adopted by the European Aviation Safety Agency (EASA) as the pan-European applicable code CS-22.

Cedric, before he passed away, donated his entire collection of OSTIV literature to the new National Aeronautical Library at Farnborough.

Together with his wife Nora – they married in 1940 – he had two children, a son, Robin and a daughter, Diana, four grandchildren and two great-grandchildren.

The reaction to the sad news of Cedric Vernon's death reflect the appreciation that he inspired in his friends: "In our sadness about the loss of Cedric Vernon, we can best gratefully remember his tremendous contributions over so many years to the SDP, OSTIV and indeed the world of gliding. But we also miss a good friend. May his memory inspire us to continue in the same way."

Helmut Fendt, with contributions from Roger Forder and many OSTIV friends who had the privilege to know Cedric Vernon. Translation kindly prepared by Tony Segal

Obituaries

Peter Ward – Cotswold

PETER Ward passed away peacefully on March 29, 2008, at the age of 64 following a battle with cancer. His first introduction to gliding was in his school cadet force, when he was able to go solo in 1962, aged 18, and achieve his A and B gliding certificates. He served with distinction as a commissioned officer in the Royal Artillery in many parts of the world before taking over the family fine art restoration business, becoming a highly skilled restorer and respected fine art valuer and dealer. His interest in gliding was rekindled following the purchase of a summer gliding course for his son, Ollie, in 1989 at Aston Down. Peter found gliding irresistible and was soon back in a two-seater and progressing to solo flying again. Purchase of an Astir soon followed and it was not long before, in 1993, both Wards were the proud owners of a brand new Discus B. Peter was the holder of all three Diamonds, completing the badge with his 500km in 1996, and was never afraid of a challenge, declaring on one occasion Aboyne as a downwind flight from Aston Down. He was forced to admit defeat at Northumberland before turning back to Sutton Bank and flying home the next day. Perhaps his proudest moment was seeing Ollie win the 1995 Junior Nationals at Bidford. Peter loved being at competitions, particularly the Juniors, and would always offer help and advice to the less experienced competitors. He and Tricia would cheerfully tow the Discus to Spain for the Overseas Nationals – their route took them straight over the Pyrenees. Those who have flown in competitions at Aston Down in recent years will recall the excellent breakfasts he cooked. Peter was indefatigable in the club and besides being, at various times, secretary, safety officer and committee member, was always available to help with the more mundane tasks. In recent years Peter tended to fly less but his interests did not stop at gliding; he was a keen windsurfer, skier, tennis player and fly-fisherman, so he returned to these activities. The club became a quieter place. He believed in living life to the full until the very end. Our sympathies go to Tricia, his wife, son Ollie, and daughters Nicolette and Juliette.

Frank Birlison & Jane Randle

Stefan Zatorski – Burn

I HAVE been asked to write something to mark the very sad passing of Stefan Zatorski (1950-2008). I don't propose to go on at length about things that we at Burn Gliding Club all know: the numbers at his funeral ceremony speak volumes in themselves as to how we all felt about him. I will say though, that we all knew Stefan as a kind and a gentle man, and I doubt that there would have been anyone at Burn GC who didn't like him. His laugh was infectious, as was his sense of humour, and his ability to laugh at the things that happened to him, often a matter of fault or embarrassment to himself. I heard his voice rise occasionally in exasperation, but never in anger. Stefan first arrived with us at Burn in September 2002, and achieved solo standard on February 8, 2003 after 86 flights. He went on to achieve the Silver Badge and 100km diploma. According to his logbook he flew last in mid-November 07. Some will have asked him for help or assistance at some point, none I dare say will have been turned away. Our club and our community of friends and members can ill afford to lose someone such as Stefan. It was a very cruel disease that took him from us, but even in the agony of his awful illness, and right up until the end, I never heard a wrong or a harsh word leave his lips. We will talk about Stefan with only fond memories of a man who it was a privilege to have known, and to have had as a friend.

