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Bernd Weber and Corinne Baudisch flying the Duo Discus XLT above the Schwaebische Alb region near Kirchheim East of Stuttgart. Find out what Jochen Ewald thinks of the new Duo on p30 *(J Ewald)*

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Gavin Wills shares some observations on complex wave patterns and shapes in the first half of a two-part article

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Don Puttock explains why we should encourage power failures in addition to cable breaks in training and looks at why it is often the most experienced pilots that fail to check their speed

30 **A class act**



Jochen Ewald discovers a bigger cockpit and better brakes as he evaluates a fine-tuned 20-metre class glider equally at home in club operations and competitions

34 **It's LO-HI-LO in the Lakes**



Eden Soaring Society has been flying 'under the radar' in the Lake District with a no publicity policy. Now, as Edensoaring, the group is the BGA's newest club. **Thomas Edwards** lifts the lid on a flight to remember

40 **Flying the flag at Rieti**



Rieti played host to the unflapped classes of this year's Worlds. Team captain **Hugh Kindell** sets the scene and three team members talk about their personal highlights of the competition

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Member of the
Royal Aero Club
and the
Fédération Aéronautique Internationale

■ CAPTAIN David Chapman will take over as the CAA's Group Director, Safety Regulation on 14 November when the term of office of the present Director, Mike Bell, comes to an end. Captain Chapman, 60, is a former naval officer and test pilot who joined the CAA in 1988. He is currently Head of the Flight Operations Division within the CAA's Safety Regulation Group. As Group Director, Captain Chapman's key tasks will include contributing to the continuous improvement of international safety standards in aviation and ensuring that CAA standards are achieved in a co-operative and cost-effective manner.

■ THE Royal Aero Club Trust has opened its Flying for Youth bursary scheme for 2009. Each bursary, of up to £500, is available to anyone between 16 and 21 years of age wishing to progress their interest in either air sports or aviation. Many young glider pilots have benefited from these bursaries in previous years and they will again, this coming year, be available for a wide range of disciplines, including gliding and motor gliding. The closing date for applications is 31 March 2009. Full details are available from the RAeC Trust web site at www.royalaeroclubtrust.org/bursaries.html

■ RECIPIENTS of the 2008 Air League gliding scholarships are: R Au from Reading, Berks SLMG (12 hours); D T Bray from Burford, Oxfordshire Aerobatics; J M L Chow from Bicester, Oxfordshire SLMG (12 hours); L C Dale from Poole, Dorset Aerobatics; S Green from Crowhurst, Surrey Cross-Country; S J Hubbard from Hitchin, Herts SLMG (12 hours); G W Linklater from Aberchirder Huntly, Aberdeenshire Aerobatics; S A Pendry from Swansea SLMG (five hours); R Ward from Chew Stoke, Bristol Cross-Country (D Feakes); R J Williamson from Saltash, Cornwall Aerobatics; M R Winwood from Gillingham, Kent Cross-Country.

■ CONGRATULATIONS to Matthew Plumridge, 23, who has been awarded GAPAN's E S Hogg Scholarship 2008 for a PPL. Matthew flies at Lasham and recently won a beginners aerobatic competiton at Dunstable. He is enjoying his training at Western Air (Thruxton). Antonia White, of Bristol University GC has won the Joseph Gaggero Scholarship 2008 for a PPL. She will be training with RAF Halton Flying Club.

■ THE Met Office is running a two-day course aimed at glider pilots, designed to broaden and enhance the glider pilot's knowledge of aviation weather, particularly in relation to low-level planning and safety. The course takes place at the Met Office College, Exeter, on 17-18 February 2009. For more information contact met4aviators@metoffice.gov.uk

■ A SERIES of safety evenings is being run by the CAA around the country, from now until the end of February 2009, aimed at all who have an interest in GA, including flying instructors. For venues and more information go to www.caa.co.uk/ga

■ THE winner of the BGA 1000 Club Lottery for June was E Brockington (£31), with runners-up M Smith and H Maddams (£15).

Soaring as a science

Andre Jansen reports from the 29th OSTIV Congress, held during the World Gliding Championships at Lüsse

THE 29th Congress of the Organisation Scientifique et Technique Internationale du Vol à Voile (OSTIV) attracted people from all around the world.

Opened on 6 August by OSTIV president Prof Dr Loek Boermans (Delft, The Netherlands), the ceremony included the presentation of awards for contributions to OSTIV and the technical and scientific advancement of soaring.

One of these awards was presented to Dipl.-Ing Jan Schwochow for the best lecture given at an OSTIV event, which he received for his speech about Aeroelasticity in sailplane design, presented at the Motorless Flight Symposium in Varese, Italy in 2004.

The OSTIV-Plaque with Klemperer-Award went to Prof Dr Joszef Gedeon (Hungary) for his "numerous contributions to sailplane technology and safety".

Lectures started the next day on the airfield of Lüsse, just a few steps from the main briefing hall for the competitors. Nearly 50 presentations were given during the meeting, covering many aspects of soaring. Topics ranged from aerodynamics and glider design to safety/crashworthiness of the aircrafts, from pilot training and teaching to tactics for fast competition flights and, not least, about meteorology to better understand and predict conditions for soaring flights.

Frank Thurecht spoke about a rocket-powered pilot-extraction system SOTEIRA, under development with the Akaflieg Darmstadt. In an emergency, the actuation of a single lever will release the canopy, open the safety belts, pull the pilot from the seat (by a small rocket) and open a conventional parachute in an automatic sequence.

All presentations given will be published in OSTIV's quarterly journal *Technical Soaring*.

To foster the contact between gliding pilots and the people working on the scientific and technical advancement of gliding, every bi-annual OSTIV Congress will be held at the same time and location as the world gliding championships in the FAI classes.

Significant issues for gliding

THE BGA is continuing to develop a response to the EASA NPA on aircrew licensing and medicals (NPA 17a, 17b & 17c) and is currently in discussion with EGU, EAS, and other UK bodies, with a view to maximising the consistency of European responses in support of our position.

There are some very significant issues for UK gliding and it is important for future operations that EASA respond to BGA representations. In this respect you are encouraged to submit personalised responses – either by email or using the EASA online Common Response Tool.

A summary of the BGA views will be available on the Pilot Licensing page of the BGA website. The EASA licensing NPA 17 response date is 15 October.

Nationals, regionals and other dates

Gliders v PowerAerobatics	Lasham	10-12/10/08
Overseas Championships	Ocana	18-29/5/09
World Air Games	Torino	7-13/6/09
Junior World Champ	Finland	21/6-5/7/09
European Champ (flapped)	Slovakia	27/6-11/7/09
Competition Enterprise (not rated)	Long Mynd	4-12/7/09
Club Class Nationals	Pocklington	11-19/7/09
European Champ (unflapped)	Russia	19-30/7/09
Women's World Champ	Hungary	25/7-8/8/09
18-Metre Nationals	Hus Bos	25/7-2/8/09
Dunstable Regionals	Dunstable	25/7-2/8/09
Standard Class Nationals	Nympsfield	8-16/8/09
Tibenham Regionals	Tibenham	8-16/8/09
20-Metre 2-Seater Champ	Tibenham	8-16/8/09
Open Class Nationals	Lasham	8-16/8/09
15m-Metre Nationals	Aston Down	22-30/8/09
Junior Championships	Dunstable	22-30/8/09
2-Seater Comp (not rated)	Pocklington	23-30/8/09

Congratulations to the following competition winners:

Booker Regionals	Denis Campbell
Northern Regionals	Mike Armstrong
Bicester Regionals	John Roberts (Open Class)
	Mike Fox (Sports Class)
Gransden Regionals	Simon Barker (Club Class)
	Bob Bromwich (Sports Class)
Midland Regionals	Mark Parker
Dunstable Regionals	Ewan Crosbie (Blue)
	Nick Tillett (Red)
Lasham Regionals	Paul Kite (A)
	Glyn Bradney (B)
	Richard Moyse (Vintage)

Please make a note that **Saturday 7 March 2009** is the date for the BGA AGM and Sporting Conference and BGA Governance and Chairman's Conference. I look forward to seeing you there.



■ **LASHAM was delighted to welcome three FAI Lilienthal Gliding Medal winners at the opening of the Lasham Regionals on 16 August. Two of them are current Lasham members and the third was a member in the past. Pictured left to right are: Derek Piggott (winner 2007), Wing Commander Ian W Strachan (winner 2005) and Alan Patching (winner 2006). All have made great contributions to gliding in their respective fields.**

The Lilienthal Gliding Medal is the FAI's highest and most prestigious gliding award. Past winners have included eight from Britain. Seven of these are, or were, Lasham pilots – a record number unequalled by any other club in the world. (Photo by Paul Haliday)

UK Grand Prix draws crowds despite rain

THREATENING low clouds and intermittent rain didn't put off an estimated 3,000 people, who visited Lasham on 6 September for an open day and the final race of the UK Sailplane Grand Prix.

The day was due to feature the Grand Prix gliding race, a static and flying display of gliders and aircraft and an attempt by the British Disabled Flying Association to tow a 65 tonne DHL 757 airliner for 100 metres, using the muscle of 38 wheelchair users to win a place in the Guinness Book of Records.

The weather gods were not kind with no racing taking place. However, the DHL 757 descended out of the cloud as scheduled. The huge yellow Boeing was connected by three tethers to 38 wheelchairs while their occupants stoically endured the cold and rain. When the order was given they strained together until the aircraft began to move, and kept it rolling at walking pace for the full 100 metres. It will take several weeks for adjudicators to verify the record, but the fund raising world record attempt seems likely to be validated.



Chris Curtis (left) won the one valid race day (P Haliday)

The Sailplane Gliding Grand Prix was supposed to run throughout the whole week, but managed just one race, on the Wednesday. An earlier attempt to stage a race was invalidated when the whole pack of 17 aircraft failed to get around the course, and landed in fields. The winner of the one valid race was Chris Curtis; it will be down to the International Gliding Commission to decide whether his one win will be enough for him to go through to the World Grand Prix next year, or if more qualifying races will need to be run next spring.

■ WE ARE sorry to report the death of Dick Johnson, 85, during a gliding contest in Texas on 23 July. A world record holder, 11-times national champion and US team pilot, Dick produced remarkable flight test articles for *Soaring*, which were incorporated into the book that became a soaring bible for pilots and students of performance improvement. We hope to run a full tribute to Dick in a future issue of *S&G*. In this issue, Platypus plays tribute to one of the most remarkable figures in our sport (see p16).

■ PHIL STURLEY, a recently retired RAF fighter pilot and senior officer, has been appointed as the British Gliding Team manager. Phil, an experienced glider pilot and ASH26E owner, flies with Four Counties. Brian Spreckley is standing down from the team manager role following many highly successful and busy years, but will continue to work with the team as head coach.

■ IF ANYONE has any good tugging photos or anecdotal tugging stories, BGA chief tug pilot John Marriott would appreciate them for possible inclusion in a BGA Aerotowing book, the proceeds of which would go to charity. Contact John on johnpmarriott @googlemail.com

■ THIEVES broke in to York Gliding Centre on 6 September, taking all the club's computers as well as two parachutes. One parachute was of fairly standard design while the other was designed to fit young people, having a cross-over arrangement for the straps. Both were blue and had FFF embroidered on the left shoulder strap. If anyone is offered these parachutes or if they see parachutes answering this description coming into use, contact club chairman Keith Batty at office@yorkglidingcentre.co.uk

■ THE latest edition of the pilot weather guide GETMET is now available. It can be can be requested or downloaded from the Met Office website free of charge at www.metoffice.gov.uk/aviation. The new 2009 edition includes information for the Met Office online weather briefings, fax and telephone services, weather reports and en route information to help with flight planning. GETMET also includes important information on TAF changes due in November.

■ ENERGY absorbing cushions can save lives and protect from serious injury. The report into a 2006 accident stated that: *These (energy absorbing cushions) had a major effect in reducing the hazard of compressive spinal injuries in what were very significant impacts.* The BGA strongly recommends that all gliders are suitably equipped. For more details of its recommendation, see RP38 in the recently published 16th edition of Laws & Rules, a pdf copy of which can be downloaded from www.gliding.co.uk/forms/lawsandrules.pdf

■ THE rules for FAI's Young Artists Contest 2009 have been published. Youngsters aged 6-17 are invited to create a poster that captures the excitement and possibilities of the World Air Games. The deadline for the competition is 14 April 2009 and the rules, along with more information about the contest, are available at www.fai.org/education/young_artists_contest/rules

Your letters

Wot? No bungey hook?

THE diagram describing the phases of a bungey launch (*Bungeying with Flying Dutchmen* June/July 2008, p36) has the pilot releasing the bungey.

In 1950, when the Cambridge club visited at Easter, all self-respecting gliders had special bungey hooks. These were open-ended, located in the belly position and were self-releasing. The bungey just dropped off as the glider passed over the crew below.

The regular Ottfur hook was quite often at the nose of the glider. Why all gliders didn't have Ottfur belly hooks as well I've no idea.

We also occasionally used the "Shoulder Launch" (similar to a bungey launch but without the bungey). One person under each wing would push on the strut at the wing attachment (about shoulder-high if you bent down – hence the name).

You also needed a wingtip person and, of course, a glider with struts. The photo here (top right) is of one such launch with Dave Martlew, Brian Plenderleith, Jimmy Grantham and me at a fast trot with the glider just airborne.

I don't know who the pilot was. It may have been on the epic day when we achieved three five-hour flights in the Cambride II (the much loved "Pons Assinorum" – Pons for short).

We had known it was going to be a possibility and I don't think many of us slept much the night before because we could hear the "whiffling machine" spinning like mad.

This was a two-bladed windmill that drove a generator for the water pump at a spring part way down the hill. Did we not have mains electricity?

We got the first pilot up and dressed in the dark and on the launchpoint at first light. Then we waved him down madly as soon as he'd done his five hours, got the second one off and the third, who landed with just enough light remaining.

Weren't we brilliant in those days?!

Jock White, Ontario, Canada
By email





The shoulder launch (above) was similar to a bungey launch, but without the bungey. One person under each wing would push on the strut at the wing attachment. The photograph is from 1950 and was possibly taken on the epic day that three five-hour flights were achieved

Also taken in 1950 is this photograph (left) of people dragging a glider – possibly a Prefect – to launchpoint. Jock White is pictured third from left

Silver Wooden Spoon?

AS A schoolboy in the very early 1960s, I was a junior member of the Yorkshire Gliding Club at Sutton Bank. I gained my A, B & C certificates in March 1962. (Bronze had not then been thought of).

Later that year, I left Yorkshire for Hamble to begin training to become an airline pilot. Over the years from 1963, I was only an interested observer of the many developments in gliding, foolishly not taking any further active part in the sport, apart from a week's holiday course in 1989.

However, I did keep promising myself that I would resume active gliding when I retired from commercial aviation. In 2004, after almost 40 years of flying airliners, I finally hung up my headset for good, and I re-joined the YGC (although now no longer qualifying as a junior!).

I really enjoy my days out at Sutton Bank – not only the gliding, but also flying the tugs and driving the winch and tractors. I even manage to enjoy the more mundane tasks around the site such as keeping the flying log, waving signalling bats and pushing gliders around!

I was delighted to achieve my Silver by completing the distance requirement on 4 July 2008. Having taken 46 years and four months between gaining my initial gliding certificate and completing my Silver Badge, I wonder if I qualify for a Wooden Spoon for the longest ever such time lapse?

Harry Clark, North Yorkshire
By email

(Or does someone out there know differently? – Ed.)

Safety Cockpits

I should like to thank the Editor, Susan, for printing my article *Time to reinforce safety* in the Aug-Sept 2008 issue of *S&G* (pages 32-33). Owing to my lack of skill with my computer, the following errors arose:

Subtitle – this should have been "EASA and OSTIV work together". This was important in view of the general ill-feeling in the gliding world towards EASA. In this case, EASA and OSTIV worked together closely, and are still working together, in connection with the safety of glider cockpits.

The person who carried out experimental work on glider cockpit safety in the USA was Prof Edward Crawley at the Massachusetts Institute of Technology.

The two photographs were taken by Mike Armstrong and show an accident involving an ASW 27 glider. The cockpit cage remained intact and the impact energy was absorbed by the crushed nose of the glider. The pilot was uninjured.

The corrected sentence on page 33 should read "Calculation methods should take into account margins against variation in material properties, such as tensile or compressive strength".

Tony Segal, by 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* ***10 October***

Students are put to task

Adam Spikings of Cambridge University GC reports on the 2008 Inter-University Task Week



A change in the weather resulted in a 1000-point first solo for Steve Morgan, followed by a 100-point Bronze soaring flight on his second solo, which won the Leeds team (pictured here) the trophy

HOW do you run a competition where half the competitors are pre-Bronze and another quarter pre-solo?

The Inter-University Task Week (IUTW) is an unusual competition. Cross-country flying takes a back seat, with points being issued for first solos, badge legs, type conversions and post-solo training in cross-country and aerobatics. It is designed to suit all levels of student flying, from those who had their first flight two weeks before to those who are contenders for National Ladders.

IUTW 2008 was hosted by Southampton Uni GC at Lasham from 19-22 July. Home sides Surrey and Southampton were joined by teams from Cambridge, Leeds, Edinburgh, Nottingham, Sheffield, Bath and UCL.

Students and gliders began trickling in on Friday evening. The first challenge of the week was to find someone in charge. I eventually managed to follow the trail of directions to organiser Rob Hines, who pointed me in the right direction.

We got a fuller picture at briefing on Sunday morning. We had two K-13s designated for our use, which spent Sunday working through the solo pilots' site checks. Although hemmed-in by Farnborough airspace for the first few days, it subsided through the week as the activity wound back to normal.

It was soarable enough for the site checks to be away for half an hour, so the trainees didn't get much of a look-in. But by the end of the day the site checks were all completed, leaving the pre-solos with first pick of the two-seaters for the rest of the week. A promising start.

Monday morning found several people rigging at 7:30. It was going to be a good day; one could tell because already we would have been a long way back on the grid, but such things do not matter to winch-launching students!

We found out in briefing that some of Lasham's elite were planning 750s. The trainees were having a ball, with several of them in the back of two-seaters on the grid. It set the scene for a good week of training flying.



Southampton University flew its Ka-8 'Denzil'

We then heard that the 750s had retasked to 500s... an ominous sign, which set the scene for a week of disappointing cross-country flying. Another retask to 500/300km tasks and the appearance of some broken thermals and we began launching the single-seaters.

There was quite a queue, with the K-13s, the T-21, SUGC's Ka-8 'Denzil' and the club's Astirs all nosing for winch launches.

We managed an impressively high launch rate. We later heard that it was one of Lasham's highest-ranking days in terms of launch numbers, but it was mostly due to the fact that people struggled to get away. With strong flying winds, spreadout and no fields, only Mike Schlotter got round his task, putting the first cross-country points on Bath's table.

Tuesday was similar. Mike managed the longest task in the country, a local bumble around Lasham which hit the 200km mark. A couple had their first aerobatic flights, the trainees had a circuit-bashing festival with some good soaring at the end of the day. I took up the role of social secretary and, with Steve Morgan and Mark Sparks, went into Alton to arrange fuel and food for a BBQ that evening.

The incoming Azores high put broken thermals on the cards for the forseeable future.

Wednesday was the East's day; even 'Mechanical Mike' didn't bother. His departure back to his desk at least allowed some of the Edinburgh contingent to have a shot at the cross-country ladder on Thursday, with Edinburgh's K-21 doing 126km. Training achievements to date had come mostly from type conversions, with the odd Bronze soaring flight. Friday was no better.

Fortunately, Saturday was. Edinburgh put up several more cross-country flights with Martin Ling retrieving the plate from Dunstable. Steve Morgan got a 1000-point first solo for Leeds, then a 100-point Bronze soaring flight on his second solo which won them the trophy.

Of course, the IUTW is an unusual comp, but it did at least follow the universal requirement of having its best weather on the day after it finished...

All in all, one of the best IUTWs had to date. Our thanks go to all the Lasham members who helped with the success.

Uni GC flying

OFF to university this autumn, or planning to go next year? Have you checked out the Uni GC yet?

Unfortunately not all universities have one but there may be other gliding types around so be sure to make inquiries through the SU, local gliding clubs and consider advertising to other students (and staff). If you find your Uni is lacking and either want to fly as a student or would like to set up a new SU club, please contact me and, while I can't promise miracles, I will do what I can to put you in touch with like-minded people to see what can be done to get you flying.

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

Speaking words of wisdom

BGA Chairman Patrick Naegeli focuses on changes taking place in the BGA later this year, and reflects on a moving speech by Sir John Allison

OUR new editor called me a short while ago to find out what I was planning to write about in this issue. I explained that I was going to focus on some of the changes that will be taking place in the BGA later this year. I forgot to mention that I was also going to refer to the Chinese and Sir John Allison, though not in the same breath. Sorry Susan, I know that makes choosing an accompanying photo very difficult.

In my last column I explained, ruefully, that BGA business was not all about attending receptions at places like St James's Palace. Strictly speaking this was true, but not entirely accurate.

The recent Royal Aero Club Annual Awards Ceremony was held at the RAF Club and I had the great privilege to witness a number of people, from all walks within the gliding community, receive RAeC Awards to honour their contributions to sporting aviation. The variety of ways in which people make a real difference to our sport never ceases to amaze me; it always humbles me.

Air Chief Marshal (Retired) Sir John Allison presented the awards. He is well known to many of us for his untiring work as President of Europe Air Sports, where he engages with EASA on our and many other people's behalves. In rounding off the RAeC proceedings he made a speech that really resonated with me, I found it to be both moving and motivating. I commend you to read it (you can find it at www.gliding.co.uk/documents/raecawards08speech.pdf).

John's basic messages covered the contribution that aviation has made to society and humankind; the spirit of endeavour that underpins it; and the contradicting forces that emerge when such a sense of adventure meets the extremes of a health and safety culture. I wish that John's 900 or so words were compulsory reading for those people trying to regulate us "for our own good". They may put things into clearer perspective.

Ah, regulation.

Later this year, the BGA will be fundamentally reorganising the way in which it deals with operations-related matters. This is partly a consequence of the new regulatory frameworks that gliding will need to work within, it is also a natural consequence of the way in which the BGA has been developing and converging its training, technical and safety systems.

The main changes will comprise:

- The creation of a new Operations Group that will be responsible for the review of, and response to, regulatory developments, establishing policy, dealing with external stakeholders and regulators, and the provision of guidance and support to clubs and individuals in their various capacities
- Adjustments to the roles and responsibilities of the Technical, Safety and Instructing Subcommittees to dovetail their activities into the Operations Group
- A revamp of the way in which the BGA's representatives on various external bodies and groups link back into the organisation.



Sir John Allison's speech at the RaeC Annual Awards should be compulsory reading for those people trying to regulate us "for our own good" (fergusburnett.com)

The people that lead the various subcommittees that are implicated in these changes have been part of a working group that has been considering the changes that will need to be made for some months. The intention is for that group to meet in September and to agree a transition plan to the new arrangements in time for 2009.

We are making these changes for a number of reasons:

- The BGA has to demonstrate both the capability and capacity to support the gliding movement across a range of increasingly complex operational areas. Indeed, it needs to continue to look as equally "professional" as any other aviation organisation in dealings with stakeholders and regulators
- We need to manage our "foundation" systems – operations, training, technical and safety – in a more coherent, if not integrated, manner
- Volunteer resource remains scarce – we need to make the best use of it without eroding goodwill and make sure that we have appropriate capacity and succession plans in place for the future
- The BGA is needing to deal more directly with individual glider owners/operators and pilots on a range of inter-related topics and a more coherent organisational approach will make this both feasible and efficient.

At the same time, the systems and processes that the BGA uses are being reviewed to support these changes. We will report more on the full scope of these changes in due course.

Aside from Sir John's speech, something else resonated with me recently.

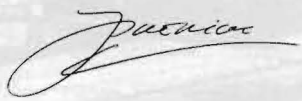
The unseasonable August weather has allowed me a little time to watch some of the Beijing Olympics. You know the Chinese do things in a very different way from the Brits.

Our Met Office is a world leader in the analysis and forecasting of weather patterns. We Brits take varying degrees of delight (or otherwise, depending on whether or not you were flying in the comps at Nympsfield, Gransden Lodge, Lasham or Honiton at the beginning of August) in its predictions and advice.

The Chinese Met Office equivalent, if *The Times* is to be believed, operates somewhat differently. Charged with "looking after" the weather for the Olympics, it was not content with merely producing forecasts. It had the resources to undertake a widespread programme of trying to change the weather – or, at least, trying to send the bad stuff elsewhere. Perhaps there is truth in the theory that the flapping of a butterfly's wings (aka Chinese Met Office weather machine) in Asia can cause a hurricane (or, at least, driving rain and strong winds) elsewhere in the world (specifically, the UK).

London 2012 may have much to learn from Beijing 2008. Perhaps we should be encouraging it to follow a similar weather regime – with dry (!) runs each spring and summer from 2009 on.

Have fun, stay safe.



Patrick Naegeli
Chairman, British Gliding Association
August 2008

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- EASA Subpart F approval under way

Protecting your interests



BGA Chief Executive Pete Stratten gives an update on EASA-related regulatory issues and talks about what the BGA is doing to protect your interests

AS ALMOST all owners are aware, BGA airworthiness volunteers and staff are currently dealing with a significant load and their superb efforts, as well as the cooperation of owners, have definitely reduced the EASA associated financial and bureaucratic burden on owners that was initially anticipated a few years ago. There is still more work to do.

In addition, a great deal of proactive BGA work is currently under way, usually in the background and almost invariably by glider pilots in their spare time, both to ensure existing regulation can be interpreted in a workable sense and to influence outcomes relating to new EASA requirements.

It should be noted that EASA rulemaking is focused on the European ideal of standardisation and freedom of movement rather than to improve safety. The BGA is always mindful that EASA rulemaking and CAA interpretation should not inadvertently break up existing effective and low-cost gliding safety systems that have taken decades to develop under BGA governance.

Airworthiness transition

In the Aug/Sept edition of *S&G* I reported that the transition of EASA gliders to EASA Certificate of Airworthiness was continuing to move forward. Many owners will by now have received a non-expiring EASA CofA and Airworthiness Review Certificate, valid for 12 months from the start date of their previous BGA CofA.

Owners who applied for airworthiness transition in the first two to three months where the ARC would have expired in 2008, or gliders where there is a registration or certification query, will by now have received notification from the BGA that their BGA-processed transition applications will be refreshed with a BGA CofA renewal and resubmitted to the CAA by the BGA (without an additional fee) towards the end of the transition process. Also that to maintain airworthiness until the EASA CofA and ARC is issued (to expire in 2009), they should apply for a BGA CofA and transition refresh when the current BGA CofA expires. This provision for a limited number of affected gliders has been agreed with the CAA to ensure that these owners are not caught out by the risk of UK glider ARC renewal processes not being fully established before the end of 2008.

Maintenance under Part M

The BGA is developing its existing and successful airworthiness system into a Part M compliant organisation that will enable inspectors to continue with their maintenance activities at clubs and elsewhere.

Unfortunately there will be some BGA inspectors operating within some commercial glider repair businesses who will have to be approved separately under those repairers' own Part M approvals. Those few affected inspectors can seek detailed advice from the BGA Chief Technical Officer in addition to that supplied for all inspectors with the inspector renewal notification, in the BGA Technical News Sheet and at http://www.gliding.co.uk/bgainfo/technical/news.htm

Pilot licensing

You may have read elsewhere in *S&G* about some of the detailed issues relating to EASA proposed pilot licensing and associated management requirements within EASA Notice of Proposed Amendment 2008-17. If you haven't, it will be worth doing so. (See p5)

The BGA will be publishing detailed advice to clubs and individuals who may want to respond to this extremely important NPA. Please ensure that you have considered the BGA view before responding. Within the EASA proposals there are positive elements that are in the interests of gliding, as well as a significant number of issues that have the potential to do great damage to our sport if left unmodified. The BGA advice will appear on the website.

Operations

By the time you are reading this, it is likely that EASA will be consulting on operations requirements as well as those relating to the management of flight crew licensing. The BGA has identified a number of volunteers to work quickly within a small BGA working group to establish any significant issues, in anticipation of providing advice to the membership and the Executive Committee. The aim of this group will be to ensure that EASA-proposed requirements present the minimum potential operational and financial impact on UK gliding and clubs. In addition to working with the rule-makers, the BGA will be consulting with others within UK air sport and GA, as well as the European Gliding Union to seek a European gliding consensus.

Other EASA regulation in the pipeline

The European Commission is proposing that in addition to airworthiness, pilot licensing and operations, EASA is given competency to regulate aerodromes. There are some issues over the proposed 'essential requirements' and the BGA is engaged with the DfT and CAA as well as others to raise our concerns and offer alternative text as early as possible in the rulemaking process.

And last but by no means least for this update, EASA is consulting on environmental requirements that it proposes should exist under EASA to ensure the 'environmental compatibility of aviation'. This is another important consultation that the BGA is addressing in partnership with others, while ensuring that the needs of gliding – already an environmentally compatible air sport – are very much at the forefront of our response. EASA consultations can be viewed at http://hub.easa.europa.eu/crt



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Countrywide changes

Carr Withall, chairman of BGA's Airspace Committee, details recent changes to airspace

AIRSPACE changes continue apace around the country with Airspace Change Proposals either completed, in the case of Robin Hood Doncaster airport, see map below (this new airspace is on the new 1/2 million aviation map), or under discussion with all aviation and local council organisations that are likely to be affected by the proposals.

Robin Hood Airport has very few commercial passenger traffic movements during the day and, with friendly controllers, I envisage no problems in getting clearances to fly through the area. There are letters of agreement with the airport which are on the BGA website (airspace section).

The following proposals are currently being discussed. Scottish plans to change Class E airspace to Class D airspace. Airway widening between Scotland and Ireland with airway bases lowered south of Belfast. Humberside has a proposal for Class D airspace. RAF Brize Norton is looking at planned proposals for changes to the Class D airspace when RAF Lyneham closes in 2012.

The huge Terminal Control North Proposal that covers all the London terminal control area north of London has been completed. The BGA and clubs in the Cambridge area that are affected responded with constructive ideas. However, suggestions for changes that the BGA had brought up some years ago have not been considered and we are objecting to the TCN proposal.