Tony Flannery

BGA Badges

No.	Pilot	Club (place of flight)	Date
750KM DIPLOMA			
73	Roger Barber	Lasham	760/Ventus BT
74	Julian Wright	Lasham	777/Ventus 2CT
75	Debbie Scholey	Lasham	777/Ventus CT
DIAMOND BADGE			
735	David Keith	Gliding Club of Victoria	2.12.2007
Diamond distance			
1-1097	Steve Turner	Gliding Ctre (Benalla)	26.1.2008
Diamond goal			
2-3225	Trevor Reeve	Lasham (New Tempe)	29.1.2008
2-3226	George Ross	SGU (New Tempe)	29.1.2008
2-3227	John Dunnington	SGU (New Tempe)	30.1.2008
2-3228	Christopher Gough	Cotswold (Hus Bos)	8.8.2007
Diamond height			
3-1698	Mark Boyle	Deeside	13.9.2007
3-1699	Michael Crews	Borders	9.2.2008
GOLD BADGE			
2671	Trevor Reeve	Lasham (New Tempe)	29.1.2008
2672	George Rowden	Yorkshire	19.1.2008
2673	John Dunnington	SGU (New Tempe)	30.1.2008
Gold distance			
Trevor Reeve		New Tempe (S.Africa)	29.1.2008
Sam Roddie		Husbands Bosworth	9.8.2007
John Dunnington		New Tempe (S.Africa)	30.1.2008
Christopher Gough		Husbands Bosworth	8.8.2007
Gold height			
George Rowden		Yorkshire	19.1.2008
SILVER BADGE			
11862	Trevor Reeve	Lasham	29.1.2008
11863	Annabel Magenis	Essex & Suffolk	8.8.2007
11864	Thomas Pridgeon	London	31.8.2007
11865	Ian Easson	SGU	19.3.2008
11866	James Eagleton	SGU	24.1.2008
11867	Dave Hayden	London	2.3.2008
BGA CROSS-COUNTRY DIPLOMA			
1072	Adam Spikings-Thornton / Buckminster		11.8.2007



Accidents to Gliders 2007
Essential reading for pilots

AAIB Update

In the latest of our regular series gleaned from the UK Air Accident Investigation Branch, we reproduce a report into a tug accident. AAIB Bulletins can be found at *www.aaib.dft.gov.uk/publications/bulletins.cfm*

From AAIB Bulletin 4/2008:

Aircraft: Piper PA-25-235 Pawnee, G-ASVP
Number & Type of Engines: 1 Lycoming O-540-B2C5 piston engine
Year of Manufacture: 1964
Date & Time (UTC): 17 June 2007 at 1355 hrs
Location: Hinton-in-the-Hedges, Northamptonshire
Type of Flight: Private
Persons on Board: Crew – 1. Passengers – None
Injuries: 1) Crew - 1 (Minor) Passengers – N/A
Nature of Damage: Major damage to engine propeller and cockpit area. Minor damage to one wingtip
Commander's Licence: Private Pilot's Licence
Commander's Age: 49 years
Commander's Flying Experience: 385 hours (of which 50 were on type)
Last 90 days - 2 hours / Last 28 days - 1 hours
Information Source: Aircraft Accident Report Form submitted by the pilot and subsequent AAIB enquiries

Synopsis: After a normal landing, the aircraft's tail began to rise and the propeller struck the ground. As a result, the aircraft pitched onto its back. Two Safety Recommendations have been made with regard to the survivability of this accident.