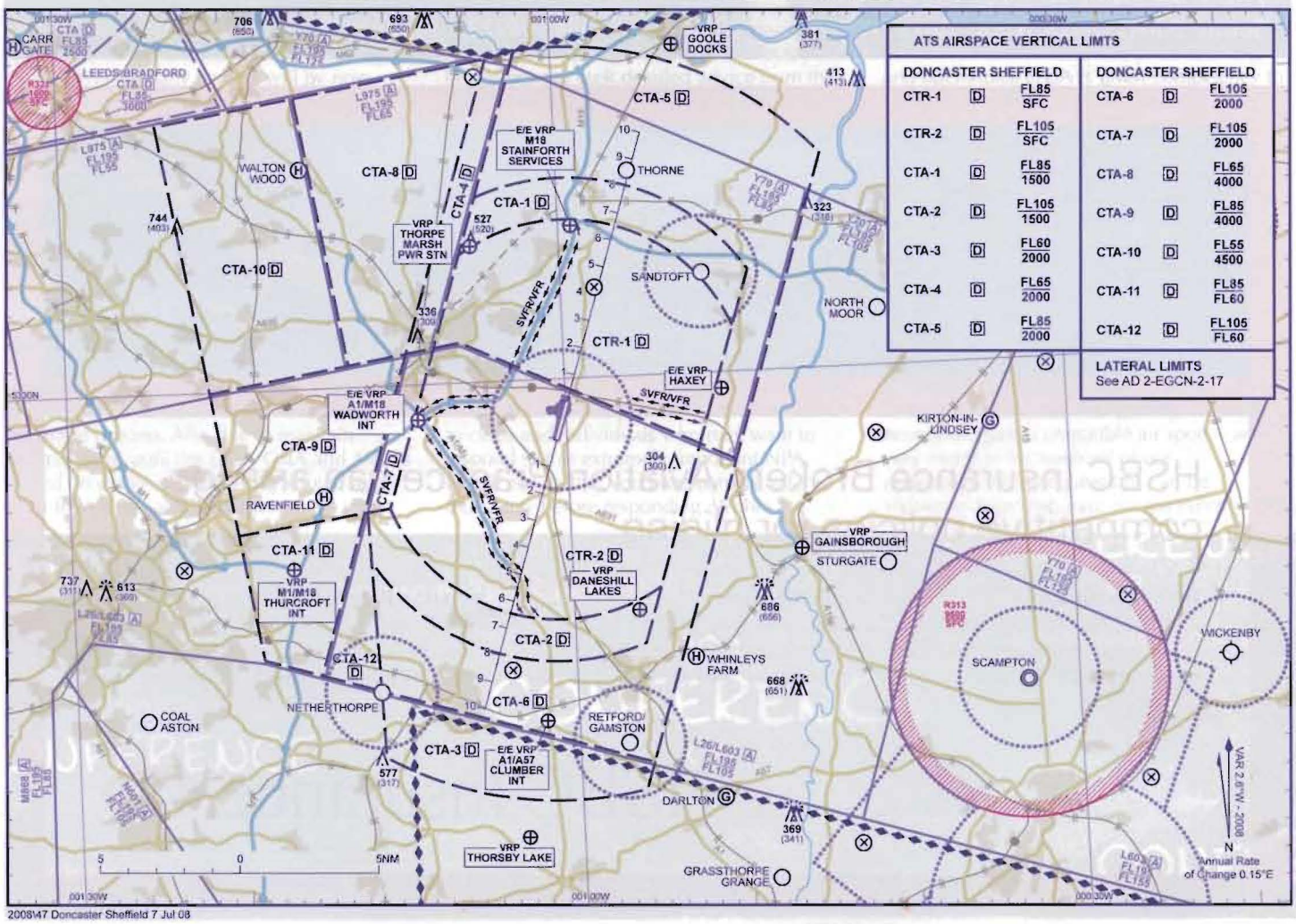
There are two Airspace Change Proposals in respect of Unmanned Aerial Vehicles (UAVs). The MoD has a programme to introduce the large Watchkeeper unmanned aircraft that is due in service by late 2009. These aircraft need much greater areas of airspace to operate than the current danger zones in which the smaller unmanned aircraft can operate. The Watchkeeper will operate from Upavon, which could have a severe impact on gliding and GA flying through that area. The proposal is to increase the Salibury Plain areas to the south above FL85.

The other proposal for Watchkeeper is that Parc-Aberporth will become the centre for UAV operations and there is a proposal for controlled airspace to join Aberporth with Sennybridge danger area from FL60-FL225. This could have a serious effect on cross-country flying in the area.

The BGA Airspace Committee is fully engaged together with clubs in all the areas where proposals are planned. We always put our case very robustly and achieve satisfactory agreements.

However, I believe that in the long term if the Government plans to have UAVs flying in all classes of airspace, including the Open FIR, it will have an enormous impact on all general aviation activities.

ROBIN HOOD AIRPORT DONCASTER SHEFFIELD CONTROL ZONES AND CONTROL AREAS EFFECTIVE 28 AUGUST 2008



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Shape of things to come



The first self-launchable two-seat electric glider was introduced at the 2008 Electric Aircraft Symposium. Rod Weale was invited to visit Pipistrel's production facility to find out more

AS CRITICISM of those who use airplanes for business, pleasure or sport grows, it is not just powered flight that is being subject to increasing scrutiny.

While the first truly green airliner maybe many years away, the sports industry is very much looking to an environmentally-friendly future and one company is very much at the forefront of developing the first generation of electric, autonomous gliders.

With the new Pipistrel Taurus Electro, the most vociferous critic of the environmental impact of flying will be silenced, and in that silence one might just hear the "swish" of a two-metre propeller and the hum of the electric engine that powers this exciting development in glider technology.

The Taurus glider is an established model (70 have been sold worldwide) and one of several gliders and ultra-light aircraft that have been successfully marketed by Pipistrel. The company can trace its origins back to 1987 when Slovenia was part of the Yugoslav Federation and the name, meaning bat, came about as the company was test flying trikes and microlights at dusk – avoiding questions regarding its activities.

Under the leadership of founder Ivo Boscarol and his late wife Vida, the company developed into the respected manufacturer of today; offering innovative products of quality and driven by a desire to protect the environment.

At the recent CAFE Electric Aircraft Symposium 2008 held in San Francisco, California, CAFE's President Mr Brian Seeley invited Boscarol to introduce the Taurus Electro. Although it is the first and only two-seat electric aircraft flying and a product that caused undoubted interest, it was agreed to extend the presentation to explain the complete Pipistrel's philosophy on energy preservation.



Once the required height is reached, the intelligent engine control system recovers the prop to a semi-retracted position where it automatically returns to the vertical position before fully retracting into the housing

A trip around the new production facility at the company's airfield at Ajdovscina in South Western Slovenia only serves to confirm the commitment of Pipistrel to the environment. The new R&D centre will be air conditioned using a revolutionary system that pumps water, cooled down in the soil. Waste water will be recycled on site and all floors in the production line allow materials to fall through for later collection and recycling. The roof of the new building houses the largest solar power plant in Slovenia at 107kW.

At the time of writing, Taurus Electro had accumulated over 100 problem-free flight cycles. The electrical propulsion system, designed specifically for the Taurus Electro, was bench-tested before the complicated process of matching engine to airframe began.

The airframe chosen was a standard powered Taurus that was re-engineered to accept the Sineton 30kW electric motor driving a Pipistrel designed two-blade 2040mm carbon fibre propeller.

The power packs offer up to three climbs to 600m at a MTOW of 450-475kg, although a climb to 2000m will discharge the batteries. The two battery packs (lithium polymer) and recharger/voltage balancer are stored in the fuselage to the rear of the cockpit and can be recharged from a standard power point in approximately 2.5 hours.

The propeller is located to the immediate rear of the side-by-side cockpit and, once the required height is achieved, the intelligent engine control system recovers the prop to a semi-retracted position where it automatically returns to the vertical position before fully retracting into the housing.

The engine retracts with literally a flick of a switch and can be deployed in flight as required and subject to the obvious need for power to be available. Climbing speeds are a respectable 500m in three minutes and 1500m can be reached in 10. After switching off the power plant, one is able to enjoy a 1:41 glide ratio and five stage flaperons and full-speed brakes.

Test flights have seen a number of minor improvements made. The propulsion system and associated engineering now react automatically in cases of overheating of any component; power reduces automatically but just enough to stabilise the rising temperature (this might be electric engine core temp, battery temp, controller temp, etc.).

The company is now looking forward to testing the aircraft in a hot environment to increase the test flying programme. At present testing has been restricted to flights to and from the airfield at Ajdovscina, but Pipistrel is hopeful that with the required permits to visit

SPECIFICATIONS, FACTS AND DIMENSIONS

TWO-seat autonomous self-propelled sailplane with parallel retractable undercarriage.
Fuselage made of highest technology composites (epoxy resin, glass fibre, carbon fibre, and Kevlar fibre and honeycomb structures). The airfoil used on wings is ORL 170, (F. Orlando).
Wing Span: 14,97m
Length: 7,30m
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Wing area: 12,33m^2
Rudder Area: 0,9m^2
Horizontal Tail Area: 1,36m^2
Fully equipped cockpit with side-by-side seating. Full dual controls are available to both pilots and the pedals, seats; headrest and ventilation can be quickly adjusted to suit your body size.

An ergonomically shaped instrument panel houses standard the instruments without obstructing the unrestricted view through the large plexi-glass canopy. There are side pockets for each pilot and a roomy baggage compartment behind the seats with space for an oxygen system if required.

Dismantling of the aircraft can be achieved by two people in 15 minutes.





From the ground it is almost silent in its approach. Company test pilot Tine Tomazic reports that there are no vibrations even at full power and that cockpit noise is comparable to that of an average washing machine

other airfields and perhaps a number of gliding and soaring events, the Taurus Electro will certainly make its public debut very soon.

It is anticipated that the production model will be available at the same price as the standard Taurus, that is to say €85,000 + VAT. Already the aircraft is receiving a great deal of interest and it is not surprising. The Taurus Electro is the first electric-powered two-seat aircraft, the first self-launchable two-seat electric-powered glider.

The first to offer a fully-integrated control and monitoring system – and a seamless protection system for over-rpm, over-torque, over-temperatures (motor, controller, batteries), a built-in battery charger and balancer.

So how does it fly? Company test pilot Tine Tomazic is naturally enthusiastic.

"Flying on electric power opens up an entirely different world to the pilot and the world below," he said. "There are absolutely no vibrations even at full power and the cockpit noise is comparable to the one an average washing machine produces. Seen from the ground, the aircraft is virtually silent.

"Couple all this with the performance matched to the Taurus with the usual internal combustion engine and you can understand my enthusiasm."

■ Rod Weale is a published author and has written a number of articles on travel and aviation. He has spent much of the past 25 years abroad, working in Spain and, more recently, in Slovenia.



WHAT THE BGA HAS TO SAY ON ULTRALIGHT/ MICROLIGHT GLIDERS

THE BGA recognises that microlight self-launching gliders (often known as powered ultra-light gliders elsewhere in Europe) are an attractive option to some pilots.

The lightweight design and build can result in a relatively low purchase cost.

In the UK pilots of this category of aircraft are required to hold an NPPL (microlight). NPPL (microlight) pilots are not expected to have any knowledge of soaring flight nor, importantly to our sport, additional safety awareness and knowledge of rules in the soaring environment.

These lightweight gliders are designed for soaring and, in theory, fit in perfectly with existing gliding operations.

It is clear that not all clubs will be in a position to accommodate powered gliders – local limitations, including planning rules, noise and topography, can also be an issue.

Club members

However, where it is possible, the BGA believes that pilot owners of microlight self-launching gliders should be strongly encouraged to become BGA club members, learn about soaring flight and operate from BGA club sites just like any other self-launching glider.

Unpowered ultra-light gliders are a different issue. Although both the self-launching and the unpowered ultra-light gliders are built to a design code, it should be noted that the launching equipment used at BGA clubs is designed for use with Certification Specification 22 (CS 22) or equivalent – in other words 'conventional' – gliders.

The BGA recommends that before bungey, aerotow or wire-launching ultra-light (that is non-CS22 or equivalent) gliders, specialist advice must be obtained from the particular ultralight glider manufacturer.

If any BGA club CFI or technical officer needs any guidance on any of the points raised above, please do not hesitate to contact the BGA.



Reflections on a legend

JUST four days before *S&G* was due to go to press I bought some binders of the BGA's official organ *Gliding* for the years 1950 to 1952 (NOT *Sailplane & Gliding* – the shotgun wedding between *Gliding* and its rival *Sailplane* was yet to take place) from the bookshelves of the late, legendary Tony Goodhart.

These journals of nearly 60 years ago were a real treasure trove, with Dick and his associate August Raspet frequently appearing, making major statements about records being set or about how glider performance was being raised to new, unimaginable heights – such as 40:1.

In the Autumn 1951 edition of *Gliding* – only four issues a year came out at that time – is published the account by Dick Johnson of his world record 535-mile flight from Odessa in Texas via Oklahoma to Salina, Kansas, on 5 August 1951 in the Ross-Johnson 5, or RJ-5, the building of which he commissioned when he was only 25.

'This was not Romantic soaring, it was Classical: clear-cut and planned, insofar as anything in our sport can be planned'

Not many pilots in those days flew cross-country with a speed-to-fly table calculated from a polar curve, especially a curve which they had derived for themselves in many patient test flights in an aircraft they themselves had helped construct and painstakingly refined; not many pilots, as they wrestled with navigation, thermal-finding and thermal-centring, also calculated achieved rates of climb and average ground speed, the latter carefully corrected for altitude differences at the start of each new climb. (All without a calculator, of course.)

This was not Romantic soaring, it was Classical: clear-cut and planned, insofar as anything in our sport can be planned. In Dick Johnson the modern era of soaring had already arrived, if we had known it.

The Romantics, led by Philip Wills, battled

Dick Johson flew gliders for nearly 70 years until his death, during a gliding contest in Texas, on 23 July, 2008 at age 85. Platypus pays tribute to one of the most remarkable figures in our sport

on gloriously. In the following year of 1952, Philip won the World Championships in Spain – the next best thing to Texas in Europe – in a Sky; this robust and good-natured sailplane, a happy cloud-flier, announced as the latest thing in 1950, was in fact a reactionary throwback to the Weihe of pre-war years, with its L/D of around 27/28, its wings and fuselage less like a Derby winner than Don Quixote's horse, its ribs and stringers sticking out in the breeze, resolutely un-laminar.

To be fair, Fred Slingsby quickly saw what the future held and was quick off the mark in producing the laminar-flow Skylark 1 and 2 in 1953, and three years later the Skylark 3, which became a world-beater.

I first met Dick Johnson at the World Championships at South Cerney in 1965. I was the editor of the daily newsletter for the Championships, and Dick was a member of the US Team. He brought his own beautifully-finished Skylark 4, which he had tested, obtaining a best glide angle of 36.3. (That number, by the way, was very close to the 36:1 that Slingsby's had claimed for the production Skylark 3 seven years earlier.

However, the true figure for the Three straight out of the factory must have been more like 32:1; the Four had a much smaller fuselage cross-section than the Three, and Dick Johnson's cleaning-up of the wing and every other component of his Four represented hundreds of hours of mental and physical effort.

Mid-1965 was the exact time that Slingsby's brought out the 15-metre Dart, with the 17-metre Dart following that autumn. (The 15-metre Dart won the OSTIV prize for the best new standard class glider at South Cerney; this prize was based on the professional judgment of engineers and instructors, not on competition results.)

Later in that year of 1965 my Dunstable partners and I bought one of the very first Dart 17s with a retractable undercarriage and, quite amazingly, the polar curve claimed a best glide of, not 36 or 37, but exactly 36.3. Well, it would hardly have done to claim anything less for the new ship than the now obsolete Skylark 4, would it?

I later met Dick at contests in Texas, though he was not competing but flying for fun and to help out the organisers, as indeed he was doing when he died. He also attended SSA conventions and was much loved by speakers such as Tom Knauff and myself for always sitting in the very front row, with obvious enjoyment. Not for Dick the tactic of sitting well to the back so that one can sneak off to the bar the moment tedium or thirst sets in.

'If you took them seriously you would fly the ship at (say) 60kt or 80kt but never at 70kt, where resided a nasty black hole'

The flight tests that Dick carried out for *Soaring* magazine deserve more expert treatment than I can possibly give; a future edition of *Sailplane & Gliding* will dwell in more detail on this third act in Dick's life. But as a total non-expert with an interest in measurement generally, I was struck by a number of his findings.

Dick's numbers were often well below the manufacturers' performance figures. Long before Dick's numbers started to come out, and having witnessed secret UK tests on home-grown ships, I wrote in *S&G*, "On final glide, deduct two points from the polar for sink, three points for wind – and four points for advertising." This turned out to be not just a joke.

However, Dick would also introduce into his polar curves strange cavities and dimples, even with gliders that had no flaps. If you took them seriously you would fly the ship at (say) 60kt or 80kt but never at 70kt,

where resided a nasty black hole.

Maybe that is a very rare case of his theories getting the better of practice, and I wrote to him to that effect, eliciting a characteristically charming and courteous reply the content of which I have totally forgotten, but which I am sure was a statement of faith rather than a reasoned rebuttal of my query.

Closer to my own soul, and to my wallet (these are not all that far apart) was his assertion that my most-loved glider, the ASH-25, flew no better with its expensive blower system for under-wing boundary-layer management than with plain old zigzag tape. Not wishing to restart the London blitz, I refrained from writing to Schleicher's to get the reaction in Poppenhausen.

'We must pray that the era of innovation, and the courage and continuous effort it entails, is still in full swing'

Dick Johnson and the late Paul MacCready had a number of things in common; they were lean, thoughtful, reserved Westerners, with an insatiable appetite for hard work and a systematic, analytical approach to producing and flying aircraft. They both loved problem-solving. They were great teachers and both make me think of the Wright Bros, a particular type of American hero.

I dislike clichés, and especially the one that is trotted out when someone dies: "It's the end of an era".

Indeed we must pray that the era of innovation, and the courage and continuous effort it entails, is still in full swing, and that there are young people whom we have not yet heard of, some in teams like Paul MacCready, others individual pioneers like Dick Johnson, working and thinking hard, in universities and factories, or in basements, garages and battered old hangars in little rundown airports miles from anywhere, right across the USA.

Remembering Dick

by George Moffat

I FIRST met Dick Johnson 'on paper', specifically through the account of his 535-mile world record flight in the September-October issue of *Soaring* in 1951. I had always been fascinated with flying, especially soaring, and pored over the article as well as the one on tweaking Dick's RJ-5 together with the fabled Gus Raspet. I still have the much-thumbed magazine.

Ten years and more were to go by before I actually met Dick, but he and Dick Schreder were like gods to me, especially after I finally soloed in gliders in 1959.

I actually first met Dick Johnson during the 1962 Nationals in El Mirage. One day we had a long task north to Bishop and return. Late in the day, coming out of the Whites, I landed the HP-8 in a small field and was walking back from the ranch house when I saw the unmistakeable shape of Dick's Adastra low overhead. After he rolled to a stop I walked over and he said: "Hi, my name's Dick Johnson." I sort of gulped and said: "I know."

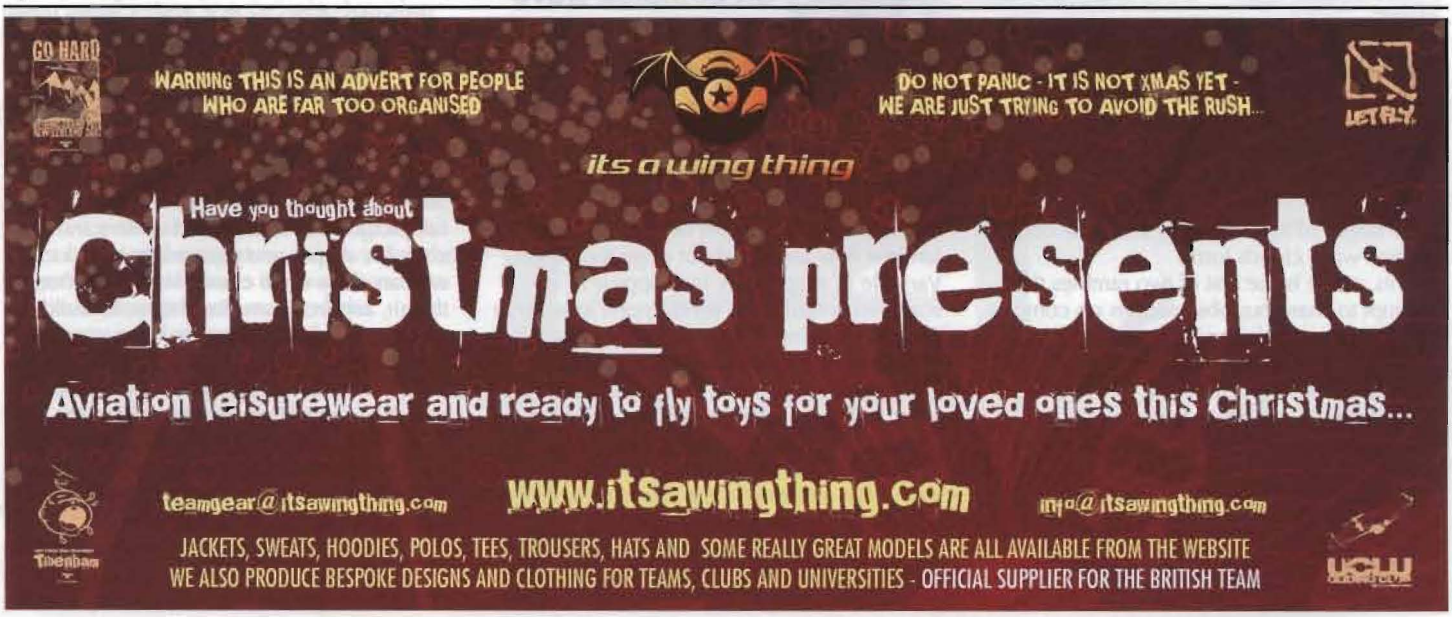
Meeting gods can be a bit daunting. It turned out that we had won the day, and there was plenty of time to talk as we waited for our crews in those radio-less times. As we were both fascinated with performance improvement there was a lot to discuss.

During the next decade a lot changed in terms of sailplanes, racing techniques, and contest tasks, but Dick stayed right at the top. We flew together on four US Teams in World Championships. Toward the mid-Seventies Dick began to do his remarkable string of performance evaluation articles for *Soaring*, later incorporated into an invaluable book.

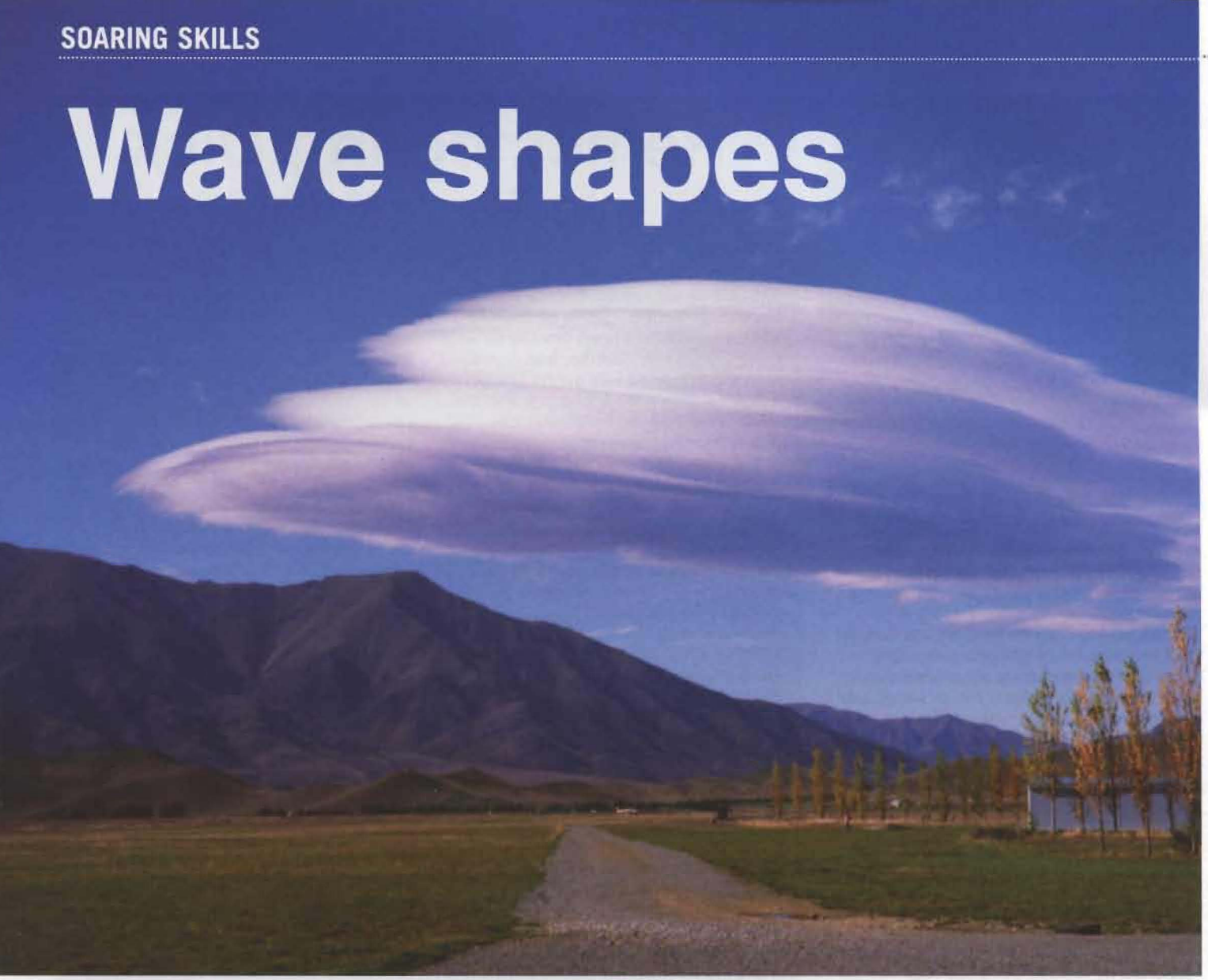
Flight testing is demanding, frustrating and inexact work. Accuracy comes only with great care and above all the most careful interpretation of raw data. One must select the data to believe in and the data to throw out—perhaps influenced by minor subsidence.

Dick, trained under the remarkable Professor Raspet, has brought over half a century of experience to such interpretation and was a master at it. The result is a soaring bible for pilots and students of performance improvement. Had he done nothing else in soaring this alone would have made him a giant. But he has done one or two other things—world record holder, 11-time national champion, many time US Team pilot, to mention a few.

I last saw Dick in Marfa this April during one of the Marfa Wave Camps that he organised each spring. As usual Dick had the best flight of the 20+ ships entered. We flew together one afternoon over the area we had known so well back in the Sixties. Later we got together, and he was still the same enthusiastic Dick, filled with anticipation over new ships he planned to test and the sheer pleasure of flying on a cloud-dappled afternoon. Those of us who knew him have lost a good friend and an inspiration. His legacy will be with those of us who soar for a long, long time.



Wave shapes



A lenticular cloud to the east of Omarama, New Zealand, reflects the shape of the Mount Benmore trigger at centre left *(Geoff Soper)*



Gavin Wills shares some observations on complex wave patterns and shapes in the first half of a two-part article

PILOTS in wave soaring camps around the world have two things in common, besides patience; lots of beer and long rambles about "that most amazing wave cloud".

Omarama, New Zealand, with its frequent and exceptional wave soaring is a typical example. Over the years Lemmy Tanner, G Dale and I have argued with guests and instructors alike about why this or that extraordinary cloud was positioned and shaped as it was. As we fly in wave a lot we have begun to agree on why and how certain shaped wave clouds form.

This article is the first of two rambles that attempt to share our observations on complex wave patterns and shapes.

Lenticular is the name given to smooth, stationary, lens-shaped clouds that appear on the lee side of mountain ranges. They are usually associated with atmospheric waves and occur anywhere from a few thousand feet above ridge-top height right up to the tropopause. Lenticular clouds are made of super-cooled water droplets that condense on the upwind side of the wave, travel through the cloud at the speed of the wind, and evaporate on the downwind side. Rotor cumuli are also associated with wave formation, but they form beneath the waving laminar flow around about ridge-top height. Variable in shape, they may appear as scattered cumuli with wind-ripped tops, large cumuli with smoothed tops, or lens-shaped tubes of cloud similar to lenticulars. But roto-cumulus clouds, unlike lenticulars, are moved along, rotated and/or sheared by the wind.

Like all clouds, the formation of lenticulars and roto-cumuli clouds are dependent on the amount of moisture in the atmosphere and where it is concentrated.

The extent to which wave clouds represent the total shape and pattern of wave is governed by the amount of moisture layered within the atmosphere. For example, a huge and complex wave system may be well marked by cloud, discreetly marked, or completely unmarked and entirely invisible.

In addition clouds that mark a stable wave system may change rapidly in response to subtle changes in the air's moisture content. For example, if an approaching front feeds moisture into the system, extensive wave cloud may suddenly appear.

Clouds, therefore, give useful clues about the shape and pattern of waves but not the full picture. To visualise and understand the complex shapes and patterns that do occur we can study wave clouds from the ground, the air, and from satellite photos, to build simple models that show how the wave patterns form.

To build realistic models of wave patterns and shapes we need to know which the most influential variables are. Our observations suggest that these are the shape of the wave triggers, the direction and speed of the wind across the triggers, the wind velocity changing with altitude and the nature of the transition zone.

While temperature variations sometimes

influence wave shapes, pressure differences seem insignificant and moisture content mainly controls the amount of wave cloud that appears.

If wave clouds are present then the all-important wind direction and speed can be observed. Roto-cumuli generally show a sense of movement within them which gives an idea of wind velocity beneath the laminar flow. With lenticular clouds however, it is often difficult to read the wind and one has to pick direction by recognising the cloud forming on the leading edge and the speed by the downwind distance between lenticulars.

In general, if the upper winds speeds are high, say more than about 70 knots, the lenticular clouds are wide, fairly flat bands more than 30km apart. Moderate winds of 30 to 60 knots (which are good for wave flying), seem to create steeper shaped lenticular bands 10 to 20km apart. Light winds are most often represented by narrow flat lenticular bands that are only a kilometre or two apart.

Wave triggers are as complex as the mountains, hills, plateaux, and ranges that form them. We know that the classic trigger is a straight, continuous mountain range that is steeper on the downwind side. But what happens when there are gaps in the mountain range or it is curved, split, turns a right angle or varies in altitude?

What happens when the mountain or hill is not a classic trigger's shape, but is steeper on the upwind side, multi-ridged, or even circular?

'To build realistic models of wave patterns and shapes we need to know which the most influential variables are'

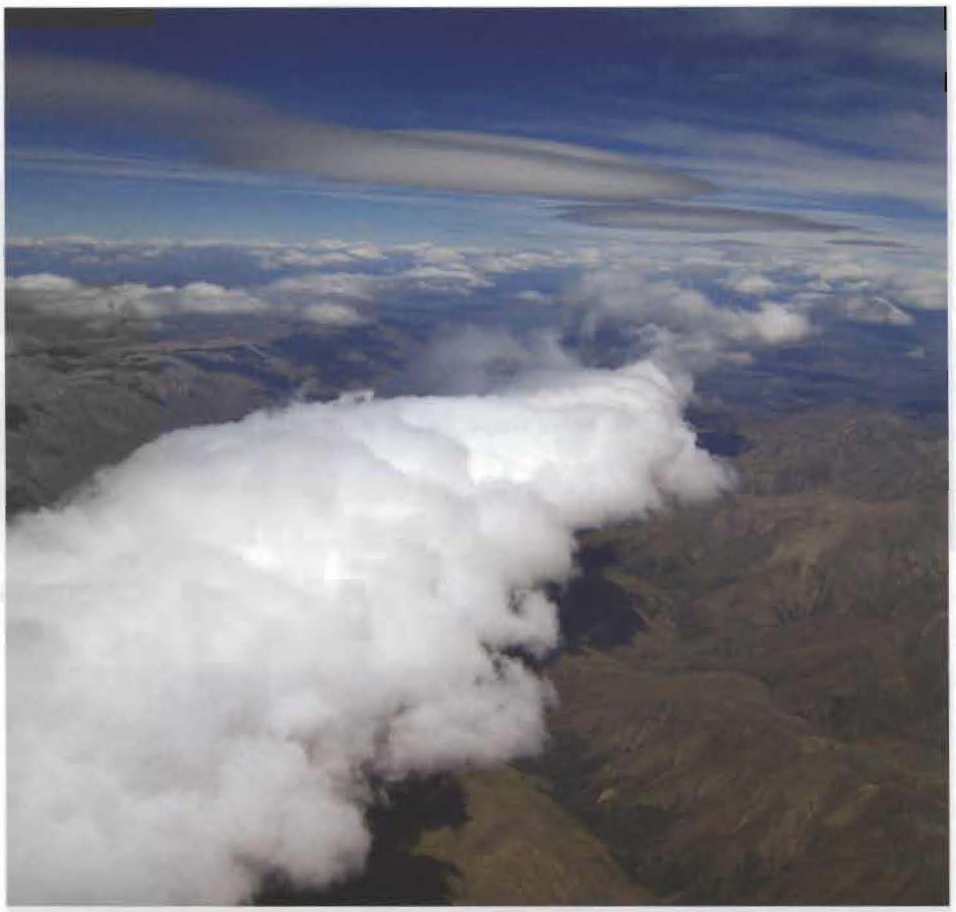
Complex triggers abound and all have effects on the shape of the wave patterns behind them. The degree to which a complex trigger shapes the wave is dependent on the speed and direction of the stable laminar flow that crosses it. Stronger winds ignore the minor complexities of the triggers they cross, while light winds often produce complex wave patterns in complicated mountain areas.

When the wind direction is oblique to a mountain range en echelon wave shapes are likely. **(See figure 1.)**

The band of en echelon wave follows the direction of the trigger but a secondary wave pattern is established by the vectoring of the forces between the trigger and the wind at the trigger's crest. This shapes the wave band into a series of stronger and weaker nodes.

A pronounced elbow, formed as a mountain range turns a right angle, creates an interesting trigger when the wind is oblique to both arms of the elbow. **(See figure 2.)**

If cloud is present, a herringbone wave pattern may appear. This herringbone pattern is quite often observed in satellite photos. If the air is drier then only the strongest waves may be marked with the cloud. This can create lenticular clouds that appear as flying saucers spinning downwind. ➢



A solid, sausage shaped line of roto-cumuli breaks into scattered roto-cumuli south of Omarama saddle with thin lenticulars above *(Geoff Soper)*

Figure 1

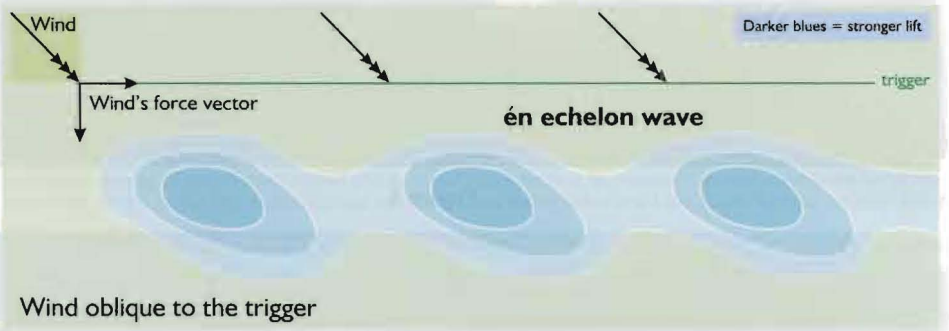
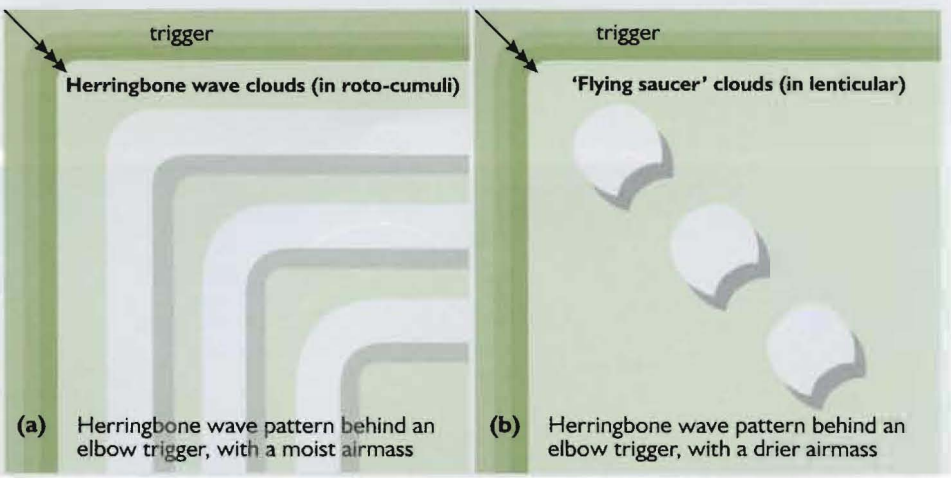
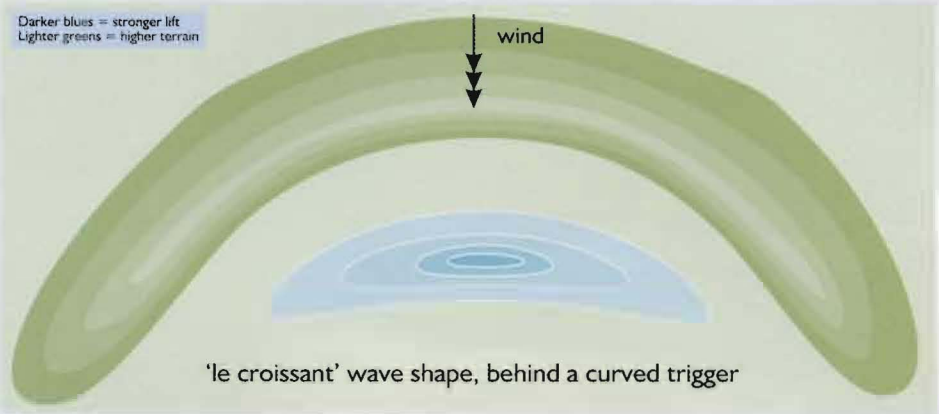


Figure 2



All diagrams: S N Longland

Figure 3



'le croissant' wave shape, behind a curved trigger

Figure 4

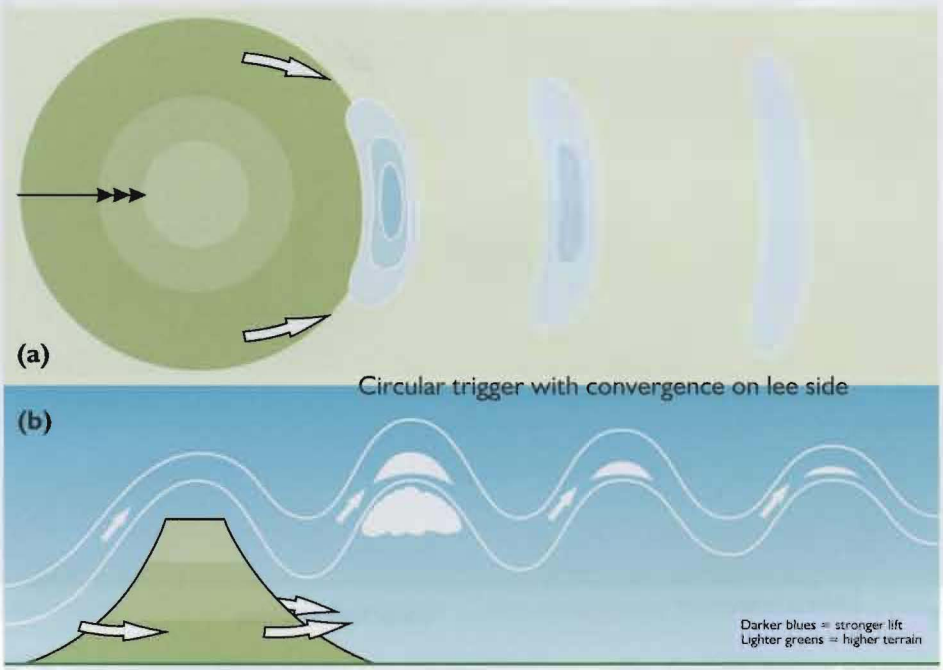
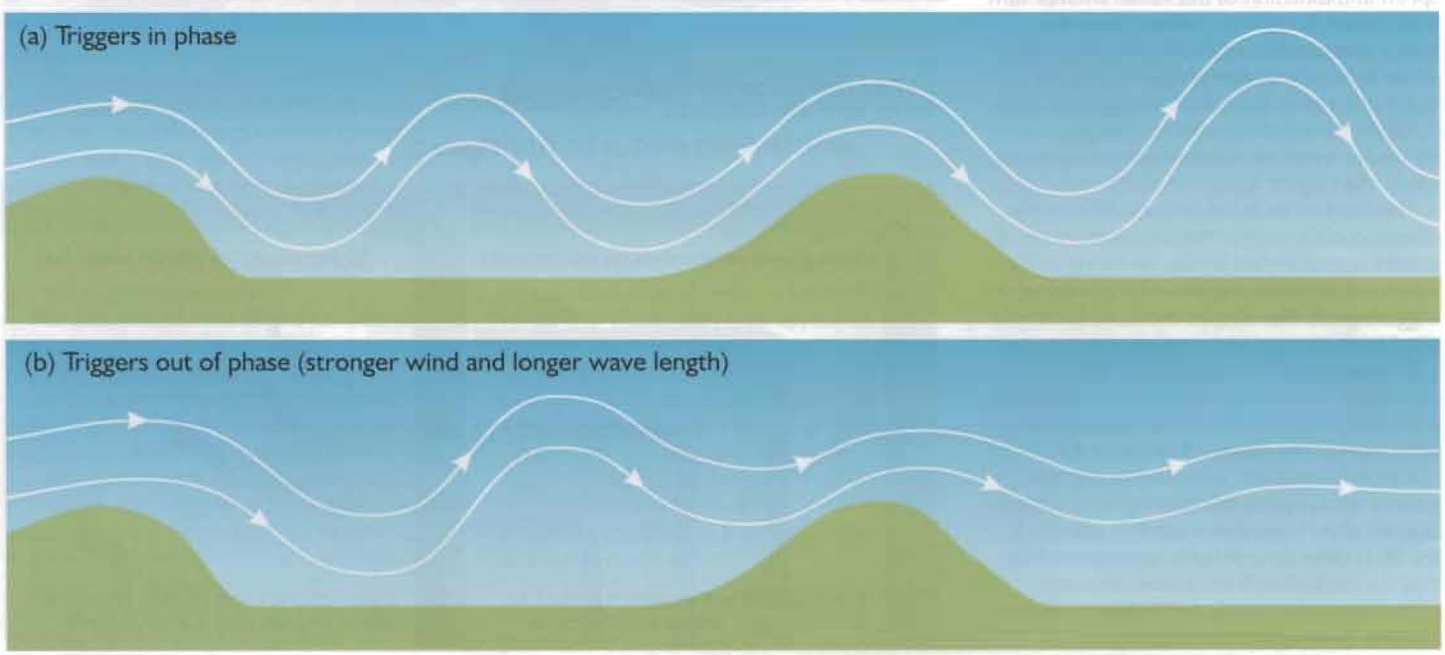


Figure 5



➢ A curved mountain range is often a good place to look for wave. **(See figure 3.)**

At some point of the curved trigger the wind crosses at the optimum right angle. This can create a powerful crescent-shaped wave giving rise to the cloud we call "le croissant".

A circular trigger such as a volcano or an isolated mountain can create a powerful elliptical wave shape that tends to die out downwind. **(See figure 4.)**

Beneath such a wave it is common to find a strong convergence zone. Increased instability caused by the ground heating and vortices often associated with convergences can reinforce the overhead wave. Indeed it is common to find low-level convergences occurring beneath powerful waves to the point that sometimes it is unclear which phenomenon is causing which!

'Convergence zones that are marked by dust or low-level cumuli sometimes lead the observant glider pilot into wave'

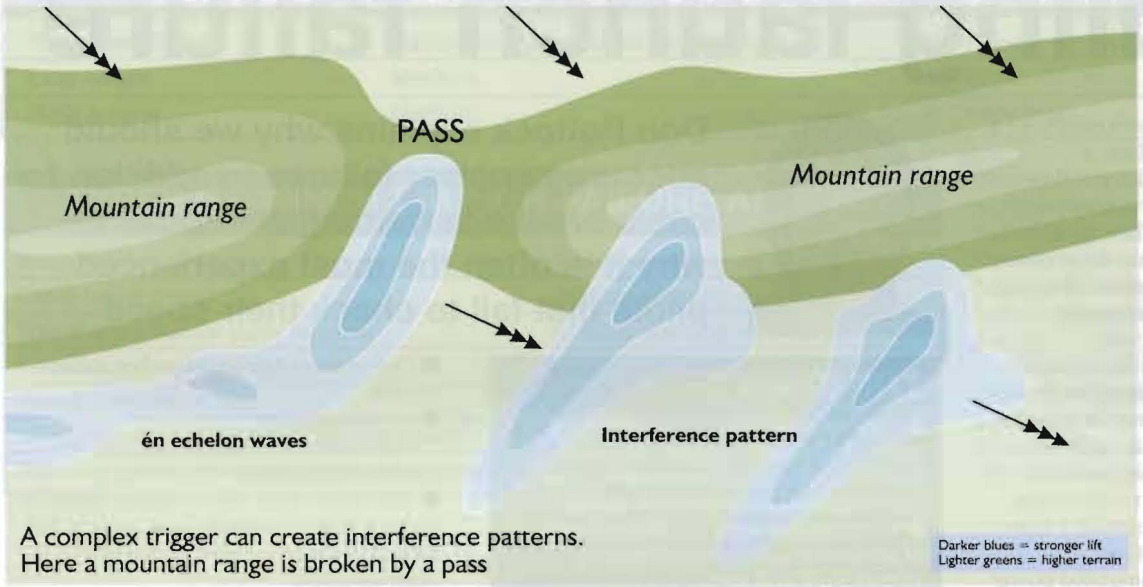
Certainly the atmosphere's need for simplicity tends to shuffle waves and convergence zones into the same areas. On blue wave days, convergence zones that are marked by dust or low-level cumuli sometimes lead the observant glider pilot into wave.

Parallel mountain ranges can cause waves to reinforce or cancel out. **(See figure 5.)**

Mountain ranges are, of course, fixed and whether reinforcement or cancellation will occur depends on the wind speed and the consequential wave length.

Downwind of the interfering trigger the reinforced pattern, or lack of it, will continue. Parallel ranges may also squeeze the wave patterns, shortening wave lengths for a given wind speed, which increases the

Figure 6



A complex trigger can create interference patterns. Here a mountain range is broken by a pass



Lenticular cloud and scattered wisps of roto-cumuli over the old trailer park at the Omarama Airfield *(Marty Taylor)*

amplitude and encourages valley winds at right angles to the ridge-top laminar flow.

A pass through a mountain range can, in some circumstances, create a single powerful wave together with a downwind interference pattern.

It is also likely that here there will be a convergence zone under the wave. **(See figure 6.)**

This situation illustrates the potential for complex mountain triggers to create complex wave patterns and, on a light to moderate wind day in the mountains, the situation can be interesting to say the least.

Fortunately for the wave-surfing pilot the atmosphere prefers simple to complex. Waves are generally simpler than the complex triggers that form them as the atmosphere shuffles around its waves, convergences and low-level winds to minimise energy changes.

However, the experienced wave pilot knows that a careful study of the forms that are triggering wave, coupled with accurate observations of the wind's speed and direction, will always help him find the best soaring waves.

Wind also changes velocity with altitude, which affects the shape of waves high in the atmosphere. Indeed, high-level wave systems can be dramatically different from the low-level, ground-triggered waves that we have discussed here.

These systems, along with waves associated with wind shears, weak transition zones and temperature changes, will be discussed in part two of Wave shapes.



(Above) A merging of massive roto-cumuli and lenticular cloud marks a "le croissant" shaped wave in the lee of the Ben Ohau Range on the way to Mount Cook with Lake Ohau visible below and Lake Pukaki beyond *(Gavin Wills)*

(Below) Lenticular and roto-cumulus clouds over the Omarama pub *(Geoff Soper)*



■ Gavin Wills is the founder, owner and director of Glide Omarama and Gavin Wills Mountain Soaring School. He has 10,000+ hours – 6,000+ hours gliding since 1957 (then aged nine). Born into a soaring family, Gavin grew up flying in the mountains.

Handling launch failure



Don Puttock explains why we should encourage power failures in addition to cable breaks in training and looks at why it is often the most experienced pilots that fail to check their speed

IN MY experience, when confronted with a simulated launch power failure, a worrying number of pilots fail to follow the launch failure procedures properly.

After a simulated power failure, time and again I see pilots push over into the recovery attitude and attempt to turn before checking the speed. This is obviously potentially dangerous, and often it is the very experienced pilot who makes this mistake.

This article explores the reasons for this failing, and considers the human factors that affect our actions. Before we are able to respond to a launch failure, we must first become aware of the problem – this trigger can be visual, audible, or sensory. The type of trigger affects our reaction time.

I hope you conclude that simulated power failures are an essential addition to our winch launch failure training. All winch launch training should include power failures as a matter of course. Instructors should be aware of the differences and include them in the briefings.

THE ISSUES:

- Pilot may be unaccustomed to time delay after a power failure. We have learned a general understanding of the time required to achieve safe speed.
- Time delay created by different method of attracting our attention (hearing versus sight and feel).
- Soft breaks and power failures particularly dangerous.
- Pilot may feel aircraft is flying well (reduced g).

Trigger mechanism

Before we can react to a launch failure, we must first recognise it has happened. Our attention is initially attracted in one of three main ways:

- A decay in airspeed as seen on the ASI (airspeed indicator).
- A noise as we hear the cable break (or the instructor pulls the release).
- Or we may first feel a change in g forces, as the cable load is suddenly removed.

How our attention is attracted has a major bearing on our response time.

Hearing the cable break means we have no doubt the launch has failed and initiate a recovery immediately. This I have called an audible warning, or trigger.

If there is no sound or reduction in g (like a gradual power failure), the pilot needs to see the speed decay before he can respond. Even one second of delay means the aircraft will be travelling slower when the recovery is initiated, often several seconds elapse before the pilot recognises the power failure.

In my experience the airspeed will have reduced a further 15knots or so before the pilot realises the launch has failed. This I have called a visual warning, or trigger.

With an audible cable break, the pilot normally recovers with little loss of speed. With a visual warning, the aircraft will be travelling considerably slower during the pushover.

Our own history and training

Our own experiences have a part to play in how we respond to the launch failure. For instance, those accustomed to a high-power winch normally see relatively high speed during the launch, compared with a low-powered winch.

It also follows that a normal prompt recovery means the safe speed is achieved almost immediately. The danger is that the pilot relies on his sense of time and fails to follow the correct procedure and CHECK THE ASI.

A vital part of the recovery procedure is the second bullet point listed below – very often missed by pilots.

- Lower nose to an appropriate recovery attitude.
- **CHECK SPEED.**
- Determine if landing ahead or going around.
- Act out decision.

More experienced pilots are also at greater risk because:

- They have more spare thinking capacity and are able to respond more quickly. The natural pause introduced by the novice is often beneficial.
- They have learnt the "feel" of the aircraft, and during the pushover the wings are temporarily unloaded, making the aircraft feel normal.

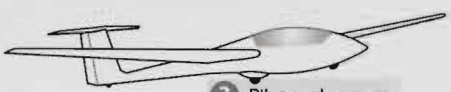
(During a 1/2g pushover, the stall speed is approximately half of the 1g stall speed).

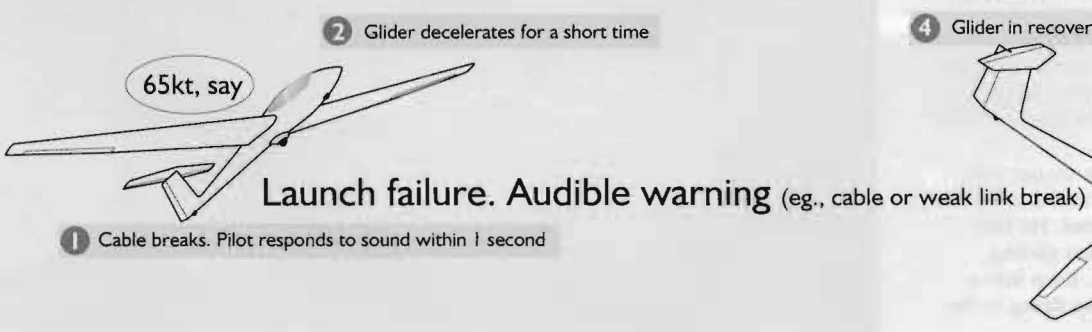
The aircraft can be flying, in an unstalled condition, at extremely low speed. (A K-13 might have a 16-knot stall speed during the pushover!)

In summary

- The aircraft will always be slower during the pushover after a power failure and take longer to re-accelerate to a safe speed. Power failure training re-calibrates pilots.
- The glider feels normal during the pushover, a sensory illusion, because the wings have been unloaded.
- Pilots learn subconsciously the time interval between failure and regaining speed. This means they will sometimes start a turn without a safe speed, because they fail to check the airspeed indicator.
- The recovery procedure has four steps: recovery attitude; check speed; decide; act. Check speed is vitally important and must be completed even when the aircraft appears to be responding normally.

Don Puttock is a professional gliding instructor and DCFI at Bristol and Gloucester GC with 4000 hours gliding, PPL and MGIR.





PILOT BACKGROUND AND RISK OF FAILING TO WAIT FOR SPEED

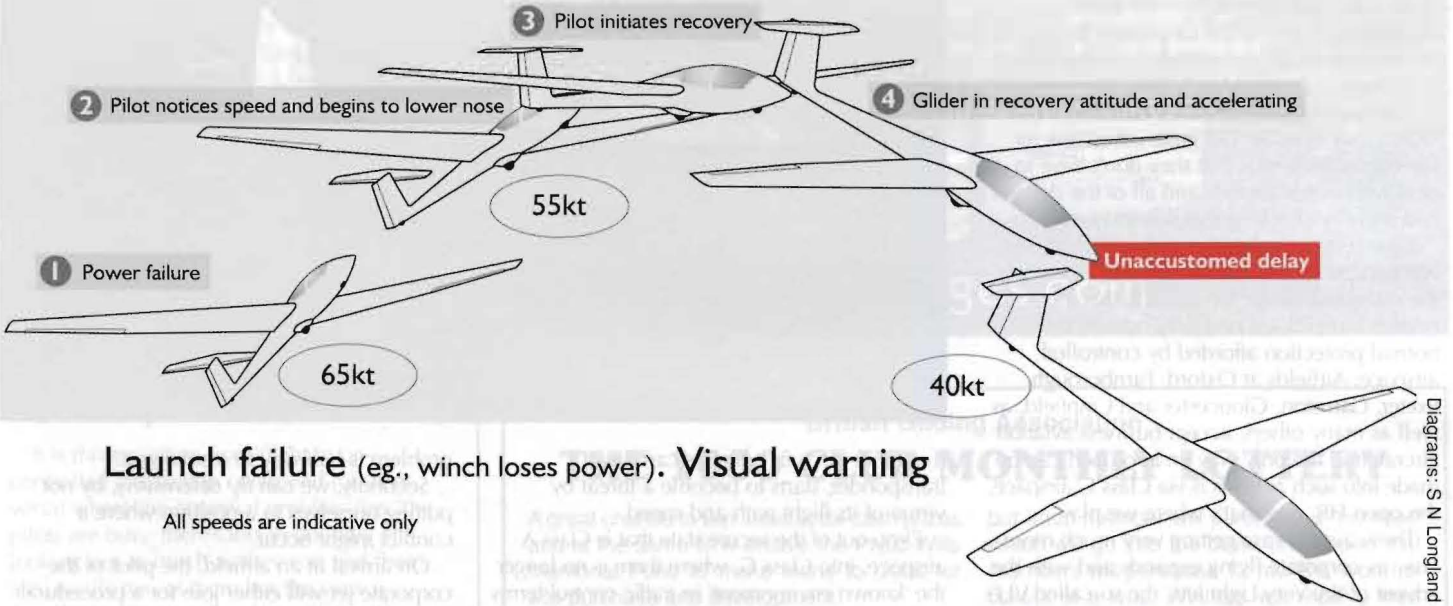
Pilot experience	Recent low-powered winch experience	Recent high-powered winch experience
Low hours	Medium	High
High hours	Medium	Very high

TYPES OF WINCH LAUNCH FAILURE AND RISK

Weak link break	Audible warning +g change
Cable break (hard)	Audible warning +g change
Training (instructor pulls release)	Audible warning +g change
Ferrules pull apart (soft break)	Visual warning with speed decay
Winch runs out of fuel	Visual warning with speed decay
Winch jumps out of gear/or breaks down	Visual warning with speed decay
Training (winch driver steadily reduces power)	Visual warning with speed decay

(Above) Pilots subconsciously learn the expected recovery time (for speed), and the feel of an aircraft flying normally.
If power failures are introduced during training, the pilot learns to expect a delay in certain circumstances and be a safer pilot as a result.

(Left) A soft break is one in which the separation of the cable is relatively slow and noiseless. A hard break is virtually instantaneous, often with noise and g changes.



Launch failure (eg., winch loses power). Visual warning

All speeds are indicative only

Diagrams: S N Longland

FOOTNOTE FROM ANDY HOLMES, BGA WINCHING ADVISOR

THE ADVANTAGES of conducting launch failure training by asking the winch driver to reduce the power extend to the noisy end of the cable. As mentioned by my colleague Pete Salisbury in his letter to *S&G* (August-September 2007) the rate of power reduction can be chosen to simulate anything from a gradual power failure to a sudden cable break.

The primary advantage is safety. Pulling the yellow knob at low level under normal launch power causes the cable parachute to inflate just in front of the glider immediately after cable release.

Even if the winch driver responds very quickly, bringing the winch drum to a stop with minimum delay, the glider and cable parachute spend several seconds in close proximity. At best this can cause distraction for the pilot recovering from the failure or reduce the landing options available. At worst the glider can collide with the parachute.

Contrast this with a request for a sudden power chop. The winch driver launches the glider as normal then briskly closes the throttle. This time the parachute does not spring forward and inflate in front of the glider but instead it drops safely away, behind and below the glider. As the cable is already decelerating at the point of glider release, the winch driver doesn't need perfect reactions to ensure a safe outcome. In my opinion, this is the safest way to conduct launch failure training, particularly low-level failures (ie failures which involve landing ahead).

Other advantages of this method include increased cable life, reduced wear and tear on the winch and associated kit, the winch is less likely to "throw a loop" and you'll have a less nervy winch driver at the end of the day!

Of course, real failures can happen in any manner. Therefore, pilots should always be aware of the proximity of the parachute during any unusual launch and be prepared to avoid it if needed. Also, winch drivers should be ready to react as required to minimise risk should the glider release early or if the weak link breaks. This reaction will generally be to bring the cable to a swift halt if it is a low failure. However, for a high failure it is generally safer to keep winding in at high speed to pull the cable down and away from the glider.

There is some overlap between these two cases, but the approximate division is the point at which the glider can no longer land ahead. If in doubt, the safest option is for the winch driver to initially close the throttle in all cases, only reapplying the power if safe separation is assured (eg by the glider turning away and the parachute dropping a safe distance below).

Finally, placing the parachute at least 15m (ideally 20m+) from the Tost rings gives the pilot time to react if the parachute does inflate in front of the glider.

It's about to get very busy



As business aviation booms, Graham McAndrew takes a look at maintaining a safe environment within class G airspace and around small airports



Pete Masson, www.glidingimages.com

AS THE recession takes hold and oil prices soar, commercial aviation starts to feel the effects very early on. Many airlines are cutting back on orders and routes and some are even considering laying up aircraft and making redundancies. Not all commercial flying however is feeling the strain, business aviation is booming and is about to become very much bigger.

Corporate jets, like any other commercial traffic, are heavily regulated and follow the same rules as normal scheduled or charter airline operations. The pilots are trained and checked to the same standard and operate under similar limitations as any BA, easyJet or Lufthansa crew. They follow the same disciplines in controlled airspace and carry the same level of sophistication as any Airbus or Boeing.