History of the flight: The pilot was a regular volunteer tug pilot for the gliding club operating at the airfield and was returning to the airfield from the eighth aerotow launch of the day. The weather was fine with a light westerly breeze. Runway 27 was in use for launching and Runway 33, although subject to a slight crosswind, was being used for landing; both runways have grass surfaces. This was the pilot's second landing on Runway 33 with the first causing no difficulty. The pilot reported that the approach and landing seemed normal, although witnesses recalled seeing a slight bounce on landing. As the aircraft decelerated, its tail began to rise and, at a speed estimated by the pilot to be about 30mph, the propeller struck the ground. The aircraft continued pitching and fell slowly onto its back. The aircraft was fitted with a rotating anti-collision beacon, mounted in the roof above the pilot's seat. As the aircraft pitched onto its roof, the anti-collision beacon broke through the cockpit roof, and impacted the pilot's head, causing lacerations. Additional injury was caused by the pilot's head hitting the internal attachment bolts for an aerial. The cockpit had two doors, one on each side, each hinged on its lower edge and latched at the top. The pilot attempted to open each side door of the aircraft but was unable to do so as the doors were jammed against the ground under the aircraft. Other members of the gliding club arrived and lifted one of the aircraft's wings, enabling a cockpit door to be opened. The pilot exited the aircraft and received first aid from a club member whilst another member reached into the cockpit and switched off the master and magneto switches. There was no fire.

The pilot's recollection: The pilot stated that he thought he placed his feet too high on the rudder pedals prior to landing and that he may have inadvertently applied some brake pressure during the landing roll. He also commented that the general public have access to the airfield near the Runway 33 threshold and a high degree of awareness is required to avoid the possibility of the cable causing injury during the approach.

The club investigation: An accident report, produced by the gliding club mentioned: "distinct signs of two lines of flattened grass from both wheels where the grass was laid down due to braking effect." It also stated that the pilot

had described the 'stick position' during the landing as "mostly back". The pilot reported to the AAIB that the stick was "back for landing".

Aircraft information: The Piper Pawnee is a low-wing, tailwheel configured monoplane used throughout the world as an agricultural and glider-tugging aircraft. It is tail-heavy and does not have a propensity to pitch onto its back during landing, provided that the control column is held fully back.

Analysis: The pilot was relatively experienced but not in current flying practice. Although the Pawnee aircraft is not known for a tendency to pitch over on landing (as some other types are), the accident itself was relatively benign. The probable cause of the pitch over was a combination of inadvertently applied brake pressure and the stick not being fully back during the rollout.

Survivability

The anti-collision beacon: The head injuries sustained by the pilot were caused by the anti-collision beacon being forced through the roof of the cockpit. Survival of aircraft occupants in accidents depends, essentially, on three things: the occupant must be appropriately restrained, contained within a protective 'living volume' (which must not be breached) and the forces experienced must be survivable. Other Pawnee aircraft on the UK register have various different anti-collision light installations, with at least eight aircraft having the light mounted directly on the roof of the cockpit. The remainder either have the light installed in a fairing to the rear of the cockpit or on the spine of the rear fuselage. The two latter installations are situated such that, n the event of an accident such as this, they would not compromise the living volume of the cockpit, nor cause direct injury to the occupant. Lights have been installed, over the years, in different places, either by the manufacturer at build or through later modifications. However there are no recommendations on moving the light assembly from the roof of the cockpit to another part of the aircraft. The following Safety Recommendation is therefore made.

Safety Recommendation 2008-011

It is recommended that Lavia SA (the present Type Certificate holder) produce a modification for aircraft that have the anti-collision light assembly on the roof of the cockpit, which moves the light to a position which would not compromise the living volume of the cockpit n the event of an accident and that Direccion Nacional De Aeronavegabilidad ensure that Lavia SA produce the relevant modification and consider making it mandatory.

Escape: The design of the doors prevented the pilot from vacating the aircraft after the accident until assistance arrived. The doors on G-ASVP were to the original Piper design. In aircraft manufactured after serial number 25-4172 (in 1967), Piper changed the door design and introduced an emergency door release system so that pull handles release hinge pins in the lower hinges of the door. Once the pins are released the door can be opened. Despite this design change, Piper did not issue any retrofit modifications for older aircraft, such as G-ASVP. Had G-ASVP been fitted with the emergency door release system, the pilot would have been able to exit the aircraft without assistance. This is particularly important because any fire occurring would not only have endangered the pilot's life but also prevented others from rendering assistance. The following Safety Recommendation is therefore made.