The major difference is the airfields out of which they operate. The great advantage for the corporate flyer is that they don't have to deal with major airports and all of the delay and security checking that this involves.

Operating from smaller airfields is efficient, less expensive and quicker for the passengers, the disadvantage for the pilots is that these smaller airfields are normally outside the normal protection afforded by controlled airspace. Airfields at Oxford, Farnborough, Exeter, Gamston, Gloucester and Cranfield, as well as many others, accept business aviation aircraft and the only way an approach can be made into such airfields is via Class G airspace, the open FIR, and that's where we play.

These airfields are getting very much more busy as corporate flying expands and with the advent of the Very Light Jets, the so-called VLJ's which will be coming to an airfield near you soon, it's about to get a whole lot busier.

'It is, after all, airspace that is open to everyone, including fast jets, and it is not somewhere where the pilots of these aircraft would choose to fly'

Let me just say, they are entitled to be in our playground. It is, after all, airspace that is open to everyone, including fast jets, and it is not somewhere where the pilots of these aircraft would choose to fly, given the choice.

Most commercial aviation operates under Instrument Flight Rules, they are under the control of a radar controller who is responsible for ensuring separation from other IFR traffic and participating VFR traffic. Even when in VMC, under an IFR flight plan, and in controlled airspace the pilot can sit back and relax (in a manner of speaking) in the sure and certain knowledge that there is nobody around him that the ground controller cannot see on his screen and speak to over the radio.

Such aircraft even have their own system on-board that will identify and warn the pilot if another aircraft, which is carrying a transponder, starts to become a threat by virtue of its flight path and speed.

Drop out of the secure state that is Class A airspace, into Class G, where there is no longer the 'known environment' in traffic control terms and it's a whole different ball-game.

Even though the airspace is now uncontrolled, pilots will still usually operate under an IFR flight plan. Normally the pilot would request a Radar Advisory Service, meaning that the ground controller advises the pilot of other traffic that could pose a threat and gives radar vectors to keep clear.

The ground controller is still ostensibly in charge of separation, but now the pilots are keeping a very sharp look-out as well. The major difference is that the traffic on the screen is not necessarily the only threat out there. The pilot of a fast jet, if he has any imagination at all, should get very nervous.

Of course the glider pilot will say, 'well that's what they get paid for', and he would be right, but the phrase, 'I had right of way', could be your epitaph!

I am definitely not advocating the use of transponders in gliders, I am as much opposed to this strategy as anyone, but there are things we as glider pilots can do to maintain a safe environment within Class G and around the smaller airports. In the first place, as pilots we can recognise each other's right to be there and try to co-operate, understanding the problem is half way to resolving it.

Secondly, we can fly defensively, by not putting ourselves in a position where a conflict might occur.

On arrival at an airfield, the pilot of the corporate jet will either join for a procedural approach (ILS,VOR etc) or elect to do a visual circuit and landing. The procedural approach will be the obvious choice in bad weather but there are unlikely to be any gliders in the area then anyway. However, he may well choose to stick with this approach even in good weather if he is unfamiliar with the airfield and, by doing so, he still has controller input and advice. The controller may radar vector the aircraft to the approach phase of this procedure depending on his radar availability.

Avoiding the extended approach centrelines of these airfields would be a wise thing to do in a glider. Traffic on a procedural ILS, even in good weather, is vulnerable and you may not be showing on the radar screens. The descent on approach may start from up to 10nms out, in which case the aircraft would be at about 3000ft – a good area to avoid.

The visual circuit will allow the aircraft to fly a much closer pattern but means that the pilot is self-positioning and is usually manually flying the aircraft. It is unlikely that he will remain within the ATZ given the speeds and turning radius, also the later part of the approach needs to be stabilised in respect to speed, rate of descent and

up there

configuration so realistically he is aiming for about a 4nm final at about 12-1500ft.

If you simply cannot avoid the airfield by these sort of figures, give them a call on the radio and tell the controller where you are – they will always appreciate your call.

So much for arriving traffic, departing traffic is a little more complex as ordinarily the ground controller cannot give clearance into controlled airspace. He will generally give clearance only to depart and maintain a heading and altitude, followed by the phrase, 'remain clear of controlled airspace'.

The heading will be in the general direction that the aircraft wishes to depart, taking into account the traffic the controller can see on his screen. Remember you may not be visible to him. The altitude will be below controlled airspace, typically the limit will be 3000ft.

The aircraft will level-off at this altitude and will then be passed to another controller who will issue the clearance into controlled airspace (although this clearance may not be given immediately).

'It is this transition from flight in uncontrolled airspace to controlled (or vice-versa) where the potential problem lies'

It is this transition from flight in un-controlled airspace to controlled (or vice-versa) where the potential problem lies. The pilots are busy, there's lots to do, they are looking out as much as they can and there are usually two of them but the view is usually not that good and some attention is required inside the cockpit.

The aircraft are flying quite fast, they have to in order to stay airborne. Pilots should have slowed down in order to increase reaction time and reduce closing speeds but there are limits and those limits are still relatively high.

Gliders are difficult to see from the cockpit of a fast jet and sometimes impossible to see on a radar screen. If you are flying in the vicinity of an airfield that accepts corporate aircraft, keep an especially sharp lookout for fast-moving traffic, avoid the extended centre-lines of the runways by at least 10 miles and avoid entering cloud in the vicinity. Commercial pilots do not listen-out on 130.4 and you will not be visible to ground radar when you stop to climb. If you can, give the airfield a call to let them know you're there. Fly defensively.

■ **An experienced glider pilot, Graham McAndrew was the BGA National Coach for a number of years and latterly CFI of Lasham. He now works as a commercial pilot with NetJets.**



British Gliding Association

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.

Name ..... Signed ....

Address .....

.....

.....









The light fantastic

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

Luke Hornsey flying 574 – an ASW20, Laurie Gregoire flying KMC – an Astir CS with winglets, and Dave Bray/Howard Stone team-flying 486 – an LS6c, as they all approach the finish line on the last day of the Bicester Regionals (Ron Smith)

Deputy CFI and tug master Ian (Curley) Mitchell in his Christen Eagle over North Hill (Robin Street)

Around 4.50am at Gransden Lodge, Cambridge on Midsummer's Day, when winch-launching was well under way before sunrise for the club's Dawn to Dusk event (Kirsty McNaught)

A stunning rear view at Lasham (Sandy Hawkyard)

The Tay estuary just before 6am. It looked like a really good wave day but didn't really deliver – still worth getting out of bed for the view alone though (John Williams)

Storm over Plymouth (Matt Wright)

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



Broadening horizons

An Air League scholarship can provide training in a variety of flying skills. Three of this year's scholars report back on their experiences

THE 11 winners of this year's Air League Gliding Scholarships have flown at sites across the country from the Long Mynd to Lasham.

There has been many an interesting tale along the way. Stories of spending so long upside down with Graham Saw at the controls that the pupil started to believe that being inverted was the only way gliders flew have been muted, but remain to be verified as accurate by leading UK scientists!

Putting ground-breaking scientific views to one side, three scholars provide an update on their progress and experiences.



Stephen Green (left) details the couple of days he spent flying at Lasham learning about cross-country gliding. With the majority of his flying to date being through the Air Cadets, this allowed a superb opportunity for expanding his knowledge base. He decided to fly his scholarship entirely as two-seater training.

At the time of writing Stephen still had one day of flying to complete but here is how he's got on to date:

Day 1:

The glider we were flying was much more up to date than I was used to – it even had navigation equipment! We took an aerotow to 2000ft, which was smoother and more gradual than my usual winch launch.

Once we had released at the top of the launch we set off on our 300km round trip.

During the course of the flight I learnt different navigational methods and how to spot areas of lift.

On leaving the confines of the airfield, nerves and excitement crept in. I had never been unable to see the airfield before. Time flew by, I saw some awesome sights and there was lots of information to absorb. Six hours later the airfield came into view, and that's when I felt a great sense of achievement to have got there and back in one go.

Day 2:

The weather was more challenging as the lift wasn't as consistent as on the previous day. It was unnerving waiting in the aerotow queue and all of the other gliders present had a small get-you-home engine when ours didn't! This route was a lot shorter and was just over 150km, but I flew most of the flight so it still took us over four hours to get back to the airfield.

Flying away from your base and into the open skies was a great experience. It was peaceful but challenging, time sailed by, and flying over the various landmarks en route was awesome.

I've learnt a lot from this opportunity and would like to thank both the Air League, sponsors and my instructors for this brilliant experience.



WHILE Stephen was racing around the country, **Richard Williamson** (left) of Cornish fame was learning that aerobatics involved more than purely throwing the glider around the sky. A very dedicated young pilot who regularly travels over 140 miles to go flying every weekend, this was an opportunity that Richard wasn't going to miss.

Everyone is called Luke! I arrived at Lasham and bumped into a few of the locals. Luke Roberts, who swears he's from Devon but definitively sounds Cornish and local man Luke Dale, who had also won a gliding scholarship.

They quickly showed me around and I immediately felt at home.

'After the initial shock of pointing what appeared to be vertically towards the ground I started to understand how manoeuvrable gliders are'

The next day I met my instructor Ed and having briefed and strapped what looked like a large triangle to the end of the wing (the sight) we got to work.

I hadn't realised there was so much involved in flying competition aerobatics. Starting off near cloudbase and putting the glider through its paces was awesome.

After the initial shock of pointing what appeared to be vertically towards the ground I started to understand exactly how manoeuvrable gliders are. The focus then



At Lasham Stephen Green was delighted to fly a more up to date glider than he is used to, learning different navigational methods and how to spot areas of lift



Aerobatics training at Lasham has fuelled Richard Williamson's passion to fly

changed and I did most of the flying. Having practised several uplines and loops we moved to more advanced flying and rolling.

Trying not to overspeed on the exit from exercises was particularly tricky. Ed's clear instructions built my confidence quickly and I found myself concentrating on getting my angles right using the wing sight very quickly.

After a couple of days my flying was finished. I wish I could have stayed and flown some more!

The scholarship fuelled my passion to fly and made me realise that I have to find a way to fly for a living.

How can anyone sit in an office all day? Thank you to everyone that made my scholarship possible.



IN THE meantime deep in the Cotswolds, **Scott Pendry** (left) was getting to grips with the Grob 109:

Most of my flying experience to date had been flying SEP aircraft to gain my NPPL. Having flown motor gliders before I was keen to do more and learn about the differences between gliding and flying under power.

The scholarship allowed a conversion course which enabled me to add an SLMG rating to my SEP NPPL.

I conducted this training through Oxfordshire Sport Flying at Enstone, which was superb. With five hours to complete the training, Ray and his team didn't hang about.

The strangest part was getting airborne and then turning the engine off! This seemed total madness to me, but after some good soaring and with the five hours in the Grob 109 disappearing way too quickly I found myself converted.

'After some good soaring and with the five hours in the Grob 109 disappearing way too quickly I found myself converted'

With just the paperwork required to make it official it was an outstanding few days. This is a fantastic opportunity that will allow me to become a volunteer instructor in the future and also means I can log all my motor glider flying, starting the process of building hours towards my commercial licences and a flying career.

■ With cross-country, aerobatic and motor gliding there is a lot on offer at The Air League.

Why not apply for a scholarship yourself in 2009? Last year nearly 40 per cent of people who applied got a scholarship.

More details of scholarships and events for all young (under-35 is considered young) people can be found at www.airleague.co.uk

2009 Scholarship entries open in the new year.



Richard Williamson on aerotow at Lasham during his training in aerobatics



(Above and below) Stephen Green found flying away from base and into the open skies a great experience as he undertook his cross-country training at Lasham



A class act



Bernd Weber and Corinne Baudisch flying the Duo Discus XLT above the Schwaebische Alb region near Kirchheim East of Stuttgart showing the partially swung back propeller position, in which it stops rotating before complete retraction (Photographs by Jochen Ewald)

Jochen Ewald discovers a bigger cockpit and better brakes as he evaluates a fine-tuned 20-metre class glider equally at home in club operations and competitions

WHEN Schempp-Hirth unveiled the Duo Discus X in 2005 they introduced a new airbrake-flap combination for easier and slower approaches and raised the maximum AUW from 700 to 750kg.

Since then, their engineers have carried out a lot of 'fine tuning' based on customer feedback – and it has been very successful as I discovered on a flight in the new Duo Discus XLT at Hahnweide, near Kirchheim.

You notice the first difference from the older Duo when carrying the wingtip during rigging: Each XL wing is about 5kg lighter, mainly at the outer end, due to the complete change to carbon fibre in the outer sections of the wings. With rigging handles inserted in the tips of the central wing, they can be easily handled without hurting one's hands. Nevertheless, the large central wing sections still weigh about 90kg each so I'd recommend finding strong wing holders if there are no rigging aids available.

After the main pin is inserted and secured, the rigging handles are replaced by very lightweight wingtips with Maughmer-winglets. These are locked automatically by spring-loaded bolts on the spar tongues. The tip aileron sections move upwards only with the inner ailerons, remaining in a neutral position when the inner ailerons move downwards.

The flap-combined Schempp-Hirth airbrake system, introduced with the X three years ago, has been modified to produce even more drag: The double-bladed airbrakes are now 6cm further forwards on the wing, and open 1.5cm further upwards. To compensate for the loss of lift, the flaps extend connected via gas pressure struts to the airbrake pushrods. When flying at higher speeds (above about 90kts), these gas pressure struts permit the flaps to retract automatically to prevent too high loads on the wing. The aileron and flap gaps sealing has also been improved.

But the main difference between the X and the XL is the fuselage. It has been 'stretched' by 10cm between the two seats. This benefits the front cockpit, while 8cm was gained in the rear by further cranking of the tube behind the seat. This makes the Duo Discus XL really suitable for large pilots – in both seats.

The cockpit interior has also been completely re-designed. During the 'optimising process' for best comfort and ergonomics in both seats, nearly all the Schempp-Hirth employees were asked to 'try and comment', and the result is a cockpit which comes as close to the 'optimal compromise' as can be. And, with its visible inner carbon-aramide fibre shell structure, it's not only very safe, but it also looks nice!

The fully-covered front instrument mushroom can now be swung up for easy entry and (emergency) exit. Everything is in easy reach. The front seat pan has a top and bottom adjustable backrest with integrated headrest, and there are no longer 'steps' in the seat pan curve to accommodate old, thick parachutes – nearly all of today's modern parachutes are designed to be used on seats with smooth curves without steps.

There's a wide range of pedal adjustment for both seats and only very small pilots will need a seat cushion underneath (which is also offered by Schempp-Hirth) to achieve the best seating position. Schempp-Hirth has decided to deliver all gliders from now on with shock-absorbing cushions.

Pockets on the sidewalls of both seats, as well as a large bag in front of the rear stick, allow you to stow everything you need safely.

Additionally, the baggage compartment behind the rear seat also offers a lot of space, even in the 'Turbo' version – the 16-litre fuel tank is lower in the fuselage and refuelled by an integrated fuel pump with a 'snap in' hose connection. All the controls, including engine, can be operated from both seats.

Changes have also been made to the canopy and fresh air ventilation. The canopy frame is now sealed completely with soft material that compensates for expansion in hot weather and the front 'demist' fresh air inlet was has been redesigned, with its opening valve further forwards, which has reduced noise in all positions.

The sustainer engine installed is the already well known 22kW twin-cylinder two-stroke Solo 2350D, driving a five-blade 'Oehler system' folding propeller. The engine bay doors close again after the engine is fully extended. If necessary, the engine can be removed easily. Removing or re-installing takes about 30 to 40min. With the new, stronger wings, the Duo Discus XLT is also certified 'semi aerobatic' (in case of heavy pilots in the cockpit with the engine – about 35kg – removed) with the AUW below 630kg.

The new TB06 engine control unit makes engine operation easy. To start the engine in flight, simply put the ignition switch to 'on' and the engine rises; as soon as it is fully out, the display asks you to pull the decompression valve on the left cockpit wall. As soon as this display disappears, you let the handle go and the engine starts. To get back to the 'gliding mode', you simply switch off the ignition, the engine then swings back a bit until the propeller stops completely, and then it stows itself back into the fuselage.

Of course, 'manual overriding' this automatic system is still possible following the scheme used with older Schempp-Hirth sustainer installations. A protected switch in the front instrument panel socket allows you to hand over the full engine control to the TB06 instrument in the rear panel.

So let's take flight, with sales manager Bernd Weber in the rear seat. The one we flew was PH-1408, just finished and ready for delivery to the Netherlands. This glider was extremely well equipped with a good instruments, including a transponder (in the Netherlands, it is unfortunately already nearly impossible to go cross-country without one...), four 7.2Ah batteries (two each in the tailfin and underneath the seat) and one 18Ah underneath the 'baggage bag' in the front of the rear cockpit. This increased the 'typical XLT basic empty weight' of about 465kg to 485kg, and with our 150kg and 10kg of fuel, we reach a take-off weight of 645kg with the c of g about in the middle of its possible range.

I feel immediately at home in the cockpit, with all the controls and levers perfectly placed. When operating the airbrakes or (later in the air) the undercarriage, my elbows no longer hit the foot tips of the rear-seater because the seat shells are now completely closed, separating the two seats up to the canopy frame.



The front panel is now closer to the pilot

The redesigned positioning of the levers as well as the shape of the side consoles allows free movement of my arms. The only things I disliked a little were the relatively high force needed to unlock the trim button (it is a bit sharp-cornered and has to be swung inwards to unlock) and the fact that the open canopy, with the left wing down on slightly sloped ground, is quite close to the point where it might be blown over even by a light gust. But the S-H engineers intend to modify the curve of the rear canopy frame, so that it can be opened a little wider without the risk of the rear frame touching the wing's leading edge.

'The longitudinal stability is very good and even nervous pupils will not over-react on the controls'

From the general flying characteristics, the new XLT does not show much difference from its predecessor, the X. I tried both aerotow and winch launching, and found it a very easy and safe to handle glider in both launch methods. This makes it also perfectly suitable for basic training.

Visibility and fresh air supply in the cockpit through the front and the adjustable side nozzles appeared perfect, and the new canopy sealing reduces cockpit noise to 'light whispering'. The undercarriage retracts easily (as expected, without the 'elbow problems' known from older versions...) and locks safely and visible by swinging the lever towards the cockpit wall.

In flight, my immediate impression was that this new Duo with its lightweight outer wings appeared to have much better handling than the older ones. This impression was not only caused by the good working control system with low control forces, but also by the reduced weight in the outer wing sections. My stopwatch confirmed this: at 54kts I measured a 45-degree roll rate of slightly below four seconds, combined with a perfect control harmony. Four seconds is a typical value for a 'normal' 15m or a 'fast' 18m single-seater. The result is that thermalling the XLT is as much fun as flying a single-seater.

In smooth thermals it can be flown at 46kts and climbs like a lightweight single-seater, while in rough weather with 45 degrees of bank 51kts is a sensible speed. The longitudinal stability is very good and even 'nervous pupils' will not over-react on the controls. One thing I disliked is the elevator trim spring which was relatively stiff (probably caused by the latest certification requirements concerning the longitudinal stability seen from the stick force side...) and so, if you want to avoid permanent high stick forces, you need to adjust the trim quite often. And the trim lever operation is, as mentioned before, nearly the only thing I disliked during my check on the ground...

The stall behaviour is very gentle, at about 38kts IAS warning buffeting starts. Pulling the stick further back results in the nose rising and the speed indication dropping down to 30kts (not, of course, a real value but caused by wing root turbulence hitting the tailfin pitot tube). Then the XLT enters a very stable, buffeting stall.

With the airbrakes open I found precisely the same speeds and behaviour when approaching the stall with the airbrakes open – they simply brake, and cause no trim speed change, only the nose points down a bit more, giving a better view of the landing field from both seats. A genius system!

Abrupt airbrake position changes do not have any influence on flying, you can even open them at slow speeds without the risk of 'stalling in' or 'banging them in' during ➢



The lightweight wingtips 'snap in' with their spar tongues



The re-positioned airbrakes are larger, and the compensating-for-lift flaps extract more

➢ touchdown without 'ballooning'! At high speeds, the XLT is very stable and comfortable, but to set the trim to speeds above 80kts, I needed quite high forces to push the trim lever forwards.

Operating the engine is as easy as can be: At about 54kts 'ignition on', and soon there's a little 'bang' in the rear (and, of course, the TB06 instrument) telling you that the main doors have closed and the engine is in working position. Now the display says 'decompression' and I pull the lever until the message disappears and the engine starts running. There is no throttle, it always runs on 'full power'.

I found the best climb rate at about 46kts with the engine revving at 6100rpm. The turbulent air permitted only an estimate that the climb rate to be a bit above two knots. For power flight, the pitot and static supply is switched from the tailfin probes (which are then in the propeller stream) to the nose pitot and fuselage static openings.

When approaching stall speed in powered flight, the turbulences from the stalling wing root hit the propeller, which then starts making an 'awful' sound. It's an excellent warning, and the stall behaviour is as gentle as in soaring flight.

The possible maximum horizontal cruise speed is 65kts, above which a yellow light in the control instrument reminds you that you are coming close to the engine's maximum of 6600rpm. This is reached around 67kts, a red light then appears and the ignition switches off automatically until the rpm becomes lower again. Using 'saw-tooth flight', the 16 litres of two-stroke mix offers you a 200km range.

Switching off the ignition opens the engine bay doors and makes the mast swing back a bit. In this position, flying at about 46kts, the engine soon stops revving and retraction continues automatically until the folding propeller blades disappear completely underneath the engine bay doors.

With the engine retraction manually stopped after switching the ignition off, I found the performance of this 'worst case' flight still very acceptable, the sink rate remains below three knots and the handling of the glider is not affected. So, there is no problem landing the XLT safely in a field with the engine up.

Another interesting new feature is the possibility to do 'semi aerobatics' with the Duo Discus XLT (if the AUW is below 630kg). It loops and stall turns nicely from an entering speed of about 108kts, the minimum speed required to 'get it round' is about 97kts. The lightweight wingtips in particular make stall turns easier and more precise to fly than with other gliders of this span.

Spinning the XLT is also permitted, an important feature to make a glider really suitable for training: At the stall the stick is pulled fully back and full rudder applied. The XLT then drops a wing and starts rotating with the nose pointing steeply down. During the first turn, the glider buffets and its nose comes up a bit (but remains far below an angle that might make you fear a flat spin might develop) and then goes down again. After about one turn, the 'full and stable' spin is established with a quite steep attitude, moderate roll rate and comfortably low centrifugal g-forces.



The Solo sustainer engine of the XLT is a renowned, reliable drive



The engine with its five-blade Oehler system folding propeller extracting

During the spin, the large canopy gives a wonderful overview! Stopping the spin using the 'standard method' – opposite rudder, then easing the stick forwards until rotation stops – requires only about 1/4 of a turn and, correctly easing out of the dive, results in less than 300ft height loss. Nice and ideal for spin training.

If the c of g is further forwards, the XLT might not remain in the spin, but change to spiral dive after the first turn, which should be stopped immediately to prevent the speed from increasing too much. So, when intending to spin the XLT with heavy people in the front seat, it is recommended to put some water ballast into the tailfin tank.

'The lightweight wingtips in particular make stall turns easier and more precise to fly than with other gliders of this span'

Landing the Duo Discus XLT is as easy as you expect of a basic trainer. With the stall speed remaining unchanged when the airbrakes are opened, a basic approach speed of 49kts (plus half windspeed) is sufficient for the approach.

The large airbrakes, combined with the flap's braking effect, permit steep finals and the view of the landing field, especially from the rear seat, is really improved compared with that from the old Duo Discus. The force required to pull the airbrakes out is always "positive", so they will not open by themselves should the pilot forget to lock them before take-off.

Sideslipping is also possible, easy, stable and very effective. The slight tendency to accelerate when the airbrakes are extended during sideslip can easily be compensated by the elevator. Fully held off (against some force of the spring trim), the Duo Discus XLT touches down in a perfect two-point attitude, the new disc brake Beringer main wheel in combination with the nose wheel (which only touches the ground when braking very hard) allows very short ground runs if needed.

The new Duo Discus XLT is a wonderful glider that offers single-seater fun in a two-seater.

With a performance equal to that of the best Open Class gliders of the early 1980s, it offers its pilots the possibility to perform long flights and, flying with qualified competition pilots, to learn a lot from them.

At the same time, with its easy, safe and gentle flying and landing characteristics, it is also perfectly suitable as a basic trainer, including the possibility of teaching spin and basic aerobatic exercises. Instructors will like the improved comfort in and visibility from the rear seat.

Built with excellent craftsmanship by a factory renowned for its after-sales service, it appears to be a perfect 'investment into the future' for clubs.

Technical data:

Wingspan 20,00 m
Wing area 16,40 m²
Aspect ratio 24,4
Fuselage length 8,73 m
Fuselage width 0,71 m
Empty mass ca. 465kg, this one fully equipped 485kg (engine removed: -34kg)
Max. AUW 750kg (630kg semi aerobatic)
Wingloading 33,8 – 45,7 kg/m²
Minimum sink at 609kg: 0,56m/s, at 750kg: o,62m/s
Best glide: 1:46-47 at 100 (609kg) – 106 (750kg) km/h
Vne 263km/h

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Dramatic and atmospheric, heading up Thirlmere past Helvellyn with the top in cloud *(All photographs by Thomas Edwards)*

PETER WHITEHEAD, CHAIRMAN OF EDENSOARING REVEALS THE CLUB'S MEANING OF LO-HI-LO.

"LEAVING the hills of Yorkshire for the Gog Magog Hills of Cambridge (max height 243ft) in 1971 was my big disappointment (my LO). Turned around by discovering gliding and better still when I came "under the wing" of Anthony (*S&G*'s Armchair Pilot) and Catharina Edwards and family, and was introduced to their passion for bungey expeditions in the hills (my HI). With his pedigree, it was no surprise when Thomas joined us in the activities of Eden Soaring Society.

"Parking" on the tiniest of nooks and crannies, and getting down low, has become his stock in trade, though he will use anything that nature provides and he is not averse to getting on top.

So now Thomas shares with us the development of Edensoaring at our site under Cross Fell and close to the Lake District, where we welcome other glider pilots to share in the most beautiful gliding in England.

Watch out though, we "do drugs", we get high on endorphins!

That's LO-HI-HI."

It's LO-H



The Eden Soaring S for many years with BGA's newest club.

I HAVE enjoyed the thrill of mountain flying in the UK under the encouragement and guidance of good mentors for many years. It all started in 1988 when I joined an Eden Soaring Society expedition to Latrigg, a whale-back hill at the foot of Skiddaw, a couple of miles north of Keswick in the Lake District.

My parents awakened my hill soaring curiosity and Pete Whitehead and Richard Walker have mentored me in the English mountains over the years. Spurred on by wanting to know what can be achieved as long as the wind is blowing, I started in a borrowed Swallow and later moved to an Oly 463 ('Rudolph', an ex-Cambridge hot-ship of the 70s). Recently I have flown a Mosquito, call sign 733. I still keep the Oly though, as the design is almost perfect as a mountain-soaring expedition glider.

The UK has a favourable weather pattern for mountain soaring (it's nearly always blowing, a feature we share with New Zealand) and we are blessed with a good helping of mountains giving virtually limitless fun right on our doorstep.

In 2006, a group of us gliding from Carlisle Airport started to explore the Cross Fell range of the Pennines, a very inviting 45km-long ridge that reaches just short of 300ft at its highest.

At the 2007 Carlisle camp, a forecast giving a strong SW wind at ridge-top height tempted me to try a task joining two major ridge lines: that running between the Lake District and the Dales (Skiddaw – Helvellyn – and onwards SW) with the Cross Fell range. The aim was to do a 300km ridge-only low-level flight in England.

Task declared, I launched at 11:38 on 25 April 2007. Cumulus and thermals existed locally but were narrow, patchy and weak.

The wind turned out not to be ideal for the task at low level as there was too much south in it. But if I didn't try to get round I'd certainly regret it. The start zone (Castle Carrock dam, CCK) was passed at 12:23. At 65kts there was distressingly little headway towards the main ridge and it seemed I would not make it at any useable height. Veering off and parking on a tiny ridge on a bend in the River Eden, I waited for a rescue thermal to blow through. It came, and, scrappy and horrible though it was, it gave me enough confidence to reach the main ridge at Newbiggin Fell.

There I experienced the magic of the first decent ridge-climb of the day. No more being blown backwards by weak thermals – here was something useable. From the ridge I found a little pocket of wave pushing up between the clouds at Croglin to 4800ft. I glid to the next usable corner of the Pennines at Melmerby at 90kts. Further south, cloudbase descended – it was



Mucky weather helped Thomas make his decision to curtail the task five kilometres short of the mid-turning point

ll-LO in the Lakes

Society has been flying 'under the radar' in the Lake District n a no-publicity policy. Now, as Edensoaring, the group is the . Thomas Edwards lifts the lid on a flight to remember

now down to 2900ft and shrouded Cross Fell itself.

While contemplating the options (further progress south along the ridge being blocked by the Warcop danger zone), I found some gaps in the cloud that were showing a lighter shade of grey; they contained lift, which became quite strong about six kilometres away from the main ridge.

At 4500ft I popped out of the grey underworld into an altogether sunnier place of gentle and wide-reaching ski slopes. A few beats in the Appleby wave led straight to 12,000ft, free airspace going up to FL195 at that location. However, I didn't have oxygen, so declined to climb further. The sea of white spread all around and the glider's instruments calculated a wind vector of 215 degrees 55kts. No point in throwing it away; here was the climb needed to jump the gap into wind.

After covering some 30km to the south above cloud, cruising at 100 to 110kts to make headway, no useable gaps appeared. Four kilometres east of Sedbergh, at 8500ft, I changed course to the west, and, still unable to see any gaps from 6500ft, switched on the artificial horizon for a let-down between Milnthorpe and Kendal. At 4600ft I sank into an even layer of white cloud; I was relishing the prospect of a good ridge run in strong surface winds once through. At about 3500ft over Kendal I emerged back into an utterly grey under-cloud world of 3/8 scruffy cumulus below the stratus I had come through.

Gathering kinetic energy, and once clear of the 3/8 at 2100 ft asl, I headed for Holme Knott to the immediate south of Sedbergh at 120kts. It is the northernmost bit of Middleton Fell, part of the ridge-line that runs SW past Ingleton. I judged I would just make it; plan B was to turn downwind towards other closer ridges if necessary. By the crossing of the M6 motorway at the Killington Reservoir services half-way to the target, I was at 1600ft doing 70kts. Clearing the remaining six kilometres to the ridge, I arrived just below the top at 1100ft asl.

Nine minutes of scratching produced practically no height. Eventually one beat gave 50ft extra and I was able to stretch the glide to higher, more into-wind-facing ground, and climb along the main ridge to my southerly turning point at Ingleton.

Ingleton marked the start of my most dramatic UK low-level ridge-run. Though the weather looked foul and grey up ahead, the mountains ahead were my friends, as was the wind curving over them. I had found what I wanted.

Following the ridges back to Sedbergh, I topped-up round the How Gill bowl before heading west to cross back over the M6 motorway at the Lune Gorge. From there on to the Grayrigg ridge at 2400ft, still not circling. Five kilometres to the north of Kendal I was back down to some 1000ft above the ground (again!) with no prospect at all of any thermals. But I was heading for the big hills, in my element, and supremely happy.

The next big target was a 1570ft hill five kilometres north of the town of Windermere called Sour Howes. Heading north along it I climbed without turning, did an avoiding turn past some clouds and headed west again – using up the height just gained to get round the southern end of The Hundreds to the west of Troutbeck village. The faster route cutting across the head of each finger was firmly cut off by cloudbase at 2150ft; there was no alternative but to round the southern end of each finger before heading for the next.

This process led on to Nab Scar, part of Heron Pike rising almost straight out of Rydal ➢

➢ Water, which marks the beginning of a nearly continuous ridge running past Helvellyn on to Clough Head 16km further north.

The cloud concealed the upper 700ft of Helvellyn, so before covering the 10km to the next safety field, I wanted to check the local wind direction.

I had to assume that at today's operating height, the wind would be pulled round to flow along the valley. The south-facing bowl at Seat Sandal is ideal for the check, which came out positive, and from 2300ft there, I headed for St John's in the Vale, gliding alongside the cloud-capped Helvellyn. It was dramatic and atmospheric.

For the first five kilometres from Seat Sandal no height was lost as the wind must have been climbing up into cloud and out of the valley across the slopes to a greater extent than anticipated. However, as the valley widened out to the north, sink appeared so I made a bee-line for Latrigg.

That next 10km section cost 1000ft, leading me to Latrigg 100ft above the ridge. Not stopping, I passed straight on to Skiddaw. The only problem now was that it was drizzling and the cloud had descended to 1800ft, leaving 1300ft of the mountain above totally unavailable to climb up.

'Though not planned that way, and less than half-completed, for me my flight turned into a LO-HI-LO mission to remember'

With the cloud, drizzle and wind, I decided that I could not reach the next turning point (BTH) from such a low level and get back to any workable ridge. I also considered that going back past Helvellyn to get to Sedbergh would not work as the valley would be impassable north-to-south with the wind and cloud level I'd experienced.

The sensible options were: dash to the second turning point and land thereabouts to complete half the task; try and find a wave slot in the lee of a big mountain, or call it a day safely in one of our known local fields.

The 70km straight-line run from Ingleton to Skiddaw had taken exactly 57 minutes. Not a dramatic cross-country speed, except that cloudbase was low in the mountains and there were no thermals.

By now it was getting on for five hours after take-off. I decided against a final glide to the turning point and an unknown field and tried instead a tempting small patch of sunlight close up to the lee slope of Grisedale Pike.

Was it rotor connecting to a wave slot? Could I climb up and through the cloud safely and then just head back to Carlisle? I gave it a go, found the lift, but by now was too tired to make a sensible fist of it.

A cup of tea at Peter House Farm in the folds between Cockup and Little Cockup north of Skiddaw seemed an infinitely better prospect than being brave in the clouds among the mountains. I had landed at Peter House Farm before and knew the family there well – we have rented two cottages on their farm as our expedition accommodation for many years.





(Above) Wave gap at Croglin and (below) sun and ski-slopes above Appleby

After landing at 16:39 I was given not just a cup of tea but supper too; many thanks, Valerie! What a great way to end a great day. Neil Moffat, one of the Carlisle week's organisers, and Eddie Stephenson kindly came to collect me. Once back at my B&B in Irthington near to the airport, quite elated, I trotted round to the pub to tell the gathering what I had been up to.

Never assume anything – I found out that Rod Witter was being celebrated (quite rightly, and I applaud) because he completed the task I had set, all 316km of it! How did he do that? I never saw him! Not being a ridge-nut like me, once he had done the wave climb at Appleby, he quite sensibly stayed in wave and coolly collected all the turning points from above cloud: ING, BTH, ING again, and home! He did admit that he never saw his turning points though, which almost made me feel better. But the true lesson is this; do it to enjoy it. I did, and so did he.

Though not planned that way, and less than half-completed, for me my flight turned into a LO-HI-LO mission to remember.

There is much gliding fun to be had in north-west England – with the right attitude, competent glider handling and suitable encouragement, the required skills can be picked up with a bit of application. It doesn't need thousands of hours and is addictively rewarding. I remain addicted and look forward to more mountain gliding.

■ Thomas started gliding rather young and still hasn't got over it. A true gliding nomad (having held full membership of six UK clubs and three Swedish), he is a founder member of Edensoaring and currently its secretary and treasurer. He owns and flies a Mosquito b and an Oly 463, 'Rudolph'.



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Preparing to compete



The Women's Development Group weekend was open to all competition pilots this year. Reg Watson took part to hone his flying skills with the experts

OVER the last few years, the BGA Women's Development Group has run a very successful series of weekends, aimed at helping pilots improve their cross-country and competition flying skills.

In April this year, the Yorkshire Gliding Club at Sutton Bank hosted a Women's Development Group weekend, but in a departure from earlier events the weekend was open to all pilots who have flown in a rated competition, regardless of gender.

The event was supported by current British team members and the BGA coaching operation. Particular emphasis was placed on tailoring the weekend to meet the needs of the course participants, which allowed the lecturers to address specific issues, regardless of the wide range of experience among the participating pilots.

Sarah Kelman started the ball rolling by covering competition tactics and training regimes. Her advice was most keenly sought on flying competition finishes. Regardless of flying experience, most of the audience wanted to know how to get the final glide right.

Sarah also lectured on the golden rules of flying in the blue, another aspect of competition flying which many in the audience had found difficult. Rule one is never ever start first. Rule two is never ever forget rule one...

It was then Kay Draper's turn to deal with the subject of competition preparation. Competing successfully requires an enormous amount of preparation, not just of the obvious physical items such as the glider and its associated equipment, but of the pilot's skills and knowledge, and physiological and psychological well-being.

The secret to good preparation, apparently, is making lists. Lists, lists and, in case that isn't enough, more lists...

Liz Sparrow then took to the stage to explain how to fly faster. This is an area that all the course participants wanted to improve as the theoretically obvious technique of 'stick forward' wasn't working in practice.

Unfortunately, practice was not possible as a typically wet April weekend kept the pilots grounded. However, Yorkshire GC's new flight simulator was put to good use as each pilot was sent on a short out-and-return task to demonstrate how much faster she or he could fly by following the techniques that Liz was espousing. Among the advice which Liz was handing out, the most paradoxical seemed to be that you can often fly faster by going slower.



A wet (and snowy) April weekend kept the pilots grounded, but good use was made of Yorkshire GC's new flight simulator. Pilot Kelly Teagle is shown on a short out-and-return task designed to show how much faster each pilot could fly by following the techniques put forward in a popular lecture by Liz Sparrow (Reg Watson)

Our thanks go to Dave Latimer of YGC for manning the sim throughout the weekend.

James Ewence took the data logged from the simulator and used it to demonstrate how we can learn from post-flight analysis to improve our cross-country speed on the next task.

'The maths behind maximising your score on any given day requires a PhD to understand. If you don't have a PhD, just fly fast'

In addition, it was his job to demystify the arcane art of preparing for and flying the Assigned Area Task.

The best piece of advice was not to expect your iPaq to plan the AAT for you as Murphy's law will guarantee that it'll go down just when you need it most. Once you're on task, always fly as far as you can into the first sector and always round the turnpoint low, regardless of wind direction.

It was then Rose Johnson's turn to explain the maths behind maximising your score on any given day, which requires a PhD to understand. If you don't have a PhD, just fly fast.

Rose was also able to put her medical background to good use, particularly on the issue of hydration. It's okay to drink coffee before you fly...

And finally, with the human machine finely tuned and the pilots' skills tightly honed, it was up to Mike Fox to tell us how to properly fettle our racing machines. It all revolves around air. Keeping air out of places where you don't want it to go (control sealing) and keeping it stuck to things you want it to stick to (aerofoils).

If you'd like to improve your cross-country speeds and performance at competitions and learn more about the topics above, then look out for the next Women's Development Group weekend (details on the BGA website). And please, don't be put off by the title – it's not just for girls.

Many thanks to Liz Sparrow for organising the weekend, Yorkshire Gliding Club for hosting it and the British team members and BGA coaching staff who gave their time to make the event a success.

■ Reg Watson flies from Sutton Bank, where he learned to fly four years ago. He gained Silver C two years ago and, as a relative newcomer to the sport, has flown a little more than 150 hours. Following the development weekend, Reg's competition performance has seen a significant improvement in his task times.

Flying the flag at Rieti



Rieti played host to the unflapped classes of this year's Worlds. Team captain Hugh Kindell sets the scene

RIETI lies about 70km north of Rome in a valley in the Apennine mountain range. Directly to the east of the airfield is Mount Terminillo (7270'asl). The mountains line up roughly in the NW-SW direction and provide a series of ridges in the lower regions as well as higher mountain ranges, Gran Sasso, behind Terminillo.

The area is perfect for all the classic types of soaring, making it one of the best sites in Europe or even the world. The distance from the Tyrennian Sea coast to the Adriatic Sea coast is only about 200km in the Rieti area. This gives rise to convergences, caused by sea air incursion later in the day, along the Apennine ranges. In short, Rieti provides all the possible soaring conditions in magnificent mountain scenery. It is a site to truly challenge any competition pilot.

Our team in Rieti for the Standard Class was Sarah Kelman, Leigh Wells, Richard Hood and Jay Rebbeck. The team for the Club Class was Gill Spreckley, Gee Dale and Peter Masson.

Another first for gliding was that the Ladies World champions were invited to fly in the 30th WGC.

Our overall results were:
Standard Class: Leigh Wells 10th, Richard Hood 11th, Jay Rebbeck 17th
Club Class: Gee Dale 10th, Peter Masson 18th and Gill Spreckley 31st .

However, let the pilots describe some of their most memorable flights, the highs and lows, during the competition.



GILL SPRECKLEY:

RIETI – a gliding Mecca for so many pilots. Unique due to its weather conditions, wonderful scenery, extremely friendly locals and endless pasta! Its soaring conditions are moulded by the Apennines and their situation halfway down the narrow Italian mainland. The task area is boarded to the west by the Tyrennian Sea and to the east by the Adriatic.

With 'normal' Rieti weather and a south westerly breeze, one can run the westerly faces well below the tops early in the day in ridge lift, and transition in the afternoon to the sea breeze convergence together with the largest ridge of the Gran Sasso to speed north. The famous Rieti final glide then brings one home along the Valle Nerina, again running below the crests, topping up in the ridge lift.



G Dale and partner (Annie Laylee) with the Union Flag at the opening ceremony

Needless to say that the weather for the World Championships was not normal, but we did have one classic Rieti day – Day 6, when Pete Masson achieved a blistering speed of 118kph flying just as I have described.

It requires a lot of guts but running low, choosing the right lines, spotting the energy …there is just no need to stop. It sounds easy, but as the results show, getting it just right is by no means obvious and arriving just 200ft too low on a ridge can mean long delays. Add to that the difficulty of safe outlandings, the quickly-changing conditions, and the 'yoyo' results are easily explained. The master in Rieti, Giorgio Galetto, was day winner one day and the slowest finisher the next!

'As the results show, getting it just right is by no means obvious and arriving just 200ft too low on a ridge can mean long delays'

For me the most memorable place was the turnpoint of Casteluccio – quite unlike the rest of the task area. The tiny hilltop village was situated in a craterlike surrounding, completely devoid of trees or vegetation, with a stark shale covered mountain bounding one side up to 8000ft.

It was like the moon with a ridge to help the gliders through. The valley floor was at 4500ft – arriving as low as 5000ft the ridge lift would propel one's glider quickly and smoothly to cloudbase – day after day. If the ridge failed to work however, the 500ft lip of the crater has trapped many a disappointed glider pilot, resulting in a field landing. Luckily this was one of the few areas with good fields…mainly due to the lack of trees!



Pete Masson:

WORLD Championships always begin a long time before the actual competition. For me, Rieti was going to be a new experience – my only flying in mountains has been five days flying in New Zealand seven years ago and a few flights taking pupils around the local area of Jaca in the Pyrenees.

Whilst both were useful experiences, when it comes to competing in the mountains, it suddenly becomes a totally different game.

The first job was to try to get a view of the layout of the area and how it all worked.

Over the winter, a few of us got together at Lasham. The Lasham simulator was an immense help – using Silent Wings and the Rieti scenery, we loaded up GPS files from the 2007 Junior Worlds, and were able to go in the cockpit and see the landscape, as well as how various flights were conducted, and what the winners did.

Jay, having flown a few competitions there before, was also able to provide us with useful insight into why decisions were probably being made, and why they went right or wrong.

Plans were made for most of us to go out two weeks before the competition started – one week for the official practice, but we also wanted a little more time to look at the task area, so we arranged to go to another, new gliding club in the south of the task area; Corfinio Gliding Club.

Of course, plans have a habit of drifting. I was asked to work on the recent Morrison's advert which was due to be filmed on the day I was supposed to be driving out to Italy. Apparently Richard Hammond wasn't able to plan around me! Superstars eh?

Facing a month without work and escalating costs due to the value of the pound, I needed to take the job. So, my glider left without me (Dave, my crew, earned an extra turnip for that) and, thanks to easyJet's press office, I managed to book a very last-minute flight, was picked up from Rome and managed to miss only one day of flying.

Corfinio has been set up by a handful of glider pilots. There's not much there – in fact, there's not much to suggest that it's a gliding club at all. Strictly speaking, it's a field. There's a windsock, and there are some plastic runway markers, and nearby there's a 6000ft hill to launch on to to get started. No sign of any gliders other than our own, and certainly no clubhouse (although we were able to improvise, thanks to the kind people at the next-door cinema). Even the tow plane had to be flown in each day from Aquila, 50km away.

Still, what more do you need? Our thanks go to Riccardo for setting this up.

The setup at Corfinio was perfect to give us a better look at the southern end of the task ➢





(Above left) The grid before launch (Above right) Brian and Gill Spreckley in the circuit to land at Corfinio in their Duo Discus
(Main picture) The sun sets on the last day over G's ASW-24. *(All photographs by Pete Masson,www.glidingimages.com)*

area. In fact, thanks to good weather, we got to look at most of the task area.

After a week, we moved on to Rieti. The weather was taking a turn a little for the worse. Somehow, six pilots managed to damage their gliders in the practice period – most probably pushing a little harder than necessary. We took it rather easier. Rule 1 – turn up on Day 1 with the glider intact!

Almost predictably, the day of the opening ceremony was easily the best day so far. The ceremony itself had its amusing moments – from the FAI flag being hoisted upside down, to a slight mistranslation when the commentator said that a local schoolgirl's dance was "very suggestive". Then there was the "aerobatic" display by a K-21...

The first day was like nothing I've experienced before. It was the first time in many years that I've felt like a real beginner. We found wave before the start and climbed to 9000ft. My first mistake of the competition was running much of the first leg in wave when I should have just dived straight for the ridge line.

Day 3 was frustrating – having had good flights, G and I both had what were perhaps unfortunate landouts on the final leg. The penalty for dropping below the tops of the hills on the last leg was harsh, although seemingly unavoidable.

For me, Day 6's assigned area task was the highlight. I ran the usual ridges to the south, topping up in a couple of 6 knots. Crossing to the far side of the Fucino basin, I was getting below ridge top height, but pulled into another 6 knots which rapidly built to 8 knots. Getting up towards cloudbase, I moved on south, running a cloud street. Ran off the end by a few kilometres, then ran back down the same street and climbed at almost the same place – this time 8 knots built to 10.

Heading north, I was torn, so headed between two options until the convergence line to the east of track became obvious. The next 100km were done with just five full turns – most of them utterly unnecessary. Along the convergence to the Gran Sasso ("big rock"), run along that, jump across the gap to the Gorzano ridgeline. Run off the end and cross the gap to Monte Vettore.

Clear the ridgeline before the plateau with just 350ft to spare (perhaps a little close, but there were two gliders below me!). Follow the enormous 45-degree ridgeline round in reasonable lift, trying a couple of turns, and carrying on.

It's a good area, so I turned back to see someone else turning well... 9 knots built to 11 knots up to 11,000ft. Then a glide into the final area and a couple of top-up 6-knot climbs in the blue on the way home. The fact I was second for the day was inconsequential – that was possibly the most fun I've had in a glider. Or without a glider for that matter! 118 kph around 370km in an unballasted DG 101... unbelievable!

The first day after the compulsory rest day was like a less windy version of the first day, with a mix of wave, thermal and ridge again. G was in his element pulling off another day win. The rest of the competition flew by. The last day was a nail-biter.

'The Italians have a cute little trick of running deep irrigation ditches all over the place, even in the crop fields. Plus wires – lots of them'

Having landed, I chatted with Matthias Sturm's better half whilst she nervously waited to see if he had done enough to overturn the slim lead held by Killian Wallbrou (last year's Junior World's winner). Matthias was on final glide, and Killian needed to be back within five minutes to retain the lead. The difference was 10, and Matthias took the crown, 11 years after last being a medal winner in the Junior Europeans.

The competition seemed to be characterised by very good pilots doing very well, and very badly on a rotation basis. More than once, I found myself turning back to take a climb because things just weren't going as I'd predicted. The winners were clearly those that had avoided any big problems while performing highly consistently – very much the obvious mountain pilots.

As well as being a lot of fun, the area was stunning to fly in. While, from a competitive viewpoint, I would rather have flown a flat land competition, this was a great learning experience that I wouldn't have missed!



Pilots and crew (l-r) Neil Goudie, Sarah Kelman, Pete Masson, Annie Laylee, Richard Hood, Dave Greasley, G Dale, Jay Rebbeck, Leigh Wells, Luke Dale, Gill Spreckley, Roger Partington, Hugh Kindell and Jo Murdoch



G Dale:

FIRST impression: a tremendous sense of responsibility – being selected for the team is a real privilege. My first time on the team as well...so go right through the whole outfit, airframe, avionics, trailer, car. Overhaul, renew, fettle – spend money and time making sure everything works right.

Second impression: the task area. We started by practising in Corfinio. Wow. Very interesting – mountains, valleys with floors at all sorts of different elevations. In most of the mountain flying I've done (in NZ), the valley floors are at similar elevations – not in Italy. You can go around a corner halfway up a ridge and find yourself in a high valley, surrounded by mountains with no easy way back out again. It's been done – landing out 4000ft above the airfield.

Outlanding possibilities? Many fields, most of them too small, too sloped, too rough, deep in crop, or all of the above. The Italians have a cute little trick of running deep irrigation ditches all over the place, even in the crop fields. Plus wires – lots of them. At best tricky, at worst downright dangerous. Six gliders out by the end of day three, mostly impossible field landings. Nobody hurt.

Third impression: this is the real deal. I've never been so nervous before flying as I was on the grid on day one. Not just the competition element, but the soaring environment and the risks involved in tight gaggle flying in the mountains. Sure beats living in the nanny state and spending your time watching the telly though. And winning the first day got rid of the nerves.

Fourth impression: disaster, landout on the third day. Not so cocky now then. About half the field just got stuck. I had the classic mountain flying adventure – marginal ridge soaring, fly down a valley to the only field I can reach (yep, really the only field, it's on the map and in the computers) and, sure enough, it's not cut. Waist-high barley here I come.

At this point I realise that yes, I am mortal. Memo to self – be more careful, especially when it's just desperate on the ridges.

Fifth impression: one moment that will stay with me forever. Before the start, shear wave about, I know people are looking for it but I can't find it. Wind up under a likely-looking cu, pull up and out the front and there they all are – about 60 gliders looking like a flock of seagulls and all a several thousand feet above me. Just fantastic to see all those pilots doing the right thing, in the right place at the right time. Not so great to be left behind.

And what did I take away from it all? Overall impressions? A couple of good days, a whole lot of difficult ones, a few frights and a respectable result. Back in one piece, which was my target. But mainly a sense of what a team effort it is.

I could not have gone without the support from the BGA, manufacturers and other individuals. You know who you are – thanks, we appreciate it.

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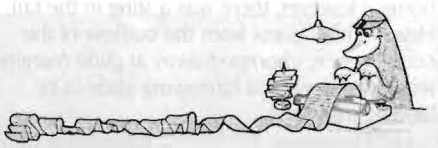
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Rain doesn't stop play

Gary Stingemore reports on a 15-Metre Nationals that managed five days in spite of the rain, but which was marred by broken bones and broken gliders

"IT'S THE 15-Metre at Hus Bos in July – best pack the wellies, brolly and thank ** I'm not in a tent!"**

Some years ago there was a conscious decision to move all the major nationals away from June and have them in either July or preferably August due to inclement weather – just think of Wimbledon week.

Well, this competition suffered from one of the wettest weeks we've had but incredibly we managed five days. I was unlucky enough to direct and task set a 15-Metre Nationals at Syerston some years ago in very similar conditions so my heart went out to the organisation for the carnage about to unfold.

The competition had a strong field with 13 pilots who had represented their countries in either European or World Championships (plus four from the junior team past and present and one from the ladies' team).

The old adage of "just because people got back doesn't mean the task was possible" never rang truer.



Christophe Ruch, who took third place in the 15-metre Nationals

Day 1 St Neots – Rutland Water (150km)

Saturday started off wetter than a fish's wet bits but Hugh Brooks, weather guru for the competition, was convinced that a reasonable window of opportunity was possible. It was, and a small 150km task was set.

The flying wind was 22kts and later, near some showers, 27kts was seen. The windy weather was a prelude of things to come over the week ahead. I can't really say what happened that day as I set off late, had a torrid time, got on to glide, tried something to get home quicker and landed out (well started the iron horse).

The early starters had some good climbs and, just around the Rutland Water area, hooked a mini convergence line and came home. However, there was a sting in the tail. Heavy sink, I guess from the outflow of the convergence, chomped away at glide margins with a few having a harrowing glide in or landing just short.

Eric Heinonen, the Finnish contingent undertaking his first flight in his brand new ASG 29, landed just short in a rape field and did some damage to his undercarriage.

Andy Hall was not so lucky, he crashed short and suffered a broken ankle and bad back. Hopefully he is now fully on the mend.

Day 2 Oxford East – Oundle (210km)

A day of showers and strong wind would make this task 'interesting'. Conditions over the start area were excellent, but it was getting late and we really needed to go. The problem was that a shower had just passed north of Northampton causing a dead area immediately on track. Most went left, downwind and eventually went via Bedford to the first TP Oxford.

Paul Fritche and myself went right and had a good climb at Rugby, breaking off due to airspace and then setting off right of track, but into the wind. Things improved around the Oxford area and I was first round. I then had an easy time going downwind, on track to Milton Keynes. This is where it got difficult again. On track wasn't soarable. With a large shower over Northampton, and with no sun on the ground, I decided to go right and get round via an eastern route ending up at Caxton Gibbet!

The guys who were later found the gloom had broken and it was possible to stay on track-ish, but still nothing special.

'Gaggles quickly formed low down, eventually splitting with broken thermals with some faring better than others'

My last hope was a huge black area that looked good but unfortunately I didn't connect. I'm sure a climb was there and, without a doubt, should have hunted harder. I set off into the blue fully expecting something to pop but it didn't.

Out came the iron horse at the last TP. Andy Davis and Paul Crabb, who had both come a more direct route, managed a climb near Wittering and got back – Andy winning the day. Interestingly, Andy took a cloud climb, Paul didn't and was first back by 10 minutes.

Day 3 Oakington – Sackville – Upwood (193km)

Another windy day with better prospects to the east. Cat vs mouse at the start meant most set off late and low. Gaggles quickly formed low down, eventually splitting with broken thermals with some faring better than others.

Going into the first turn, those ahead missed the street that had drifted into play and by the time I had turned I had caught up and overtaken those I had started with.

We ran down the street pointing directly at Sackville, went through some heavy rain and climbed a few kms on in about 3kts back up to cloudbase. Tim Scott, who was well below, climbed away from about 1,000ft in the same thermal. Around the turn, but then couldn't connect. Eventually, from about 800ft, myself and team France hooked the best climb of the day – a solid, smooth 5kts up cloudbase (with a 22kt wind, strange?).

Round the next turn then another dreaded storm. Still with Louis Bouderlique and Christophe Ruch, we ran at base, horizon at the ready but alas I couldn't find a climb that would take me home. Tim, however, in a slightly different area did and climbed to 7,000ft with a comfortable glide in.

Down to 500ft south of Corby I raised the iron horse, but it didn't start. Gave it a kick but still nothing – I proceeded to do the most appalling circuit into a small into-wind field with a 35-degree incline with the engine out.

I then walked the wrong way, which took an hour, subsequently discovering that 150 yards in the opposite direction, over the hill, was the farmhouse. Oh how I laughed…

Day 4 Brill – Kettering (156km) The day of the convergence

Guess what? It was windy and looked dreadful on launching. The organisation had considered

an airborne scrub. Most managed to get up into the start sector and leave at the start height. Not a day to hang around and those that launched first used it to great effect by starting as soon as the gate opened.

First climbs at Northampton, most people climbing away well below 2,000ft. On the horizon was a convergence that gave hope. We climbed near Milton Keynes and then ran a 20km line in-and-out directly to the turn. Most people on 130.4, some in cloud, but nearly all going head-to-head with closing speeds of 200kts...cool.

These may be rubbish days, but a run like that will stick in the memory for years to come.

Chris Starkey, the first to start, used the line at its best and managed to get back. The rest of us didn't fare so well. Again I stayed with the conditions, going downwind and away from the turn. It became another war of attrition, with a low-level existence over East Anglia with no fields and it was getting a little tedious. This time the iron horse had its lump of sugar and brought me home.

Day 5 Banbury – Corby – Didcot – Thrapston (343km)

A real day at last. Already looking good at briefing, a disappointing 300km set, a re-brief later at the grid and fell forward to 340km.

It was a poser what time to start. My initial thoughts were around 2pm. Spreadout, however, changed my mind. A street had formed towards Banbury so I set off at 12.56.

Approaching the first thermal, there were the French and Andy – excellent company. My mistake was I was too heavy, still at max weight. I think the 15-Metre ASG 29 in only reasonable conditions doesn't warrant it.

After Banbury I tried a different way running towards Corby, which didn't really work, met with Andy again but the French had about 1,000ft on us. Ran down to Oxford after I couldn't climb. The penny dropped and I dumped a couple of barrels and had a much better time.

Good climbs near Didcot, Oxford and Northampton kept me in the game. Near Corby I saw the French again, still about a 1000ft above. In the next thermal I climbed with Andy, who I hadn't seen for two hours, and we had a straightforward run home. Chris Starkey won again, starting about 20 minutes after us and having no major problems finding climbs when he needed to.

So it was all over, with Louis winning, Andy coming second and Christophe third.

Incidentally, three out of the top five did no cloud flying. The French team flew extremely well, and Louis seems to have improved even more than when he was first in the Standards at Bicester two years ago.

The week was marred by broken bones, broken gliders with a very lucky pilot uninjured upside down in trees. I'm not sure what the answer is (do the basics right and 'fly the aircraft' would be a good start) but if it doesn't stop soon, the repairers will get even richer, and we will be loaded heavily on our insurance for flying competitions.

Engines becoming part of Open Class life for many pilots

Dave Byass reports from Tibenham, where outlanding prospects were dire

HAVING agreed to write a nationals report in an unguarded moment, I find myself at Tibenham ready to go with only the small matter of a dreadful forecast to contend with...

Day 1, Saturday 5 July

Overcast with rain during briefing. Don was not optimistic about the weather – the forecast was brisk winds and possible showers – but had set a two-hour AAT; 158km/240km.

In rain, we grudgingly gridded. Suddenly a launch looked likely – too suddenly for 374 (Al Nunn), whose batteries and parachute were in his car, with his crew. In Norwich. He joined the rest of us in surprisingly good conditions, with cloudbase reaching 5000ft and strong climbs mitigating the 20-25kt winds.

Not a great start for 461 – earwigs depriving us of ASI, elec vario and sometimes mech vario. The trouble with AATs is you can't follow someone when you're out of ideas. An unexpected and welcome start to the comp. (The wx not the bugs)

Day winner was Kim Tipple (176) achieving 120km/h. Second was taken by Steve Jones (110) and third Richard Smith (970).

Sunday 6 July

Grey, windy, forecast cloud and rain. Before briefing, a gap opened in the overcast and convection was obvious – the question was how much would the clouds develop? A 202km racing task was set up and down the wind to take advantage of any usable wx.

In the strengthening wind, ASH25 FWW sailed along the runway with its covers flapping like some old square-rigger; saved by John Tanner, the human chock.

In the streets, progress could be made into the breeze but the question of rain remained. As the start line opened, a belt of rain was obviously barring the way to the first turnpoint – 20km down track it became clear that there was no way through, with unsoarable conditions on the other side. Almost the whole grid returned, one glider landing at Rattlesden, the first TP.

A non-contest day, with no one past Y.

Monday 7 July

Was a no-hoper, no task set.

Day 2, Tuesday 8 July

Again – grey, wet and windy. Set a three-hour AAT; 144km/300km. Owing to rain-delayed preparations, many of the gliders ended up on the back of the grid.

Launching commenced in a strong south-westerly which worsened markedly as a shower passed to the west, halting launching. This put Don in a difficult position, since all ➢



Waiting on the grid on another grey, wet and windy day

➢ of those on the ground were off the back of the grid and therefore he should be opening the start line on schedule.

He pragmatically held the start for sporting reasons and, when conditions did not improve, he recalled those who were airborne.

Rebriefed for a two-hour task, we relaunched at about 1530 into tricky conditions with large gaps around the DZ causing many relights. Of those that got away, most either landed out or used engines, but a brace of Nimbus 3s got round; Al Nunn (374) and Ian Ashdown (148). Although the day was devalued, this left Al Nunn in overall first position, with Ian climbing to third behind Steve Jones.