Safety Recommendation 2008-012

It is recommended that Lavia SA produce a retrofit modification for the installation of an emergency door release system on Piper PA-25-235 aircraft manufactured prior to serial number 25-4171, and that Direccion Nacional De Aeronavegabilidad ensure that Lavia SA produce the relevant modification and consider making it mandatory.

BGA Accident/incident summaries

by Edward Lockhart

Ref	Aircraft Type	Registration	Damage	Date, time	Place	PILOT(S) Age	Injury	P1 Hours
23	Discus	3760/HB2	write off	13/02/08, 14:20	The Gliding Centre	86	minor	3300
Undershot approach, hit tree								
24	Falke TMG	G-FHAS	substantial	16/02/08, 15:00	Burn GC	60	none	900
Outrigger snagged pothole, aircraft groundlooped								
25	DG500 Elan	G-CKNK	none	06/02/08, 13:00	Cotswold GC	?	minor	?
Side opening canopy blew shut, P2 broken index finger								
26	DG505	KAW	substantial	22/02/08, 16:00	Santa Cilia, Jaca	61	none	1250
Bird strike while thermalling								
27	Falke SF25C	G-OHGC	minor	12/01/08, 13:20	RNAS Yeovilton	n/a	none	n/a
Detonation in one cylinder								
28	Jeans Astir	4637/JNA	none	27/02/08, 13:00	Shenington GC	n/a	none	n/a
Cable pulled in at winch end by retrieve truck, snatched out of launchpoint helper's hand								
29	Discus	4030/805	minor	27/02/08, 14:30	Portsmouth Naval GC	47	none	1400
Pilot abandoned winch launch at low level, cable fell on to wing								
30	Puchacz	FXO	none	01/03/08, 15:00	The Gliding Centre	n/a	none	n/a
Release hook broke and released cable at start of winch launch ground run								

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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 **August-September 2008** issue of *Sailplane & Gliding* is **July 4, 2008** after which any adverts received will be published in the following issue.

Text: 80p/word, minimum twenty words (£16).
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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.

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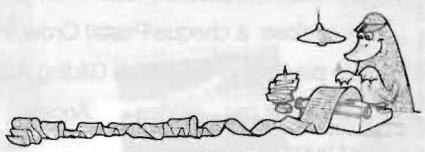
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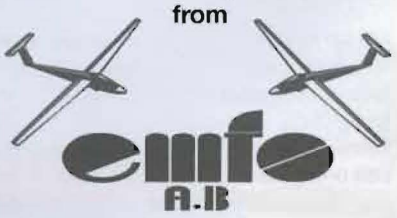
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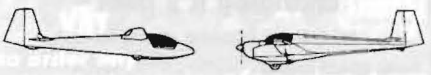
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LS6-C 15/17.5m for sale with twin axle Cobra trailer and tow out gear. Built 1993, s/n 6296, 997 hours, 352 launches. EASA C of A applied for last December. Two owners since new. Instruments include Winter ASI & ALT, Cambridge L-NAV, Garmin GPS, PZL Vario, Compass, Becker AR 3201 Radio, iPaq and WinPilot. Available late June. For full details call 02870358196 or e-mail jameswest-on1@btinternet.com

DISCUS B 1991, EASA CofA -1100 hrs, excellent condition LX160I, winpilot pro,radio, flarm, horizon, fin tank, tow/out, etc, trailer, £27400.00. Discusjhm@Gmail.com, 077408 74637

WANTED

York Gliding Centre is looking to improve it's winching operation. We would like to hear from any club or individual looking to lease or sell to us a used two-drum winch in good condition. Please contact the Chair, Keith Batty, on 02476 226129 or keithbatty@btinternet.com or contact the Club on 01904 738694 or office@yorkglidingcentre.co.uk

WANTED Any copies of Australian Gliding from the 1950's. ged.terry@baesystems.com

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Training dates for 2008

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. They cover best practice issues including the latest up to date information on legislation and generally providing a forum for questions. These sessions are certificated and for this attendance is required throughout.

Burnford Common, Brentor, TAVISTOCK, Devon
Wednesday 9th July 2008 18.30 - 21.30 hrs

To book please contact Phil Burton on 01986 895314 or 07799 831504. Places are limited.



The ESC is in the process of changing it's fleet –

We have the following aircraft for sale:

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LS4
We have three LS4 gliders and intend to sell one of them. All of the gliders are in excellent flying condition with complete kit – trailer, instruments (inc. 720cx radio, electric vario) Cambridge Flight recorder, oxygen, hydraulic wheel brake modification and EASA procedure complete. The LS4 is the very best club single-seater and excellent all round glider for the private owner. There is a choice from £18,000 for one which will require new gel coat in the next few years to one with excellent Acrylic finish for £24,000.

Jeans Astir
This fixed wheel Astir is an excellent glider for the early solo pilot, it has provided hours of safe and fun flying to hundreds of inexperienced pilots. Ideal glider for first cross-country sorties. It is now for sale with Full Instruments including 360ch radio, electric vario, open trailer and EASA procedure complete. It has 3800 hours and 4100 launches. The glider is in good condition and ready to start work in your club. For sale for £6000.

For more information on any of the above please contact:

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THE 1000 CLUB MONTHLY LOTTERY

A great chance to win substantial cash prizes and at the same time enable the Philip Wills Memorial Fund to make loans to clubs for site purchase and development.

This monthly lottery started in July 1992 and has room for many more participants. Started in February 2003 the first prize winner drawn will take half the prize money each month and the next two drawn will take a quarter each.

HALF of the proceeds go to the Philip Wills Memorial Fund to help with its work in developing BGA clubs and the other HALF is distributed each month in the form of 3 CASH PRIZES. The more participants we have, the greater the prize money pool.

1st PRIZE – 50% of the prize money pool.
2 Runner Up Prizes of 25% each of the prize money pool.

Chances/numbers can only be bought from the BGA at £1.00 each. Those whose money has been received at the BGA by the end of each month will then participate in the draw on the first Wednesday of each following month. Tickets will not be issued in order to keep the administrative costs low but each member will purchase a "number" which will go into the draw. It is hoped that members will purchase 12 months' worth of tickets at a time. Winners will receive their prizes direct from the BGA and a list of their names will be published in S&G.

Please complete the form below and return it to the BGA with your payment. Please note that only BGA members and their families may participate and that the BGA is registered under the Lotteries And Amusements Act 1976 with Leicester City Council.

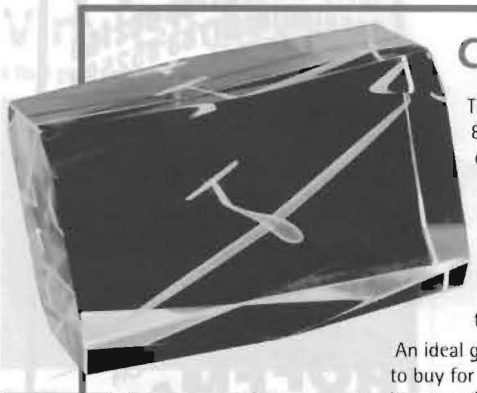
Pete Stratten
Promoter

To: Pete Stratten, British Gliding Association, Kimberley House, Vaughan Way, Leicester LE1 4SE

Please include me in the "1000 club" and I enclose £12.00 (payable to BGA) for twelve months of entries, or multiples thereof.

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