The forecast was for dreadful weather the next day…

Wednesday 9 July

…It was correct.

Day 3, Thursday 10 July

A better forecast saw us set a three-hour AAT mostly to the West; 213km/350km. Launched into good air, although still windy. It wasn't obvious whether it was drying or showers would develop, giving a wide range of start times.

It was easy to get low, and the wind made it difficult to get high again. (Thanks John Tanner for the climb after start). A long period low at Cambridge in the first sector was rather unhelpful, and the wasted time meant that the rest of the task would be not much more than min. distance.

It felt like one of those days where if you were high you had a great flight and if you got low you stayed there, and this was confirmed by a happy and smiling Ian Ashdown as I parked the glider. Pete Harvey was first, Steve Jones second and Ian again in the top three. Six gliders did not complete the task (five technical outlandings and one real), most noteworthy was poor Kim Tipple, disastrously affecting his overall position.

This led to changes at the top, with Steve Jones now first, Ian Ashdown up to second place and Pete Harvey third overall.

Day 4, Friday 11 July

Started as usual with grey skies, a strong breeze and the pilot and crew of 374 rebuilding an item of equipment. Showers and Cbs forecast with 20kt winds. A 2:30 AAT 176km/290km was set North/South to allow for showers.

Some over-development saw most people staying close to the start zone – everyone was away within 25 minutes of the line opening. A big shower covered most of the first area and had generated a huge unsoarable hole. There were two ways to attack this and the results record that one of them was the wrong one.

Four gliders diverted well to the west of the zone and ran in from there and the rest skirted the just-working upwind edge of the shower to find that the route to the edge of the sector would still involve a long run through the rain.

The max distance achieved by an outlander was 87km while the finishers covered 200-220km, ie if you got round here you should get round the task.

'A big shower had generated a huge unsoarable hole. There were two ways to attack this and the results record that one of them was the wrong one'

It's probably true that if an AAT is being set primarily to deal with showers, it is worth making the area big enough that even a large shower won't take out too much of the area, notwithstanding the fact that four people proved they could hack it anyway.

First was Ian Ashdown – his third consecutive top three position – followed by Steve Jones with Angus Watson third. Overall: still Jones, Ashdown, Harvey.

Saturday 12 July

Much rain last night, leading to a dank morning. Previous optimism for today has lessened, with a trough line due overhead at 1200z. Convection is possible. It's a 2:30 AAT 150km/349km.

Eventually Don scrubs, although the day is not wasted as a BBMF Spitfire is persuaded to make a small detour to pay us a visit in the evening. Tomorrow looks more promising…

Day 5, Sunday 13 July

…but in the morning, although dry and with light wind, there is a tongue of heavy medium level cloud running from the Wash. A racing task is set; 320km double-shuffle West-East.

The climbs aren't strong but there are enough that you can remain at the 2300ft cloudbase. As conditions suddenly deteriorate at Tibenham a low start is snatched, immediately getting low and staying there.

The first hour and a half is spent grovelling along, often below 1000ft, and it must be said that the almost total absence of outlanding options is distracting. Slow progress, then a climb away from low down at Cambridge peaks at 7kts and goes all the way up to 4100ft.

Racing towards Potton, good conditions spread West and North – unfortunately, we're heading back east so are soon back in bad air. TP3 gets us briefly back into the good weather before turning again towards Norfolk. After 50km spent 600ft below glide it looks grim ahead, a diversion to a bit of sun at Bury St Edmunds yields a weak climb to 1600ft. Not enough to get home and we would get to the next clouds very low and in a poor landing area.

Another visit to Rougham and aerotow retrieve… six gliders finished, the rest managed between 180 and 300km.

Steve Jones was first, one point ahead of Pete Harvey, then Kim Tipple. They achieved 102.4, 102.3 and 91km/h. Awesome.

So – the overall top five: Open Class champion 2008 is Steve Jones; second place after an impressively consistent week is Ian Ashdown, then Pete Harvey. Fourth place, in a triumph of determination over disorganisation, is Al Nunn and in fifth is David Findon. Well done all.

Final thoughts? Eleven of the 16 entries had engines, a fact of Open Class life, and outlanding prospects were dire. I believe that in these conditions decisions are affected by having an engine – it would have changed some of mine. While in no way suggesting that the overall results were affected (two of the top five were pure gliders) a comp in this part of the country would be better run at a different time of year. (No slight intended to NGC who don't get to choose.)

Thanks to NGC, and all others for a well-run and gentlemanly comp; final words from Ralph Jones at prizegiving "…competition flying's not supposed to be fun". Maybe so, but nevertheless quite a lot of it was.









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An uncoventional style of competing



Lindsay McLane reports from Competition Enterprise, where the aim of the task setter is to encourage and reward enterprising flying



View from Andrew Reid's Ventus bT, 911, of Mike and Barbara Fairclough's vintage Cub tug G-WXYZ

IT WAS with some trepidation that I hitched up to my glider trailer at Sutton Bank, my gliding 'home' for over 40 years, and set forth for the completely uncharted territory, to me, of North Hill.

Life is sufficiently competitive without making one's hobby competitive as well, so why on earth was I doing this? I have no great love affair with competitions.

They involve being marshalled into rows on the ground, ordered when to take off, told when you can start and then mindlessly hurtling yourself across the countryside, completely ignoring the beauty of nature that surrounds you, going round some tortured course and aiming to turn round such exciting places as motorway junctions.

The quicker you do all this and the less time you spend in the air, the more points you get and the better your chances of winning!

However, Competition Enterprise, originating at North Hill and now in its 35th year, is different. It was set up by Philip Wills and run by John Fielden for many years, as an antidote to the ever-increasing burden of rules which surround and constrain gliding, and in particular, competition flying.

Its aim is to hold fast to libertarian principles which allow for greater individual freedom, yet where one also accepts greater responsibility. The aim of the task setters is to encourage and reward enterprising flying, which makes the best possible use of the available conditions.

Ideally the pilot who wins the day will have decided himself when to take off, will have tiptoed away on the first thermal of the day, soared high across the English countryside into far flung and beautiful places, coming whispering home just as the evening fades. Or our intrepid Enterprise pilot may choose to land in some romantic far away place, such as France, where Enterprise pilots have gone before. We are advised to take our passports!



After a field landing, Mike Rogers, crew and Rod Hawley watch the helpful (but gun-toting!) farmer's son expertly extract the Duo Discus 494 trailer from a very muddy track to a good field (Mike Greenwood)

So my hopes were that Enterprise would stretch my horizons, take me out of my comfort zone and allow me to see more of the beautiful English countryside, which is our rich inheritance.

The weather was not particularly kind to us, this my third year at Enterprise. There was a massive low sitting off SW Ireland, moving only slowly across the British Isles due to blocking high pressure on the Continent.

The Met Office commented that the general synopsis was more akin to an autumn situation than a summer one. Nevertheless we managed to fly on five days out of eight.

'Our intrepid Enterprise pilot may choose to land in some romantic far away place, such as France, where Enterprise pilots have gone before'

It is doubtful that a conventional competition, constrained by minimum cloudbase and held starts, would have flown on more than one day. Enterprise gave me more than 18 hours of flying, whereas I doubt that in a conventional comp I would have managed more than two or three.

At the opening briefing we were given a very warm welcome by John Burrow, North Hill CFI and competition director. Ron Johns gave us a fascinating talk with insights into the sea breeze fronts and convergences frequently found on the Devon/Cornish peninsular and which make this area so interesting and different.

Monday gave us our first competition day. Low scudding cloud driven by a fresh westerly wind, but with a scattering of showers, nevertheless did allow for occasional clearances, which were just soarable. The task was to go as far as possible, with extra points being awarded for crossing the north coast or the south coast and for getting back.

Ron Johns proved that he knew what he was talking about by using his local knowledge and a sea breeze convergence to win the day. Nick Gaunt came second by achieving 41km in 3.5 hours! He ridge soared all the way to the south coast going out over the sea at a height of 300ft!

The ILS centre line into Exeter airport, which is surprisingly busy, crosses the ridge. On three occasions he was just managing to work a very weak thermal to gain a respectable height above the ground, only to be asked by Exeter ATC to move out of the way!

I have often thought that Nick must have read too many Biggles books when he was younger. Indeed, it is surprising that the fun police have not had words with him about his adrenalin enriched flying.

Nick was awarded the Soggy Book prize, a delightful children's book kindly donated to the pilot coming second each day by Ron Johns, the publisher.

My memories of the day were flying over the sea for more than 6km along a convergence on the north coast, struggling between high ground and a low cloudbase and noting the SLOW sign on a road as it passed beneath me.

Eventually I ended up low on a ridge, which after a while, stopped working. I fumbled a very late turbo start and made a graceless landing into a rather unsuitable field. Fortunately my vice-like grip on the wheel brake held and just stopped me trundling slowly down the hill into the hedge at the bottom. My first field landing for more than a quarter of a century and after I had promised my gallant and cheerful crew they would not need to retrieve me, because I had a turbo!

On the next day Justin Wills turned Salisbury Cathedral in his brand spanking new, straight from the factory, beautiful Antares 18, but failed to make it back. Having never seen Salisbury Cathedral either from the air or the ground, one of my ambitions this week was to see this fabulous icon of England. The day was won by Jon Wand, who ended up in a field after his engine also failed to start. This reinforced the point that that engines don't always start when you need them. He also mentioned that it's a good idea to give one's crew the car keys before you set off!

The next day produced improving weather, although the ground had much drying out to do. A polygon with alternative turning points was set.

A group of the local pilots set off to soar the Quantocks and Mendip hills but found the Somerset Levels waterlogged and challenging



The beauty of Competition Enterprise is that you can choose where you go (Simon Leeson)



Marc Corrance pensively waiting at the front of the grid at Competition Enterprise (Ben Watkins)



Thermalling off the end of the North Hill runway just before setting off on task (Mike Greenwood)

and, I believe, were rained out of the sky.

After a very close shave near Tiverton I found a decent thermal and was joined by a Duo Discus who made life more interesting by triggering my Flarm from time to time. We flew together for quite a while until he outclimbed me most convincingly in a thermal, leaving me wallowing way behind.

I lost sight of him in the advancing wall of rain, went round my into-wind turning point in drizzle and headed for a cloud which magically gave a climb inside to 3700ft, a seemingly incredible height!

This allowed me to run downwind away from the advancing rain and chase the window of better weather. A strong tailwind helped me to cover the ground but the cloudbase gradually came down to 1700ft.

Having resolved to start my turbo at minimum of 800ft above the ground, the flight was brought to a conclusion when I reached the New Forest and landing fields seemed less than plentiful. To my surprise this flight, which had lasted for well over five hours, had won the day.

On Friday a cold front came through mid-afternoon and launching did not start until quite late in the day. Stupidly I fell into a hole and had to use my turbo to avoid a field landing, return to North Hill and restart.

Having learnt my lesson, the Taunton area was avoided on the second flight which ended up in cloud, climbing to 7900ft. Cloud climbs are for romantics. Your world shrinks to this tiny cockpit with intense concentration and where time seems to stand still. Then suddenly one bursts out of the cloud, blinking in the dazzling light reflected from its towering white battlements, and the entire world lies before your feet!

The slush soon melted off my wings and my cloud had enabled me to final glide as far West as I dare, before turning East to land back at North Hill.

I was now in the lead but with Ron Johns very close, with only 29 points behind. Clearly for someone who claims not to be competitive, this was embarrassing for me.

The final day dawned, the best day of the comp with a cloudbase of 4000ft. Conditions were like the curate's egg, good but only in parts, so the same task was set again but with a 5pm cut-off. Having gone as far west as I could manage, I turned downwind, making steady progress but very mindful of the need to return by 5pm.

I now faced the romantics' dilemma. I had been fairly close to Salisbury Cathedral when reaching the New Forest but now the Cathedral was a mere 30km away straight downwind. However, if I went to Salisbury, I judged the chances of getting back by 5pm were zilch. Should I turn my back on Constable's gem and go garnering grubby competition points, which might just win me the competition?

The competitive element is insidious and, to my shame, I headed back towards North Hill. Eighty kilometres in two hours doesn't sound like much of a challenge, but there was quite a strong wind and lift was scarce. My intention was to stay as high as possible and work my way back near the south coast, where I thought there was the best chance of sea air triggering thermals. Finally some good lift was found near Honiton and the finish line crossed at close to vne and with seconds to spare. This flight won the day and secured the competition.

I had learnt a lot, not just about gliding, from experts like Justin Wills, Nick Gaunt, Jon Hart, Bill Payton and Ron Johns, to name but a few, but about myself as well. Thank you North Hill and I look forward to Enterprise next year at the Midland GC, Long Mynd, 4-11 July 2009. Why not join us there?

■ Lindsay is a life member of the Yorkshire Gliding Club where he obtained his Silver C in 1967. He has all three diamonds with 1400 hours gliding and flies a Ventus BT, Lima Mike. He flies the tugs and Super Falke and usually arrives at the club flying one of his autogyros.



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Sarah Kelman reflects on the flight that put her out of the Rieti World Championships

Flight to remember for wrong reasons



Despite substantial fuselage and tail damage, Sarah Kelman walked away from her first crash uninjured

I WILL certainly remember my last flight at Rieti – it was also my first crash. The type of accident a pilot is likely to have alters throughout their flying career.

An experienced competition pilot is unlikely to spin off a launch, but may decide to continue into a situation where the options are soar away or crash.

Many former world champions have died whilst flying in the mountains and the bar stories amongst those who haven't can be intimidating. However, mountain flying is as safe as the pilot chooses to make it.

So just how does a pilot with nearly 10,000 hours at the controls, and a background in flight safety, find themselves in such a situation?

Factors influencing my decision:

- Peer pressure – I had heard team mates climbing in the vicinity just prior to the accident and had chosen to press on to reach them but I failed to find the climb. I had also heard that another pilot had successfully ridge soared the valley I would enter but "it wasn't pretty" so that tilted my acceptance of fear and I didn't want to be perceived as a wimp.
- The other options had been to land where I was (from 4500ft!) or skim over a col into another valley which I couldn't see and another pilot had reported that it had "dumped" on him.
- Fatigue – it was the end of a long, exhilarating and rather fast flight (129kph on WinPilot). Decision-making suffers, becoming more impetuous and less analytical and acceptance of risk increases, outweighing the safer decision which may negate the high speed achieved thus far.
- Complacency – I had already successfully crossed the most intimidating unlandable section of the flight safely and with low risk, and now was nearly on final glide so failed to assess the risk adequately.
- Lack of planning – I had wrongly assumed that if I got this far on task I would be able to get on final glide easily so had not looked in detail at the last part of the routing before flight.
- Other gliders – I saw another glider enter the valley ahead. It subsequently turned out that he also crashed. Brian Spreckley had warned us of exactly this possibility!
- Final-glide-itis – at 35km out I needed only another 1000ft to get home and surely I'd find something? It seemed crazy to turn back and land when so close to home.
- Naivety – even at the height I was, I thought I had sufficient height to glide through the unlandable valley to the next available field but I didn't check. I also failed to allow for the turbulence and sink I experienced entering the valley at that altitude.

So I had rather rashly flown into an unlandable valley that wasn't soarable at my level. Then it was just a case of trying to soar any bobble or bump to get out, and, when that failed, to look for the safest area to put down.

The valley was steep and heavily wooded with power lines, but there was an area of tiny fields, each 100m by 50m on the mountainside in the crook of a spur.

After one final attempt to soar, I made a PAN call, activated the emergency beacon and made the best approach I could. Despite skimming the near hedge and approaching across the diagonal, it was initially apparent I would overshoot, but then I had to lift the starboard wing to avoid striking the steeply sloping hill and I drifted to port towards two isolated trees.

I hit one, airlooped and jolted sideways to a halt just 50m from the impact with substantial fuselage and tail damage. I was utterly uninjured but very shaken.

The glider was resurrected and flown again exactly four weeks after the accident.

I was very upset for the first two days following the accident from the realisation of how lucky I was to emerge unscathed.

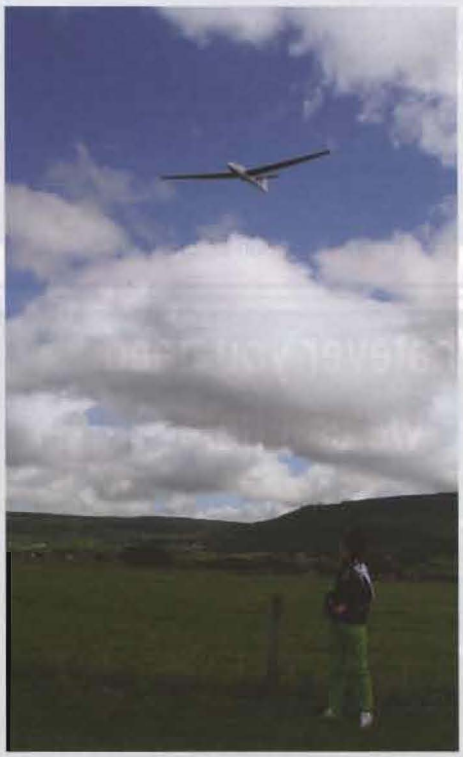
This was followed by a day of extreme embarrassment and a feeling of foolishness at having thrown away my competition, but time is indeed a great healer and I felt very pleased to fly again and the repaired glider flies even nicer than before. I don't intend repeating the experience!













This page, clockwise from top:
Dot Vines, who promised herself to achieve a glider flight before reaching 80 in October, with Andy Townsend at ***Nympsfield*** *(Bernard Smyth)*

Kent GC*'s Julie trying out the BGA simulator at the club's open day (David Pye)*

Despite the weather, six flying days were achieved at the ***Booker*** *Regionals (Julian Saakwa-Mante)*

Ben McCandless watching ***Ulster GC****'s K-21 and (left) Ulster's K-21 behind the Robin looking towards Donegal (Ian Easson)*

Opposite page, clockwise from top left:
The oldest entrants? A combined age of over 150 years with Derek Piggott and Bob Starmer in Bob's Duo Discus at the ***Bidford*** *Regionals (Lynne Burkert)*

Essex & Suffolk's K-21 launching on an instructional flight from ***Wormingford*** *(Trevor Smith)*

Cotswolds *hosted a Cotswold league cycle race using the perimeter track and runway. The picture includes the club's new PW-6U (Mike Weston)*

The sun was setting behind this cumulus cloud over the hangar at ***Lasham*** *when a series of atmospheric rays shot out and gave the cloud a halo (Ben Pringle)*

Mike Miller-Smith from the British Disabled Flying Association accepts a hoist on behalf of Lasham Gliding Society at the Guild of Air Pilots and Air Navigators annual garden party held at ***Lasham*** *(Paul Haliday)*

East Sussex *made a little girl's dream come true and helped raise £1,000 for charity. Eight-year-old Lauren Gander, born with spina bifida, took a flight with instructor Ian Smith. The event was covered by the BBC, ITV and local newspapers, generating welcome publicity for the club (Jim Izzard)*

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








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Club news



Bath's Roger Slade preparing to launch in his restored Grunau Baby



Pawnee tow during Bidford's Regional Competition



Solo for Booker's George Greenstreet

Bannerdown (RAF Keevil)

WE HAVE been represented at competitions all over the place, although no one has done a great deal of flying. Honours go to Bob Bromwich, first at Gransden Lodge after three tricky days, and Richie Arnall with Mark Critchlow, fifth at Bicester after four rather more conventional ones. Congratulations also to Jim Hasker on becoming a Basic Instructor, he'll be needed. We have flown a couple of day's adventurous training for RAF Lyneham and are looking forward to more. This season has been "Standard British" – some beautiful days, rather more dire ones. 20 July provided a sparkling exception with fabulous wave: without oxygen, gliders were limited to 12,000ft (we tend not to carry it down here in Southern England); even the tug, engine off, was at over 9000ft. More details from our website: www.bannerdown.co.uk

Andy Miller

Bath, Wilts and North Dorset (The Park)

MOMENTOUS happening on Sunday 13 July – after 14 years of careful restoration Roger Slade, in front of an admiring crowd, at last flew his Grunau Baby. After an uneventful aerotow, and nicely-conducted landing, Roger professed himself well-satisfied with its flying characteristics. On the same day, we wished a happy birthday to Dick Dixon, who marked the event by retiring from instructing. Now he will have more time for flying his own machine. There must be a huge number of pilots who will be grateful for Dick's tuition over the past 40 years. Merv Pocock, Dave Strange and Geoff Pook continue to do battle with the mini retrieving tractors, either fitting new engines or reviving the old ones. Whatever happens they seem to keep us supplied with working vehicles. The year so far has seen us welcome a number of new members and reinforce our cadets. Despite the weather we hope we can meet their expectations.

Jan Smith

Bidford (Bidford)

I WRITE this on the wettest day we have had for some time, keeping all fingers and toes crossed that this is not a sign of the weather to come for August. Congratulations to Trevor Bailey for completing his five-hour flight in our K-8 (not the most comfortable of tasks to achieve) and Phil Haylor for completing his Bronze. A gripping end to our Regional Competition was seen, with a 'Nimbi' face-off between Dave Findon and Ian Ashdown. Dave narrowly championed the last (and very marginal) day with a late start to keep us all on our toes. We welcome some new members – Rafi Arif, who is keen on both the gliding and the NPPL; Graham Vaughan, who is a PPL and wants to tow; and finally welcome back to Don Hale, a member for some years who stopped flying six years ago – he has never quite got aviation out of his system.

Lynne Burkert

Black Mountain (Talgarth)

DESPITE the poor weather, we are having a good season here at Talgarth – flying is a bit down, but membership is building. We are getting lots of visitors from other clubs as we operate full-time throughout the summer; they always seem to have huge amounts of fun on the ridges and in the all-year-round wave. Cross-country and aerobatic courses are proving popular and our Task Week at the end of August is fully subscribed as usual, including lots of budding cross-country pilots who have signed up to fly in the K-21. Competition for the Talgarth Triangle Trophy is hotting up and tempting lots of pilots to try their hand at the local 100km triangle.

Robbie Robertson

Booker (Wycombe Air Park)

THE Booker Regionals achieved six competition days, some even with proper racing tasks, and our thanks go the excellent team who organised it: Mike Collett, Brian Forrest, Nils Wedi and Pete Wyld and all the cadets as well. The winner was Dennis Campbell followed by John Gatfield and Wayne Aspland. We now have 10 cadets, four of them have gone solo already; three of the cadets are sons of members. Other recent solos include George Greenfield (cadet), Richard Clark and Daren Brand. We also have a new full-time seasonal tuggie, Ronan Murphy. Tugmaster Bob Davey has changed the descent procedure on our Super Cub to a flapless one, and is carefully monitoring the success of this. Pete Wells caught a lot of people's eyes when he displayed the Twister at the Farnborough Air Show. We're now looking forward to our expedition to Aboyne, led by Dave Richardson.

Roger Neal

Borders (Milfield)

JUNE and July have again had their mix of good and bad days. Flaming June? Not in Northumberland it wasn't. However July did prove different with great weather for our Young Persons' three-day flying course, this time with students from a Haydon Bridge High School. We also ran an air experience course for Morpeth Rangers (Girl Guides). A big thanks to all the Borders members who helped out. Congratulations also to Steve Rae, who was sent solo on the 12 July by Keith Latty. We're now looking forward to our Wave Weeks from mid-September to the end of October. Places are still available. Drop us a line and come and sample the Milfield Wave.

Rich Abercrombie

Bowland Forest (Chipping)

OUR treasurer is a happy chappie at present as the year to the end of July has seen much better weather than last with a corresponding increase in launches and 25 per cent more hours flown. Hopefully this will continue throughout the rest of the year. Glyn Whittingham has gone solo. Thanks go to the CFI and helpers who ran a very successful *ab initio* course for eight; they flew every day making for good progress during the week.

Phil Punt/Tracy Joseph

Bristol & Gloucestershire (Nympsfield)

WE ARE all pleased Andy Davis is once again British 15m champion, and "our" Leigh Wells came 10th in the Standard Class at Rieti – well done. The Juniors was taking place as we went to press – sponsored by Airbus and Towergate. A joint open day was planned for the end of August with Targett Aviation owner Roger Targett, who organised a customer fly-in. Heather and Richard Kidner pensioned off their sewing machine after making our winch parachutes for about 15 years. We entertained some Scouts from near Birmingham and most enjoyed flights. Gavin Wrigley and Dave Hallsworth continued their midweek service. Carol Smith won the B class in Sid's task week and Alison Mulder the A – a successful week with six contest days and flying on all nine. Oli Llewellyn even managed his 50km and had his landing papers signed by Ralph Jones.

Bernard Smyth

Burn (Burn)

WE HAVE been making the most of a very average soaring season with Chris O'Boyle gaining the BGA 100km Diploma and Gary Vaughan achieving some notable flights. Congratulations also to Andrew Kitchen on his first solo flight. It is with sadness that we have to report the death of two ex-members who were both known beyond the club. Bob Gutsell came to gliding late in life, and was a member of the Burn team at the Pocklington two-seater competition for many years. Neville Spencer was a driving force in the club's move from Doncaster to Burn and a greatly respected instructor. He was notable for the fact that after over 30 years in the coal mining industry he retrained as a commercial pilot, while in his early fifties and became a successful airline captain.

George Goodenough

Cambridge (Gransden Lodge)

CONGRATULATIONS to all members who flew and helped CGC win the East Midlands Inter-club League. Congratulations also to Alex Ward (300km Diamond goal and Gold distance), Graham Bell (three Silver legs in one flight from a winch launch) and Phil Jeffery, who completed a fast 510km on 20 July when conditions seemed impossible. New solo pilots are Oliver Whitelegge, David Wilson and John Lloyd. Well done to all. The cross-country week went well with our two K-21s completing some epic flights. Chris Lewis was top scorer for the week. CGC members have logged 55 300km and 10 500km flights on the BGA ladder to the end of July, so well on track for another good season.

Derek Coppin

Please send news to *editor@sailplaneandgliding.co.uk* or to Susan Newby, BGA, Kimberley House, Vaughan Way, Leicester LE1 4SE **to arrive by 10 October** for the next issue (later deadlines at *www.gliding.co.uk*)

Club news

Channel (Waldershare Park)

WE HAVE had some good soaring conditions down in East Kent over the past two months. Congratulations to Steve Potter for his Bronze leg and to Maurice Theo for his Silver duration flight in the club K-6. Meanwhile, down in sunny Nympsfield, Matt Waters our youngest instructor has been taking part in the Junior Championships.

Nigel Shepherd

Chilterns RAFGSA Centre (RSF Halton)

CONGRATULATIONS to Colin McInnes on being named RAFGSA Member of the Year at the RAFGSA AGM in early July. A good Bicester Regionals for some Chilterns pilots, with Mick Webb 2nd in the 'Upper' Class and Luke Hornsey 3rd in the 'Working' Class, while Dave Chappell was also 3rd in the Inter Services Open Class – well done to them. Unfortunately, the awful August weather meant the Inter Services Sports Class did not have a single competition day! We now have two new golf carts to tow out and retrieve gliders, reducing our carbon footprint and being safer – a real boon. Some stalwarts are looking forward to an expedition to Wrekin Gliding Club in the autumn, while others just hope for some good weather.

Andy Hyslop

Clevelands (RAF Dishforth)

A VERY successful summer we're having so far. Congratulations to Greg Galiardi for solo number one. Plaudits go to Fred Brown for polishing off his Silver by completing his 50km, and also to Robin Woodhouse, Yirka Matusik, and Karl Dagger, all completing their Bronzes with Cross-Country Endorsements. Some notable conversions too, Ted Machin jumped into the beautiful Bijave which resides at Dishforth, and Roger Burghall landed with a huge smile on his face after flying our Ventus 2 for the first time. A very warm welcome also to Charlie Tagg, an accomplished glider pilot working his way up through the RAF. The Leeds University students have also been putting the hours in, having competed at the inter-university contest at Lasham at the end of July, and taking away the trophy after a week of excellent soaring. Well done to Tom Elliot, Steve Morgan, Mark Sparks, and me! (See report on page 7.)

Matt Woodhouse

Cotswold (Aston Down)

OUR second PW6 has now arrived and one of our K-13s has a new home at Bicester. It is our intention that the PW6s will take over the bulk of our training requirements. We welcomed Manchester University Gliding Club for an informal task week in July and a good time was had by all with plenty of flying. Our evening flying events for visitors are as popular as ever and have been a good source of new members. We recently hosted the finals of the Cotswold League Cycling Club and were able to offer them a six-mile circuit on our runways and private perimeter roads so that they were able to have pace cars and video from a motor cycle a la Tour de France. They want to come back next year. Congratulations to Ben Blackledge who has achieved his Bronze and Cross-Country Endorsement in double quick time. Ben goes for his RAF flight crew interviews shortly so fingers crossed. Forthcoming events include the Club Class Nationals and instructor and child protection training courses in the autumn.

Frank Birlison

Cranwell (RAF Cranwell)

ANOTHER year and another inter-club competition has passed us by. Despite the best attempts of the weather to thwart this, most competitors went about their tasks with a great deal of optimism. The best of the Cranwell weekend for club members was Sunday when Angus Watson, and Penny Mason came 1st in the Pundit class. Again our thanks go to Miriam Watson who organised the ICL. In general the club continues to steadily recruit new members and promote the sport at various events; a thank you as well to Mick Baker, who attended the RAF Digby open day with one of our aircraft. As we head towards winter, the "to do" list will be posted for all members – no doubt they will look upon this as a valuable learning experience and add it to their skills set.

Zeb Zamo

Crusaders (Kingsfield, Cyprus)

THE heat is having its effect on both visitors (who are now attracted to the beach) and the members due to the very long hot days without any soaring. We welcome back Geoff Hughes, who has been in the UK for a year and has had a lot of flying experience there. Greg Marshall got his type conversion and soloed the T-21 – no mean feat. Derek Smith has got his BI papers again, after a 25-year break. And D/CFI Avo Mangoian was 'beered' for flying his youngest-ever Falke and T-21 passenger – Ellis, who is just 2½. A small group of members will be heading to Halton for an expedition in August so the crew will be thin on the ground. Last year's trip saw 12 of us visiting and getting enough legs between us to keep three tables standing. Let's hope this one is as fruitful.

Jo Rigby

Darlton (Darlton)

THE members remain very busy working on the latest project to dismantle and recover the old Dukeries club hangar from Gamston and its re-erection at Darlton. Planning permission to operate a motor glider has been received, making the Motor Falke syndicate very happy. Glen Barratt, John Harrison, and others performed very well in the Wood and Glass competition at Trent Valley (Kirton). Congratulations go to Dave Cosgrove on achieving solo status and commiserations to Barry Patterson for his closest landout to the airfield yet – a mere 200 yards. Some initiative and flexibility was displayed by Dave Redfearn recently when he flew a blind and partly deaf member of RNIB providing a very descriptive "voice over" to describe the flight plus a unique back-up system of communications of coded taps on the shoulder of the front-seat passenger with a white stick. A warm welcome is extended to all visitors.

Geoff Homan

Dartmoor (Brentor)

DOWN here we normally think of wave days being in the winter, but Wednesday 23 July was unusual, in that in the middle of the summer the wave set in. Not before Trevor Taylor had landed, however, and handed the Jantar to his partner, Steve Lewis. Steve promptly led the pack of six gliders for flights of one hour, whilst Trevor was left fuming on the ground. Trevor did eventually manage to get airborne in the club K-6CR, so honour was saved, but not before Steve had outdone him by reaching 4500ft. Other flying achievements in July included Dave Jesty winning the first two days in the 'B' Class at Nympsfield's Task Week, Mark Gatehouse achieving his 500km Diamond distance in Spain, Roger Matthews flying three 500km tasks during the same expedition, and Steve Bloomer going solo. Well done, Steve.

Martin Cropper

Derby & Lancs (Camphill)

WE START with the sad news of the death of Peter Bonham, one of our longest serving members (see separate obituary, p63). Many congratulations to Mike Armstrong for winning the Northern Regionals at Sutton Bank. His prize was a radio controlled Spitfire. Congratulations to Pete Mylett for completing Silver distance, and to Colin Ellis for going solo. We have gained a good number of new members, and hope they all enjoy flying at Camphill. The trial of the 10mm plastic rope has shown some advantages in terms of launch height and smoothness. Our launchpoint bus is now connected to the office by wi-fi link. We now await the introduction of the vast and unnecessary area of Class D airspace around Robin Hood Doncaster Sheffield airport, to protect 28 movements a day. The Elfe S4 has at last flown, we have a very nice new K-6e on site, a further ASW15 is due from Germany, and another being actively sought.

Dave Salmon

Devon and Somerset (North Hill)

JULY saw the return of Competition Enterprise to North Hill, it's undoubted home, having started here 35 years ago in 1974. Attracting 32 gliders and 100 pilots, Competition Enterprise lived up to its name; five flying days were flown in conditions that would not normally have seen any cross-country flying. Our club's pilots did well, with Ron Johns exchanging first place with and eventually beaten into second place by Lindsay McLane from YGC. Mark Courtenay and Simon Leeson came third flying our club's DG-505 and Martin Woolner also from DSGC flying in his first competition came fourth. Ron Johns also won the John Cadman trophy for demonstrating "exceptional enterprise". Congratulations go to our new solo pilots Henry Ford, Ray Rimes and James Hood. James was not able to go solo on his 16th birthday due to poor weather conditions but took the first available opportunity fly solo, when he had to cope with an unexpected shower. Also Arthur Wood and Wendy Willis-Fleming have re-soloed. Paul Little has completed his Silver distance with a flight to the Park.

Kaye Alston



***Channel**'s Matt Waters braving the rain*



*Paul Heaven is sent solo by Mike Randle in one of **Cotswolds**' new PW6s*



*They start them young at **Crusaders** – Avo Mangoian and Ellis (two and a half!)*



*Instructor Mark Courtney congratulates James Hood on his solo at **Devon and Somerset***



*John Bone congratulates Ron Newton after his first solo at **Essex and Suffolk***



*Sam Fisher achieved his five-hour duration flight during **Essex**'s July flying week*



*Congratulations to Vince Earl who gained his Assistant Instructor rating at **Essex**, seen here with daughter Katie*

Dorset (Eyres Field)
TASK Week was the usual washout, with only one taskable day, Sunday 27 July. A task set was Yeovil Reservoir – Henstridge – Frome – and back to Eyres Field. Congratulations to Carol Marshall who completed, and to Dave Piercy and Ian Bateman who completed Yeovil – Henstridge and return. Barrie Stuckey, after (what seemed to him) a long wait, successfully completed his 50km leg towards his Silver with a flight from Eyres Field to Longleat. Well done Barry. Peter Falla completed a 30-minute flight from a winch launch towards his Bronze. Shaun Reason and Bob Green completed their required 50 solos towards their Bronzes. Mark Enfield has taken on the task of club public relations officer and arranged for our local paper and radio to come and see what gliding is all about. Our AGM in June saw all the committee re-elected, as was our CFI, Peter Molloy. Here's hoping for some decent soaring weather. The club now has a snazzy new website, thanks to the technical wizardry of Shaun Reason, at www.dorsetglidingclub.co.uk/dgc/
Colin Weyman

Dumfries & District (Falgunzeon)
WHAT a difference nine months has made – last year we were without a Full Cat instructor, down to a hard core of solo pilots and struggling to meet our insurance bills. Since January we have acquired a K-13 and a proper CFI, thanks to Robin Johnson from Milfield who generously commutes to supervise us. We had a club expedition to Edensoaring in May. A week of easterlies limited the amount of soaring, but members got valuable experience away from familiar landmarks. Restarting trial lessons and *ab initio* training has brought in much-needed finance and new blood. Although we won't really know for 12 months, it looks like the club is moving to a new lease of life. This year sees the 50th year of continuous operation of Dumfries & District so we have much to celebrate. For the time being we will still be a Sunday-only club but, if the permanent membership holds up, we will be able to operate more days of the week. Visitors are always welcome.
Charles Ferrier



*Solo for **Devon and Somerset**'s Ray Rimes, seen here with instructor Stuart Procter*

East Sussex (Ringmer)
THE big success story at ESGC this summer has been opening the airfield for an extra day's flying on Tuesdays. Along with the improvements to the field nearing completion, it has meant that many members have had more opportunities to fly and train than in previous years. On 29 July we flew eight-year-old Lauren Gander, who was born with spina bifida, to help raise £1000 for SASBAH – a charity which helps people with the condition. She was towed to 3000ft in the K-21 with instructor Ian Smith and she even took the controls. The event was covered by the BBC, ITV and three local papers, giving the club some excellent publicity and supporting a good cause. And finally, at the time of writing, Oli Barter is at Nympsfield battling the elements at the Junior Nationals – here's hoping for a good result to report next time.
Jim Izzard

Edensoaring (Skelling Farm, Penrith)
EDEN Epic in June week provided some great flying in spite of the forecasts. Some pilots, including Steve Woolcock and Peter Belcher from Cambridge, each had over 40 hours soaring. The July/August week's weather was awful, and whilst the wind made up its mind which way it was going to blow (too strong a word) the rain fell. Somehow the pilots from as far afield as Lasham and Aboyne managed to get some soaring, and then the final weekend gave us west winds and soaring along the whole length of the ridge (48km of it). Yee-haw! Visitors will be welcome Sat 11 to Sun 19 October. Hitch up and visit us, but please contact us first on 0784 997 9575. Should be fun.
Pete Whitehead

Essex (Ridgewell)
VERY many congratulations to Vince Earl on gaining his Assistant Instructor rating. Also very well done to young Sam Fisher, who achieved his five-hours duration flight in our club Mistral, which he achieved during our July flying week. Traditionally we have a BBQ at the end of our flying week but this time we had, by way of a change, a very good curry, produced by club member Shruti Thaker, which was thoroughly enjoyed by all. Thank you Shruti, you may have started a trend. A group from Age Concern had a superb day flying with us which, happily for all concerned, slotted between two days of wet and windy weather. During the day they also enjoyed a BBQ. They went home well pleased with the day, and the funds raised for Age Concern, and hope to repeat the experience again. Big thanks to all the ground crew, instructors and winch drivers whose enthusiasm made the day such a success. Thanks chaps and chapesses.
Peter Perry

Essex & Suffolk (Wormingford)
WORKING as a team we are making good progress on a range of fronts. Ron Newton has made his first solo, Brad and Caroline their 50km, and Tom Brenton his 500km. Robbie Nunn and Mark (Robbo) Roberts organised and ran a very useful and much appreciated flying week providing advice, support and tasks for pilots of all abilities, along with encouragement for them to break loose and extend their range across East Anglia (and beyond). Good flights were achieved and improved confidence was reported by many. The Inter-club League leg flown from Wormingford yielded good results with 1sts for Robbo and George Green and 2nds for Richard Crockett and Tim Forsey (in his first competition). This keeps us (just) at the top of the score sheet. Introductions to gliding through trial lessons and day courses as well as gliding experience flights for individuals and larger groups continue and hopefully will yield a stead flow of new members to the club and the gliding fraternity.
Dick Skinner

Fenland (RAF Marham)
NINE club members spent up to a week at the GSA centre at Chilterns, RAF Halton. Thanks to Colin McInnes for flying us all in the Duo Discus XT (Turbo) – along the ridges and out over the Thame Valley. Thanks also to Roger Davies, CFI Gallacher and staff for organising an excellent week, flying their Astir, K-21 and K-18. We took our Grob Acro R-71, which is now for sale. We returned with refurbished K-21 R 19, which is now flying at Marham. Congratulations to Alex Saunders for achieving his five-hour duration flight and also to Bernard Hicks for completing his Cross-Country Endorsement.
John Doubleday

Herefordshire (Shobdon)
THOSE who were lucky enough to visit Jaca in June returned with tales of good flights and stunning scenery. We are in the throes of CofAs on our club fleet and thanks are due to the members who turned up to assist in the inspection of the Blanik. Mike Dodd in his K-6CR has been our sole representative at Rockpolishers Inter-club League. The Usk meeting was scrubbed due to bad weather, but the visit was not wasted as Mike's crew, Peter and Celine Walley, saw another K-6CR for sale there, bought it and brought it home to Shobdon. We will as usual be welcoming members of other clubs who would like to visit us for the winter's wave and ridge flying. Winter Wave Membership costs £45 from October to March and gives you the chance to keep your soaring current in a beautiful part of the country.
Diana King

Highland (Easterton)
EASTERTON pilots achieved an outstanding one-two in the Scottish Inter-club League: Fulmar came first with 4560 points and Highland came second with 3610. Congratulations to both teams. Robert Tait has stepped down as our CFI, his enthusiasm, professionalism and hard work will be missed. It is now up to Geddes Chalmers to fill the gap. There have been two changes to site operating procedures: gliders awaiting launch will now be parked to the north of the field and the south runway has become the primary landing strip. While our K-21 was away being repaired the Bocian syndicate generously allowed the club to use their glider and retain the flying fees – thanks to ➢

Club news



*A triumph of teamwork and tenacity, the **Lakes** hanger is completed five months after the first planning meeting*



*Preparing for launch during the **Dunstable** task week, a great success with 26 pilots*



*Father and son Roger and Barry Green both went solo on the same day at **Midland***

➢ them. Our longest day started with a launch at 4.18am and the après-gliding party went on into the night. Thank you to Glenda for providing the early breakfasts and to Glenda, Phil and Helen for organising the evening barbecue.
John Thomson

Kestrel (RAF Odiham)
EXHIBITING at Aldershot's Army Show was a big success with a number of new members and students being recruited, while the open day at Odiham has helped raise our profile on the station and increase service membership. Both events were well supported by the club. August saw the biggest contingent of club members attend the Inter-services than we have sent for some years with all enjoying the experience. Midweek motor gliding continues to be a favourite summer pastime, with a number of members now starting to complete NPPLs. Special thanks must go to Aircraft Member Ian Pattingale for all his efforts and expertise in ensuring the fleets transition to EASA went smoothly.
Neil Armstrong

Lakes (Walney)
BUSY times at the Lakes with the hangar now finished and the club fleet housed. The project has taken five months from first planning meeting to finished product, a real triumph of teamwork and tenacity.
Well done and thanks to everyone, particularly those not yet retired club members who gave up annual leave days to help build the hangar. Flying has continued throughout the build with some recent notable flights by Dave North (CFI) into the heart of the mountains for some ridge soaring on the Wasdale Screes; see the website for photographs of several flights in the mountains (www.lakesgc.co.uk). Trial lesson vouchers can also now be bought directly from the website. Capstan Team training has also begun in earnest with the addition and initiation of P5 John Burdett. Well done John.
Kate Frost

Lasham Gliding Society (Lasham)
Gordon MacDonald has stepped down as CFI and Colin Watt has taken over, ably assisted by John Simmons and G Dale. We have a new chairman Chris Lewis, taking over from Richard Moyse, who really earned his stripes whilst in office. Lasham was represented at the World Champs (Reiti) with G Dale, Pete Masson, Rich Hood and Jay Rebbeck all doing well. July saw Richard Hammond at Lasham doing a commercial for Morrison's, a week later we had Meridian Television here doing a history of the airfield. Farnborough Air show had a strong contingent from LGS with the BGA simulator. The Guild of Pilots and Air Navigators joined us in August for their annual Garden Party and presented us with a special hoist for use by both LGS and BDFA disabled pilots. Sadly we said farewells to Keith Green, Ann Vince, Lucy Kovak and Talia Wilson – all will be greatly missed. We thank Keith's family for their donation of his VW Transporter to the club.
Marjorie Hobby

London (Dunstable)
WE have introduced a new online pre-booking system for weekend instruction, aimed at providing an enhanced personal instruction and improved time management. Congratulations to first soloists Darek Zbik and Helen Hingley. The season is progressing well, congratulations to Steve Haley on his first 500km. The task week was a great success with 26 pilots – several achieving personal bests, including Diamonds for Daniel Jamin and David White. The Algek Aerobatic Cup, a beginners' competition for LGC members, was initially postponed to the first weekend of August when we managed the first round before the weather interrupted. We hope to complete the competition during regionals week. Our thanks go to Peter Miles, who deserves a rest after serving five years as our chairman, and to Melissa Jenkins, who is relocating after two years as our Inter-club League captain. Our annual expedition to Talgarth is planned for the first week of October.
Andrew Sampson

Mendip (Halesland)
MENDIP has enjoyed a fantastic couple of months. We found success at this year's Inter-club League, coming first over all. Mark Pritchard has re-soloed after a short period. The club open week was a success with many members enjoying the T-21 that was on site, thanks to the T-21 syndicate at 621 VGS. We had David Heathcoat-Amory, MP for Wells, visit us. A very well known saying is 'there are those that have and those that will'. You will all know this relates to wheels-up landings. This was well proven recently when a well-known Mendip pilot (who will remain nameless) proved that thousands of hours flying all sorts of aircraft cannot safeguard you from the theory.
Terry Hatton

Midland (Long Mynd)
CONGRATULATIONS to father and son team Robert and Barry Green, who both soloed on 1 August and to Alex Sanders, who completed his five-hour Silver duration on 8 July. The Mynd was well represented at the recent Bicester Regionals with Simon Adlard coming first on the Saturday in the Sports Class and John Roberts the overall winner in the Open Class. Following our successful day at the Cosford Air Show, a group from The Mynd attended the local Welshpool Air show. This time we displayed an older (but very tidy) K-6 rather than the latest state-of-the-art aircraft. A number of visitors seemed very surprised that gliding does not have to be a very expensive sport and that you do not even have to own your own glider to fly at a club.
Steven Gunn-Russell

Nene Valley (Upwood)
TASK Week 2008 is under way and flying is taking a back seat thanks to the inclement weather. Club members are undertaking ground duties and consoling themselves with enjoyable social events. The club welcomes Phil Alexander as new chairman taking over from Roger Emms after he retired due to health reasons in May. Phil has been an active member of the club for many years and we wish him well in his new role. Fleet improvement and developing membership remain key priorities for the club in the year ahead and it's good to report that NVGC Open Weekend in June has already delivered a number of new recruits to the club. Our congratulations go to Nigel Woodcock, who has re-soloed after 12 years, and Lou Perret, who has also re-soloed after a two-year break.
Simon Gent

Norfolk (Tibenham)
THE enthusiastic insomniacs started flying at 0410 on the longest day but rain stopped play just after 0900 for about 11 hours. They were still there however to continue flying up until sunset. The next week our stand at the two-day Royal Norfolk Show with two gliders and Ratty's hard-working team was a great success with a lot of interest shown, some new members, and a pleasing number of trial lesson vouchers being sold. The Open Nationals during the first week of July had very mixed weather but still managed five contest days and a BBMF Spitfire flypast. Congratulations to the 2008 Champion Steve Jones and to Don Johnson and his team for a successful Comp.
Mike Bean

North Wales (Llantysilio)
HERE we are over the mid-summer hill already but NWGC is going in an upward direction, membership has increased plus three or four more private gliders are based at our club. The LPG winch (ex-Denbigh) is working well and will, in the longer term, save us money. There is also good news on the club fleet front – an Open Cirrus has been added, this will be most appreciated by our more experienced solo pilots who since our K-8 was stood down only had the Skylark 4 to progress to. We hope that now more members will be able to achieve their distance flights towards a Silver badge. Once again a display area was taken up at a local market town show (Ruthin), glider rigged, banners unfurled, table full of leaflets and a gale of wind with heavy showers, great. However at least some of the brave souls who did venture out expressed interest and we did have a picture in the local press, never a bad thing, so we felt it was not a total waste of time, especially as it turned out not to be a flyable day anyway.
Brian Williams

Oxford (RAF Weston on the Green)
FIRSTLY our thanks to Neil Turner for setting up a webcam; this has proved a popular way to spend a weekend in an armchair, whilst watching others having fun on the airfield. Our CFI has denied that he will be using it to check up on what time his instructors arrive in the mornings! In response to the doom and gloom of the eco-town threat, we hosted a 'fun' day on the field. The keenness of certain instructors to don schoolgirl fancy dress was a trifle worrying, and the paddling pool saw plenty of (mis)use at the evening party. Thanks to the main organiser, Paul "I've laddered me tights" Wilford for all his efforts. The 'old fogey' team, sorry, Vintage Gliding Enthusiasts, visited the VGC rally in Austria with three of



*Brian Williams looking to covert onto type in **North Wales**' new Open Cirrus*



***Portsmouth Naval**'s Alan Turner in Ocana, Spain, after completing his five-hour Silver Duration flight*



*Valerie Clark about to start her first air experience flight in the **Scottish Gliding Union**'s DG505 with Jim Cook*

Slingsby's finest, a Skylark 4, Capstan and the club T-21. A monumental effort by the Tuesday night volunteers has seen all the club gliders transitioned and CofA'd. Thanks to them for their hard work, we wouldn't be flying without their efforts.
Neil Swinton

Peterborough & Spalding (Crowland)
WE HAVE just enjoyed our most successful Open Day with around 300 people coming along to sample what we have to offer, a big thanks must go to Gary Lacy, our new publicity man. We managed to launch 42 flights with around half of them being trial lessons. The BGA simulator was booked solid – thanks to Martin Edgar for spending seven hours 'instructing' but no you can't log those as flying hours Martin. I must also thank the tremendous efforts of the ladies in the clubhouse for supplying the tea and cakes and also to the BBQ chefs. And a big thank you to the rest of the members from instructors, tug pilots, duty pilots and all those who helped retrieve and launch the gliders. We are also looking forward to a week at Milfield in September and our annual pilgrimage to Aboyne in October.
Kevin Fear

Portsmouth Naval (Lee on Solent)
THE last two months have seen considerable success on all fronts. In mid-July our Family and Friends day achieved over 150 launches, plus many more power flights. Thanks to Andy Durston, Mandy and Tony World, and many other helpers. We strongly supported the RNGSA expedition to Ocana in Spain, managed excellently by Peter Waugh and Mike Wood. Stories abound, as did our members achievements – with Alan Turner, Chris Parvin and Steve Sault completing long and hot Silver duration flights; Neil Shaw flew a Gold distance and Diamond goal at his first attempt; Ernie MacNeil a Silver height; Mike Wood completed 100km and 200km flights for the cross-country diploma. Meanwhile Fran and Paula Aitken competed in the Bicester Regionals. Stuart Pollard has returned from New Zealand having missed Hampshire, and the club motor transport oily rags. Finally best wishes to Ernie and Ryan MacNeil, who have just taken the QM2 liner back to Canada.
Neil Shaw

Rattlesden (Rattlesden)
ALTHOUGH some people say this has been the worst gliding season since they started flying, two of our youth pilots, Aidan Hughes and Roger Cottee, have both managed to get their Silver height and had two-hour flights towards their Cross-Country Endorsement badges, congratulations to both of them. Congratulations to Brent Noble, who has had a one-hour flight, soloed on aerotow and converted to the Junior. Congratulations, also, to Mike Nicholls on getting his Bronze badge, soloing on aerotow and a two-hour flight. Mike Jillings, Sam Woodgate and Sean Nicholls have all converted to the Junior.
Helen Page

Sackville (Riseley)
SLOW start to the season, Grob working well with everyone enjoying the many uses, flying, soaring and tugging – great relief from previous massive fuel bills. Just got it in time. Welcome to new members Nick and Martin on the gliding and Dennis Peter on the microlights. After the BGA AGM on diversifying being a key to survival, we have gliding, microlighting and now ballooning, also a simulator like Sutton Bank's splendid example – whatever the weather we can fly. We will shortly be able to offer training in gliding, NPPL, microlights, flex and fixed wing SLMG and balloons. There is always something happening here, call in as all are welcome.
Tim Wilkinson

Scottish Gliding Union (Portmoak)
EASTERLIES continued to plague us during the first half of the year so our flying has been limited and our ladder contenders are suffering. Despite this, we continue to welcome a steady stream of visitors. The Air Cadets are on site with their pristine aircraft and multi-drum winch and we had a rare visit from the Fournier Club International (UK Branch). Around 20 aircraft from Spain, France, Germany, Italy and the UK were on a Scotland tour and were using Portmoak as their base. The outside of our clubhouse has had a facelift to bring it in line with the interior work that was done at the beginning of the year. On a personal note, I would like to thank the Ulster Gliding Club for their hospitality when I visited them during their holiday week in July. An excellent club and well worth the trip, particular thanks to Alan McKillen, who sat in the back of their DG-505 with me as I explored the surrounding countryside. Back at Portmoak, congratulations to the following: Stuart Sutherland and Kevin Gillan (Silver height) and Maurice Williams (Silver duration).
Ian Easson

Shenington (Shenington)
CONGRATULATIONS to Gavin Preuss and Paul Fletcher on completing their Silver, the skies await. Mid-week flying continues to prove very successful with course flying fully booked for July and August. Book early for next year. The new K-21 is now getting extensively utilised as is Mike Cuming and Lee Ingram's recently acquired Duo Discus. Mary Meagher's 4 July party was, as usual, well-attended despite the wet weather with members partying until the early hours. A poor season weather wise has resulted in some re-scheduling of the Inter-club programme, however as we enter the final events of the calendar Shenington hold a commanding lead in the points. Congratulations to Alan Langlands and the Inter-club team on their ongoing success. As I write, we are looking forward to our second Task Week 9-15 Aug and our Wooden ships competition (29 Aug – 1 Sept).
Geoff Purcell

Southdown (Parham)
HEARTY congratulations to Ian Ashdown, who came second in the Open Class Nationals flying his newly-refurbished Nimbus 3, and to his daughter Sarah, who soloed soon afterwards. It begs the question as to whether glider pilots are made, or is it all in the genes? Gez Hasluck has gained her Silver badge, Richard Foreshew his Bronze and Tony Clements has gone solo. John Haigh, recently retired and able to concentrate on the important things in life, has flown a Diamond distance. The Alpine Division visited Puimoisson recently to polish their mountain soaring skills, and the Duo Discus flew a creditable 380km in challenging conditions. Nicola Lofthouse, a former bursary student, is now flying with the RAF and piloting VC10s. In addition to our other flying activities, we have a keen group meeting on Tuesday mornings to fly radio-controlled model tugs and gliders. Our trial lesson days are still attracting the public in pleasing numbers, but it would be impossible to run these were it not for the willing helpers on the ground. So, a big thanks to Jackie Williams and Alan Haimes.
Peter J Holloway

Staffordshire (Seighford)
WE HAVE not had the best of soaring weather this year, even the Early Bird Trophy for the first 10km flight was claimed by Peter Gill much later than usual. Congratulations to Tony Moore on his five hours and son Matt, who soloed recently, flew a first solo aerotow and claimed a Bronze leg, all on the same day. In July, Paul Cooper organised a Fournier Fly-In which attracted six aircraft for the weekend. One of our K-13s went across to The Wrekin Gliding Club to give air experience flights to visitors at the Large Model Aircraft Event. Even later in the month, Staffordshire GC joined forces with Wrekin GC and the BGA to put on a publicity event at the Cosford Air Museum. The BGA Stand and a Standard Astir attracted a lot of visitors. A Staffs Twin Astir and Wrekin's K-21 were available for air experience flights and were well used. We offer our thanks to the BGA, and in particular to Keith Auchterlonie, for their help, and to the Air Museum for the use of the space.
Colin Ratcliffe

Stratford on Avon (Snitterfield)
WE'VE had some good flying days over June and July this year. Towards the end of July, the weather for our task week held up quite well while the weeks either side would have resulted in some disappointment. We managed to fly each day with the 26 Stratford on Avon pilots taking part notching up nearly 270 hours of flying and a total distance of over 6,000km between them. Once again this year we hired the BGA's Duo Discus, which provided a wonderful alternative to our usual aircraft. We had four flights of over 300km. Thanks to the task week coaches for making the week a success. Earlier in July, Les Middleton re-soloed after a gap of 26 years – congratulations to him. The clubhouse refurbishment progresses and the new briefing room has been up and running for a while. The new workshop is taking shape and it's good to see plans coming to fruition. We aim to finish the summer months with a BBQ – which will be a fund raiser for all the ongoing building work.
Richard Maksymowicz

Club news

Surrey Hills (Kenley)

CONGRATULATIONS to Rod Connors for going solo on a trip to Portmoak and re-soloing at Kenley a few days later and well done to Chris North for gaining his Cross-Country Endorsement. A big welcome to Larry Lawes, who has joined us from 615 VGS as a basic instructor. Some of our members have been competition flying this year with a group taking part in the Eastern regionals where, despite horrendous weather, some got to experience cross-country flying for the first time. Ex-CFI Peter Poole and I headed off to Competition Enterprise at North Hill where a lot of interesting flying was achieved. Surrey Hills hosted its first ever Inter-club League round at Kent GC. The weather was not kind to us, but we enjoyed a sociable weekend with some interesting flying too. The club has put in an order with Skylaunch for a new winch to ease the load on our old Tost, and we now have our old T-21 back on line which is proving very popular. The T-21 will be celebrating its 60th birthday this year and we are trying to organise an event to mark the occasion.

Marc Corrance

Trent Valley (Kirton in Lindsey)

THE home leg of the Wood and Glass Cup, held on the weekend of the 12 and 13 July, was won on both days by John Williams in his LS8, giving Team Kirton a substantial lead over our rivals from Saltby. Vin Marchant prepared the now traditional hog roast for the Saturday evening feast. We were well represented in the Northerns at Sutton Bank this year with entries from Steve Wilkinson, Robin Parker and Barry Pridgeon. Steve finished 10th overall with 2059 points, narrowly beating Robin in 11th with 2043 points. Barry managed a creditable 20th with 836 points in his first regional comp. Trent Valley provided the gliding activity for Poacher 2008, an International Scout and Guide Camp held on the Lincolnshire Showground at the end of July. Over five days we did more than 200 air experience flights for the Scouts, Guides and their leaders.

Alan Spencer

Vale of the White Horse (Sandhill Farm)

OK, we did have some good days this summer, a few cross-countries and some memorable moments. Two of our instructors landed out in one of the club K-13s, picking a lovely field overlooked by the Uffington White Horse. Our first 'Hangar Party' was a great success as predicted last issue (apart from the weather of course). Many people chose to camp so that they could drink a bit and stay late enough to get through the magnificent hog and at least three bands. By the next morning it was raining steadily and scores of damp people rolled out of their tents for breakfast of coffee, tea, sausages and what was left of the hog. A great time was had by all. Glastonbury eat your heart out! Such a success was the first party that we had another one last week; this time a surprise birthday party for our chairman, Paul Graham. If anything this one was an even greater success. So the



*If it's too wet to fly... Party! The **Vale of the White Horse** Hangar Party was a great success*

obvious conclusion is – clear out the hangar, sell the gliders and apply for a liquor and nightclub licence.

Jay Myrdal

Welland (Lyveden)

THE end of last year saw some soaring, Andy Burton and Simon Pratt soloed, and Terry Kendall-Torry earned his Half Cat rating. The annual prize-giving presented: The Sedburgh Cup for best *ab initio* 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; The 267 Fastest handicapped 100 to Strzeb; Rigging Pin for faux pas to Malcolm Johnson; The CFI Shield to Vicky Asquith; The Peter Heywood Award to Jo Cooper; Ladder Trophies went to Strzeb and Mark Rushton. Dick Short has been busy with EASA requirements while leaving a little time to soar; Jo Cooper earned his Cross-Country Endorsement and claims his 100km diploma with his Silver; and Paul Sallis passed his Bronze theory and has climbed to Silver height. There have been a few modest postings on the National Ladder. July saw six pilots from the 15m Nationals asking for midweek access with a mass landing at Lyveden. Both Wittering and Hus Bos have offered to stand in for our grounded tug.

John Strzebrakowski

Windrushers (Bicester)

THE weather bucked up in the end for the Regionals, with the Open class having five days and four for the Sports. The eventual winners were Mike Fox in the Sports and John Roberts in the Open. We wish Minoo Patel a speedy recovery following his field landing incident. Thanks to all of those who turned up either to participate, organise or lend moral support. We have acquired an additional K-13 from Aston Down. Phillipa Roberts of OUGC completed her Silver by flying to Hus Bos in a 20-knot headwind. Alan Smith has become a DCFI, Dave Morgan swapped his BI rating for an Ass Cat rating and Dave Smith has gained Part 1 of the MGIR. We are pleased that our negotiations with Defence Estates have resulted in their offer to extend our lease at Bicester for another year, subject to the necessary legal processes. This means that we can look forward to having all of next year to fly from Bicester, and up to June 2010. We would like to thank John Delafield in particular for leading these negotiations – excellent job. Dickie Feakes retired as Chairman of the Management Committee. He will stay on as vice-chairman, remains a director and will act as glider member.

David Smith

Wyvern (Upavon)

MID-SUMMER is the usual peak of our season, with various Regional, National and Inter-club League competition entries, regular courses, Friday evening guest flying, "Wyvern Wings" task weeks and the Inter-Services competition, as well as the regular demand for weekend club flying. This year, unfortunately, the owners of the airspace where Upavon is located also decided to hold a major military exercise during which we couldn't fly, so the programme has been busier than ever. In the Inter-club League Wyvern failed make an impact on our neighbouring clubs and finished last although there were a few individual triumphs. The first Wings Week was a moderate success with flying on four of five days. However Will Chappel capitalised on one of these to plan an enterprising Diamond distance attempt in his LS8-18 in which he succeeded and almost made it home too. The second Wings Week was all but wiped out by weather and the military exercise. As I write this Will is about to start his third campaign at the Junior Nationals – we wish him luck; and a team of five members is representing the Army in the Inter-Services RGC. Although they face the overwhelming numbers of the RAF entry they intend to give them a good run for their money!

Andy Gibson

York Gliding Centre (Rufforth)

THANKS to the club's advertisement in the last issue of *S&G*, we now have a twin-drum winch, diesel-powered, acquired from Darlton Gliding Club, Nottinghamshire, where it was surplus to requirements. Our existing winch is nearing the end of its life and rising fuel prices have focused attention on keeping gliding affordable, especially for younger members. A lot of work has been carried out by members to our new clubhouse but it could all be ruined due to a leaking roof which needs urgent attention. The cost is £8,000 which, for insurance purposes, must be carried out by a professional firm. It was therefore decided that each member should be asked to contribute £50 to cover the cost, which equates to an aerotow or two on those days when the summer rain stopped flying. The club has also applied for a licence to provide late-night refreshments and drinks at the bar – cheers!

Chris Brayne

Yorkshire (Sutton Bank)

DESPITE the indifferent weather, there has been some enjoyable flying from Sutton Bank. Andy Wright managed another 750km. Harry Clark has completed his Silver with an out-and-return 50km flight. Andy Darlington has completed his Bronze flying and successfully passed the written exam. Congratulations to you both. The biggest thank you must go to our Northerns organising team, who, despite the weather making task setting difficult, managed five competition days – the winner being Mike Armstrong in his Ventus. The social side of the Northerns was rated the best ever with dining in evenings, cocktail evenings, a Thai food evening, not to mention the Bird of Prey display. Novice or Pundit, crew or family, you will not be disappointed – put the 2009 Northerns in your diary. Edward Harrison went solo on his 16th birthday on Friday 1 August. Edward joined the club in October 2007 and his training has been supported by the Caroline Trust with matched funding from the Yorkshire Gliding Club.

John Marsh



*More than 200 scouts and guides attending the Poacher 2008 International Camp in Lincolnshire tried gliding with **Trent Valley** over a five-day period*



*Edward Harrison receives his wings from **Yorkshire** CFI Richard Cole*

Nene Valley



At a glance

Full membership: £189pa

Launch type: Winch £5.50 (incl first five mins)

Club Fleet:
K-7/13, K-7, SZD Junior, KA-8

Private Gliders:
21 aircraft from Grasshopper to DG-300

Instructors: 10

Types of Lift: thermal, occasional wave

Operates: Thursdays (solo only), weekends and bank holidays

Contact: 01487 813062
www.nbgc.org.uk
publicity @nvgc.org.uk

Site Lat and Long: N52°25.947
W000°08.851



NENE VALLEY Gliding Club is a friendly club providing leisure, cross-country and competitive flying to member solo pilots, trainees and visitors in comparatively free airspace. Current membership is around 45 with 21 privately-owned gliders on site.

The club fleet includes two two-seater gliders for training, a single-seat glider for solo pilots, and a large number of privately owned aircraft are also kept on-site. Nene Valley (NVGC) operates from our airfield at Upwood, Cambridgeshire, using two winches for launching up to 2000ft. Members also have access to motor gliding facilities and aerotow launches provided by visiting tug aircraft.

The site includes a 3/4 mile-long runway, hangar and workshop, trailer parking and a clubhouse. Our clubhouse offers a comfortable lecture room and main clubroom facilities, toilets and shower, kitchen and refreshments, and a club office.

NVGC began life in 1968, using a field at Winwick, near Molesworth, and was duly registered as a member of the BGA.

In 1982, following friendly negotiations with the authorities at RAF Alconbury, and at the request of the RAF, the gliding club moved to RAF Upwood to avoid the Alconbury MATZ panhandle.

In 1995 the club was given notice by the Defence Land Agent to find a new home as RAF Upwood was mothballed and put up for sale. After a period of uncertainty, Marshal Papworth, a local farmer and glider pilot, offered the club a lease on land adjacent to RAF Upwood.

Planning permission was subsequently granted and members began construction of the new clubhouse and hangar.

The club moved to the new site in May 1997, but the site was renamed Marshal's Paddock following the tragic death of Marshal Papworth in March 2000.

The club fleet has been improved with the addition of a K-7/13 and newer Junior. Our two purpose-built winches have been continuously upgraded, offering excellent launch facilities on our 240°/060° grass runway.

Our priority is to keep NVGC membership both affordable and accessible so the club is run on an entirely voluntary basis, including daily airfield tasks, maintenance, and servicing of aircraft and equipment. All members are encouraged to support the club – no previous experience is necessary; our only requirement is a willingness to help.

Simon Gent

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BGA Accident/incident summaries

AIRCRAFT Ref	Type	Registration	Damage	Date, time	Place	PILOT(S) Age	Injury	P1 Hours
52	Duo Discus	4661 / H131	substantial	14/06/08 13:30	The Gliding Centre	53 / 31 *	none/ none	not reported
Landing out into a field, a wingtip caught on a pile of cut hay. The glider groundlooped, breaking off the tail.								
53	ASK21	G-DERH	minor	4/05/08 16:00	Burn GC	47/14	none/none	640
The instructor took over too late to prevent a heavy, tail-first landing from bursting the tailwheel.								
54	n/a	n/a	minor	8/06/08 17:40	Four Counties GC	n/a	n/a	n/a
A shift in the wind direction during the afternoon led to a falling cable damaging the parked (locked, key-less and immovable) cars of some visiting pilots.								
55	Skylark 3	- / BJB	minor	15/06/08 15:00	Dumfries & District GC	52	none	not reported
Partial ground loop damaged the landing skid and wheel axle.								
56	ASK13	- / DMX	none	11/06/08 14:00	Dartmoor GS	n/a	none/none	n/a
The cable released at low altitude but the winch driver continued to wind it in. Only after the parachute contacted the wing of the glider did the driver realise what had happened and stop the winch								
57	Mistral C	4725 / JRS	substantial	04/06/08 15:20	Rattlesden GC	63	none	22
At the end of a full airbrake approach, the glider failed to round out and landed heavily.								
58	Astir CS	4185 / HTG	none	25/06/08 15:45	Trent Valley GC	48	none	175
Wheel up landing								
59	SF25C	G-CCHX	minor	01/07/08 10:00	Lasham GS	47	none/none	2600
Landing onto a rough area of the airfield, a pothole tipped the TMG forward allowing the propellor to strike the ground.								
60	Caproni Calif	5219 / NC	substantial	28/06/08 15:30	Lasham GS	n/a /58	minor/none	200
The handling pilot had difficulty maintaining a steady attitude and airspeed on approach, with his left hand holding the control stick and right hand on the airbrake lever. A very hard landing into an uphill field led to a groundloop, damaging the glider.								
61	LS6	G-DHUM	substantial	05/07/08 16:45	The Gliding Centre	45	serious	not reported
The glider was seen to enter a spin on final glide to the airfield at the end of a competition flight. The pilot broke an ankle, with further injuries to his head and back.								
62	PA25 Pawnee	not reported	minor	25/05/08 11:30	Borders GC	n/a	none	365
On final approach in windy conditions, the tug abruptly dropped the last 6ft to the ground. The heavy landing damaged the undercarriage frame								
63	Duo Discus	G-DUOX	none	14/06/08 12:00	Black Mountains GC	not reported	none	2600
Wheel up landing.								
64	Vega	- / DXG	substantial	05/07/08 11:00	Cairngorm GC	53	none	not reported
The glider drifted to one side during the early stages of an aerotow launch until the wingtip caught some long grass. After yawing round, the glider touched down and was dragged sideways for some 40 yards before the pilot could release.								
65	ASW27-18E	5236 / E1	substantial	05/06/0817:30	European Soaring Club (Spain)	47	none	4000+
After late field selection when low on final glide at the end of a competition flight, the pilot braked heavily trying to stop but still ran into obstructions at the end of the field								
66	SZD 55	3877 / 308	minor	23/06/08 15:05	Kent GC	49	none	220
During a landing into an uphill but small field, the pilot groundlooped the glider to avoid the far hedge. The wingtip struck the hedge during the groundloop, damaging the wing and fuselage.								
67	ASW20	5000 / 5K	substantial	08/07/08 not reported	The Gliding Centre	43	minor	not reported
While flying a circuit into a field at the end of a competition flight, the pilot stalled the glider over a wooded area and the glider descended onto the trees.								
68	Discus	- / HOM	minor	30/06/08 14:15	Cambridge GC	52	none	83
Inflight loss of canopy.								
69	ASW 28	G-CJVS	substantial	07/07/08 17:25	Rieti, Italy	N/A	none	2145
At the end of a competition flight, strong sink and turbulence left the pilot too low to glide out of a wooded valley. In attempting to land in one of the few fields, the pilot's wingtip caught a tree on final approach.								
70	Ka2b	1026 / BKH	destroyed	29/06/08 16:30	Sackville Vintage GC	56 / 49	none/serious	1215
The pilot of this vintage two-seater encountered heavy sink and stronger than expected winds soon after the low key area. Despite cutting the circuit short, the glider was unable to clear the top of a tree on the boundary of the airfield. P2 suffered compound ankle fracture.								
71	ASW 27b	G-CKRM	substantial	12/07/08 14:35	The Gliding Centre	52	none	not reported
A field landing into a crop field at the end of a competition flight. The glider groundlooped, breaking the fuselage.								
72	Citabria Scout	G-BGGD	minor	28/06/08 14:15	Bristol & Gloucester GC	n/a	none	970
While taxiing the tug, an aileron spade caught on a glider trailer, damaging the aileron.								

AAIB Update

IN THE latest of our series gleaned from the UK Air Accident Investigation Branch, we reproduce a report into an ASH 25 accident. This is an abridged version of the report. The full report can be found in the AAIB Bulletins at www.aaib.dft.gov.uk/publications/bulletins.cfm

From AAIB Bulletin 8/2008

Aircraft: ASH 25 Glider, 925 (BGA 3909)
Number & Type of Engines: Not applicable
Year of Manufacture: 1992
Date & Time (UTC): 2 September 2007 at 1512 hrs
Location: Tomintoul, Morayshire, Scotland
Type of Flight: Private
Persons on Board: Crew – 2 Passengers – None
Injuries: Crew – 1 (Fatal) 1 (Serious) Passengers – N/A
Nature of Damage: Glider destroyed
Commander's Licence: None
Commander's Age: 51 years
Commander's Flying Experience: 750 hours on all types (estimated)
Last 90 days – 30 hours
Last 28 days – 24 hours
Information Source: AAIB Field Investigation

Synopsis:
Whilst competing in a gliding competition in Aberdeenshire, Scotland, the pilot (P1) of the glider was attempting to land in a field near Tomintoul, Morayshire. When the glider was on its final approach he realised that it was too high and likely to overshoot the field that he was planning to land in, he therefore entered an orbit to lose the excessive height. During this orbit the glider departed controlled flight at a low height, and crashed into a field. The P1 was fatally injured and the other pilot (P2) was seriously injured.

Analysis:
The P2's recollections, and eyewitness accounts, indicate that the glider departed controlled flight whilst in a right turn and with insufficient height to make a safe recovery. It was established that the glider struck the ground right wing first in a very steep attitude with the landing gear in the down position and the flaps most probably set at the landing position. The cockpit was destroyed in the accident, and whilst the possibility of a control restriction within this area could not be eliminated, the investigation could identify no engineering reason why the accident should have occurred. In a turn to the right, the right wing, on the inside of the turn, would have had a slower relative airflow over it compared to the left wing. As such, the right wing would have been closer to its stalling speed and would thus have been more susceptible to stalling before the left. A stall in this situation would have caused the glider's right wing to drop, which would have led to autorotation and a steep nose-down attitude. In addition, the wind at the time was likely to have been turbulent and variable in strength and direction. This may have had the effect of producing differing levels of lift along the glider's long wing and may also have masked the initial indications of a stall, which includes light buffeting of the aircraft. The P1 had 'landed out' in an ASH 25 and other types of glider before, and, as such had some experience of the glider's handling and performance in this situation. It appears, however, that the glider was too high on the approach to the selected field and was unlikely to reach the field beyond the houses. The P1 therefore entered an orbit to the right in an attempt to lose the excess height. Assuming the orbit was started just after the last recorded point, it would have taken less than eight seconds to reach the wreckage location, possibly explaining why no other track points were recorded. To lose 230ft within that time-frame would require a descent rate in excess of 1,725 ft/min, which is not unrealistic for a glider that has stalled and is in the attitude described by both the P2 and the eyewitness. Whilst the P1 received fatal injuries, the P2 sustained injuries of a serious nature. The difference in their injuries was most likely due to their relative seating positions. The front cockpit is likely to have effectively absorbed a significant proportion of the impact forces during its deformation, with the consequence that the peak deceleration experienced by the P2 would have been less than that of the P1.

BGA Accident/incident summaries *continued*

AIRCRAFT Ref	Type	Registration	Damage	Date, time	Place	PILOT(S) Age	Injury	P1 Hours
73	Standard Cirrus	822 / 3120	substantial	13/07/08 17:00	Bristol & Gloucester GC	52	none	not reported
A cross country flight ended in a field landing in crop, groundlooping the glider. Damage to fuselage/wing attachments may be beyond economic repair.								
74	SF25C	G-HBOS	minor	17/07/08 16:10	The Gliding Centre	70/45	none/none	not reported
On approach, the Pu/t was slow to round out and the instructor took over too late to prevent the prop from striking the ground during a heavy landing.								
75	ASK 13	4602 / JLO	substantial	02/07/08 14:45	Bowland Forest GC	62/46	none/none	1130
After touchdown, the P2 allowed the glider to weathercock off the landing area. By the time the instructor took control, the glider was rolling through an uneven area of the field; an airbrake caught the ground, damaging a pivot arm								
76	ASK 23	2997 / EVX	substantial	16/07/08 17:15	London GC	61	minor	not reported
At the start of a winch launch, the glider failed to rotate into the climb. A PIO developed, damaging the glider.								
77	ASW 20	G-CHPC	destroyed	16/07/08 13:00	East Sussex GC	56	minor	120
Landing out on a cross-country flight, the pilot overshot his intended landing area and crashed into a car park.								
78	LS4	- / MY	minor	20/07/08 16:00	Bristol & Gloucester GC	n/a	none	102
The pilot flew a fast approach, possibly with reduced airbrakes (having had to adjust the approach after being obstructed.) Two heavy touchdowns before the final landing damaged the undercarriage mechanism.								
79	ASK 21	5011 / KDP	minor	19/07/08 17:05	Kent GC	55 / n/a	none / none	150
Rear canopy detached in initial stages of aerotow.								
80	ASW 20	3820 / HBU	substantial	07/07/08 16:30	Devon & Somerset GC	62	none	930
After misjudging the best landing direction into a field, the pilot became distracted by the difficulties of landing slightly downhill and downwind. The glider stalled and dropped a wing at about 10ft agl.								

Obituaries

Pauline Goodwin – Staffordshire

FOR more than 30 years Pauline was a devoted member of Staffordshire GC, one of those indispensable people without whom the gliding movement could not survive. She served in many roles, including chairman in the mid-80s and again in the mid-90s, as well as vice chairman, social secretary, annual dinner organiser, 100 Club manager and a hundred other unnamed but vital roles.

At the club she met and married Roy, another club stalwart who was our treasurer for many years. Roy and Pauline became inseparable names that were synonymous with utterly reliable service to the club and it is to Roy that we extend our heartfelt condolences

As a glider pilot, Pauline's airmanship was exemplary although she never believed that she was as competent as she really was. She certainly had the skills to progress far in soaring but, in all the flights I had with her, I can't recall a single decision that wasn't the safest possible option.

It says a lot for her character that she was at times the only female member of a moorland club with facilities that could best be described as basic, but this did not dim her enthusiasm. As Tony Boyce writes: "My earliest memories of Pauline are of her arrival at Morridge in the seventies when I flew with her. Her enthusiasm impressed me, especially as she had to put up with the privations of a boggy hill site where the norm were three-minute circuits ending with the precision of a field landing.

"She had remarkable perseverance and eventually went solo. Pauline maintained a loyalty to the club for very many years, demonstrated by her hard work and dedication to the tasks she took on."

Cedric Meir also remembers her from those days. "My fondest memories of Pauline are from the early years in the 1970s when Pauline first joined the club," he said. "Lots of us felt that it was very nice but a little odd to have a lady pushing and shoving gliders. As the years went by Pauline became more of a backroom person carrying out lots of jobs such as accounts and 100 Club that make a self-help club like ours grow and prosper.

"It was with great sadness when we learnt of Pauline's passing. I suppose thinking about it in many ways our club is part of her legacy."

In later years Pauline seldom flew but remained loyal to the club and many of our newer members knew her mainly for the late afternoon visits when she and Roy came to collect the flying sheets so they could begin the somewhat tortuous task of working out how two members had flown simultaneously in a single-seater. In 2001 both were made honorary life members

I'll leave it to Chris Harris to sum up. "Pauline, what a lovely person – from the black cigarettes of the old days to her lovely smile and enthusiasm. She was a star in so many ways and will be sadly missed."

Peter Gill

Peter J Boneham – Derbyshire and Lancashire



PETER BONEHAM, who died on 29 July 2008, aged 88, was one of life's true gentlemen in every sense of the word. He was the son of the founder of the well-known Mansfield Precision Engineering firm Boneham and Turner.

He had a privileged upbringing and, much to the delight of his friends, his father educated him in the merits of good wine. He started a degree course at Sheffield University but was recalled to the family business at the outbreak of the Second World War. An effort to join the Forces was thwarted by his father, who reported to the authorities that Peter, as an engineer, was in a protected occupation.

Throughout his early life he had a passion to fly, obtained a PPL and in the mid-1950s joined the Derbyshire and Lancashire Gliding Club. He played an active life in club events; was a syndicate partner in gliders ranging from Grunau Baby, Eagle, K-13, K-6e, Standard Jantar, ASW20, K-21 and DG-500 over his flying career, with shares in motor gliders RF4 and RF5b. Whilst a cautious pilot he did become an assistant instructor. He was, for many years, a committee member and unsung benefactor to the club, later being a vice chairman.

'His wicked sense of humour led to many good stories and leg-pulling, sometimes playing the lord, sometimes the butler or chauffeur'

Peter became managing director of Boneham and Turner. This prominence in the company and the responsibilities it brought led to a heavy workload and many foreign travels. Whilst this brought him many privileges, he was more than willing to share them with his friends, but it severely restricted his flying.

Following his retirement in 1984, he enjoyed gliding expeditions with friends to Holland, France, Scotland, Spain, Germany and Austria and, for many years, supported the two-seater competition at Pocklington as pilot and crew.

For Peter the joy of these trips were more about being in the company of friends, unassumingly sharing his vast knowledge and enjoying good food and wine. On many occasions he would select a very good wine for his friends to "sample". His wicked sense of humour led to many good stories and leg-pulling, sometimes playing the lord, sometimes the butler or chauffeur but, sadly, space does not permit their reproduction.

Throughout his life, his access to the skilled engineers at Boneham and Turner together with his own superb engineering "workshop in a conservatory" ensured that the gliding club would always acquire spares for broken mechanical equipment.

He married Margaret in 1952. She was a powerful force in Peter's life and together they were a formidable and successful team. To Margaret, their two children Nick and Elizabeth and their families we extend our deepest sympathy.

Bernard Thomas, an old Camphill member, had a favourite saying, "What this club needs is a better class of member." Peter was that better class of member in every way! To those who had the privilege of knowing Peter Boneham, he will be sadly missed.

Some of his friends: Mike Armstrong, Peter Gray, Tony Leigh, Dave Martin

Allan Stephen McWhirter – Wolds



AL McWHIRTER died peacefully in his sleep at home on 7 July 2008, aged 58, after a short fight against cancer. Allan was a well-respected member of the Wolds Gliding Club, and well known throughout the gliding community.

He started gliding at the age of 14 and at 17 became the youngest instructor in the country at that time.

His life was dedicated to flying and I have no doubt that many people will recall the host of stories he had to tell about gliding whilst attending competitions and social events.

Al was fiercely competitive in all aspects of his life, particularly gliding, entering many competitions over many years.

The Pocklington two-seater competition was his favourite and he entered in his syndicate Janus after many years in the club's K-21.

Latterly, he became well known as a competition director of Nationals, which he ran very strictly but always with a sense of fun and fairness.

Al spent large amounts of time instructing, passing on his skills and great enthusiasm for the sport. He was especially interested in teaching younger members and, as testament to his skills, two of his protégées were to chosen to represent Great Britain in the Worlds Junior Championship in Italy.

One of the memorable moments of Allan's life was teaching Sir Richard Branson to fly as part of the Cayley glider project. For this occasion Allan was dressed in the costume of the coachman with Richard as the squire. Such was the success of this project he was invited to go to America to participate with the Cayley glider alongside the launch of the Virgin Voyager round-the-world flight.

Allan was a great family man and had great affection for his his children and grandchildren

He is, and will be, sadly missed by many of his friends and family – especially Mo, who nursed him unstintingly throughout his illness.

Ian MacCaig

BGA Badges

No.	Pilot	Club (place of flight)	Date
GOLD BADGE			
2468	Bernie Svenson	Wolds	13.7.2008
2469	Peter Thomas	London	13.7.2008
2470	Richard Abbott	Lasham	30.6.2008
GOLD DISTANCE			
Bernie Svenson		Wolds (Pocklington)	13.7.2008
Peter Wagner		Cambridge (Gransden Lodge)	4.7.2008
Peter Bellham		Buckminster (Saltby)	4.7.2008
Peter Thomas		London (Dunstable)	13.7.2008
Richard Abbott		Lasham (Lasham)	30.6.2008
SILVER BADGE			
11887	Martin Hargreaves	Essex & Suffolk	9.4.2008
11888	Martin Laxaback	Oxford	8.6.2008
11889	Alexis Eden	Four Counties	31.5.2008
11890	Haluk Yildiz	Cambridge	23.6.2008
11891	Helen Fraser	Borders	14.6.2008
11892	Stuart Moon	Windrushers	9.6.2008
11893	Mark Player	Bath & Wilts	7.6.2008
11894	Derek Kitcher	621 VGS	23.6.2008
11895	Gary Vaughan	Burn	29.4.2008
11896	Jeffrey Green	Mendip	7.5.2008
11897	Barry Pridgeon	Trent Valley	8.6.2008
11898	Richard Maksymowicz	Stratford	8.6.2008
11899	Christopher Palmer	Windrushers	23.6.2008
11900	Graham Mitcheson	Borders	14.6.2008
11901	Jonathan Davidson	RAF GSA	9.6.2008
11902	Graham Higgins	Burn	20.5.2008
11903	Michael Rogers	Midland	23.6.2008
11904	James List	Midland	15.7.2008
11905	Brian Allen	Derby & Lancs	13.7.2008
11906	John Clark	Yorkshire	4.7.2008
11907	Simon Atack	Cranwell	13.7.2008
11908	Graham Bell	Cambridge	4.7.2008
11909	Keith Fishenden	London	4.7.2008
11910	Geraldine Hasluck	Southdown	21.7.2008
11911	Paul Beckett	Wyvern	30.6.2008
11912	Paul Fletcher	Shenington	13.7.2008
11913	Alex Watt	Wyvern	27.7.2008
11914	Ben Crook	Kent	27.7.2008
11915	Jeremy Brown	Cleveland	13.7.2008
DIAMOND HEIGHT			
3-1701	Ian Surley	Borders (Milfield)	26.4.2008
DIAMOND DISTANCE			
1-1099	Mark Gatehouse	Devon & Somerset (Dunkeswell)	19.5.2008
1-1100	David Zarb	Bristol & Glos (Nympsfield)	23.6.2008
1-1101	Paul Rowden	Cambridge (Gransden Lodge)	4.7.2008
DIAMOND GOAL			
2-2321	John Haigh	Southdown (Parham)	4.6.2008
2-2332	George Knight	Cambridge (Gransden Lodge)	17.6.2008
2-3233	Neil Shaw	Portsmouth Naval (Ocana, Spain)	20.6.2008
2-3234	Bernie Svenson	Wolds (Pocklington)	13.7.2008
2-3235	Peter Wagner	Cambridge (Gransden Lodge)	4.7.08
2-3236	Peter Bellham	Buckminster (Saltby)	4.7.08
2-3237	Richard Abbott	Lasham (Lasham)	30.6.08
UK CROSS-COUNTRY DIPLOMA			
1075	Martin Hargreaves	Essex & Suffolk	9.4.2008
1076	James List	Midland	4.6.2008
1077	Haluk Yildiz	Cambridge	24.6.2008
1078	Helen Fraser	Borders	14.6.2008
1079	Graham Mitcheson	Borders	14.6.2008
1080	Graham Higgins	Burn	20.5.2008
1081	Graham Bell	Cambridge	4.7.2008
1082	Chris Lewis	Cambridge	4.7.2008
AEROBATIC BADGES			
Standard Known	Garry Simpson	Scottish Gliding Union	24.7.2008
Standard Known	William Roth	Lasham	10.7.2008

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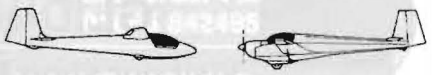
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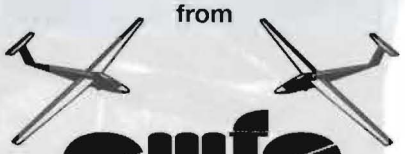
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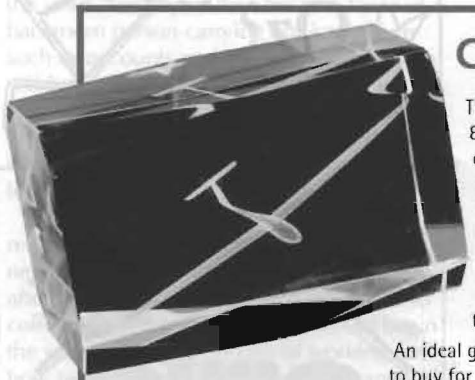
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Nielsen Kellerman ClearNav

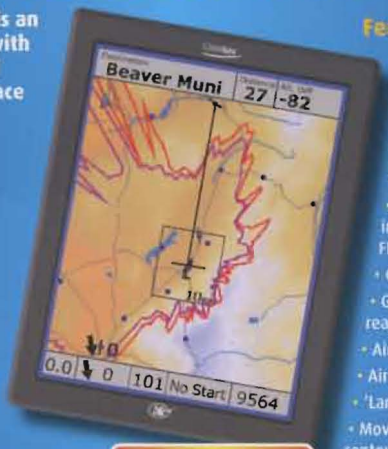
The Nielsen Kellerman NK ClearNav is an excellent new GPS navigation unit with a bright, clearly defined display and an extremely ergonomic user interface that includes an integral flight recorder (IGC approval pending).

A very limited number of units are available at an opening offer price of £1350 inc. VAT!

Call AFE Oxford on (01865) 841441 for more information.

Hardware & software upgrades until 2011 are included in the price!

The ClearNav package includes the display unit, hand controller, GPS antenna, multiplexer connection board and USB panel mount kit.



£1645

The ClearNav offers a larger and brighter display than any other cockpit instrument available today. Designed specifically for outdoor and industrial use, it performs exceptionally well in bright sunlight conditions and no PDA even comes close. Every display element, from colors to fonts to icons, has been carefully selected to maximise the capabilities of this unique display and provide maximum at-a-glance visibility. The unit comes preloaded with NK ClearNavigator software, a highly evolved version of the proven Glide Navigator software. This software offers everything you would expect from advanced soaring specific software and more.

Features:

- Super-bright 5.5in Navigation Display with IGC Flight Recorder*
- Integrated GPS
- Simple user interface with full function remote keypad
- Moving map with selectable layers
- Connection for LNAV or C302 (air mass input for enhanced wind calculation) and FLARM
- Comprehensive task optimisation
- Glide "amoeba" (shows areas you can reach, taking wind and terrain into account)
- Air mass history
- Airspace monitor
- 'Landability' status monitor
- Moving map shows just the right degree of contour and terrain information, together with clear display of airports and turnpoints
- User settings allow you to show or suppress selected details as desired
- ClearNavigator's unique visual presentation of all areas you can reach given current conditions. This instantly understandable graphical presentation of your landable footprint takes altitude, glider polar, wind and terrain into account and also depicts your reachable footprint above a user-settable arrival altitude.

*Approval pending

NK ClearNav RAM Mount

£59.00



The Nielsen Kellerman NK ClearNav RAM adjustable mount includes an extended remote cable for the multiplexer board, enabling cockpit side or off-panel mounting.

RAM mount allows installation of the ClearNav near the side of the panel. The mount hinges also permit the ClearNav to be moved to the side to permit clear viewing of any obscured instruments.









NEW! CAA ICAO 1:500,000 Northern England Chart

Originally planned to be published at the end of May, the CAA announced that in order to coincide with airspace changes around the Doncaster area the chart publishing date would be delayed until the end of August. Now out, with all appropriate amendments.

Don't be caught out – don't fly with an out of date chart!

£14.99

IN STOCK! Funkwerk Avionics

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Not exactly a great year...

...unless of course you were flying a Ventus 2 or a Discus 2 in the World Championships. As expected, the Ventus 2 dominated the 15M Worlds in Germany, while the Discus 2 took the top six places in the Standard class at Rieti... yes, the top six.

Either the best People fly them, or they allow people to fly at their best.



Two years of weather for ducks, surely next year will be better... Avoid the rush, get your Airworthiness Review Certificate out of the way now. Call us for further details: 01488 71774

If you are looking for a new glider, take the advice of the experts -
Southern Sailplanes, sole UK agents for Schempp-Hirth - performance through experience.

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