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VOL. 67 NO.5



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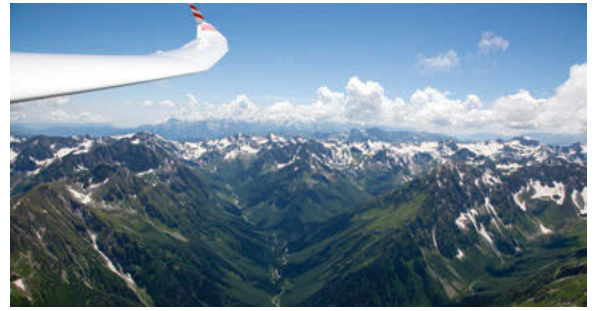


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 **THE MAGAZINE OF
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COVER STORY

A run to the far north on 16 July saw John Williams flying offshore from the Scottish North Coast. He took this photo at 14,000ft looking back from 58 degrees north. You can just see the North Coast and the estuary 'Kyle of Tongue'. Has anyone been this far north before? (John Williams)

DEADLINES

Dec 16/Jan 17

Articles, Letters, Club News: 7 Oct
Display advertisements: 21 Oct
Classifieds: 4 Nov

Feb/March 17

Articles, Letters, Club News: 4 Dec
Display advertisements: 21 Dec
Classifieds: 5 Jan

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> This year's BGA Club Management Conference includes a Junior Gliding conference for anyone involved in running junior (under-25) club activities, university gliding clubs and for juniors interested in becoming more involved in the management of junior gliding. The conference is on 12 November at Highgate House, Northampton. See <https://members.gliding.co.uk/mgmt-conference>

> Congratulations to Richie Toon (LS7), who won the 2016 UK Mountain Soaring Championships, with Martin Phillimore (Pegase 101a) winning the overall height gain. LashamGlide was won by Wolfgang Janowitsch. Mike Young was the best UK pilot, taking third place.

> The Royal Navy is hosting a large scale demonstration of the latest unmanned system technologies, including air, surface and sub-surface vehicles and sensors from 3-21 October. A series of Temporary Danger Areas covering parts of the west coast of Scotland and Outer Hebrides will be established. The objective, when designing these, was to minimise the impact of UAS operations on other airspace users. In addition to the AIC that will be published this month and the usual publication of NOTAMs, the Navy will publish other information as it becomes available at www.royalnavy.mod.uk/uw16

> The CAA has confirmed that the previously announced medical self-declaration process for National PPLs has now gone live. The medical declaration can now be completed and submitted online using the form linked to from www.caa.co.uk/General-aviation/Pilot-licences/Medical-requirements/Medical-requirements-for-private-pilots/

> Air Navigation Order 2016 and EASA Non-Commercial Operations (Part-NCO) rules both became effective on 25 August. Part-NCO rules apply to EASA aeroplanes and TMGs. EASA gliders, including turbos and self-launching sailplanes, are excluded from Part-NCO and continue to be regulated operationally by the ANO, ie no change. Non-EASA aeroplanes and non-EASA gliders are also unaffected by Part-NCO. Detailed guidance is available at <https://members.gliding.co.uk/laws-rules/operations/>

> The CAA previously announced that EU funding has been secured to assist GA aircraft owners with the equipage of 8.33kHz radios. The BGA has now been advised that claims will be accepted covering equipage from 16 February 2016 through to 31 December 2017. As the total funding granted is fixed, the CAA is urging people to go ahead with equipage sooner rather than wait. The exact criteria are still to be defined, but all claims will need to be backed up with dated receipts and serial number of the radio system.



■ Tobias Barth is following in the footsteps of the late Claus-Dieter Zink, providing some great photos of his own for the Fotokalender Segelfliegen 2017. Tobias has been gliding since the age of 13. While studying, Tobias flew with Aachen University's gliding club. Now 38, he is an aircraft engineer for Airbus in Stade, west of Hamburg. For the past few years, Tobias has combined his love of photography with gliding. The 2016 calendar includes two of his images, with seven or eight planned for inclusion in the 2017 calendar. See www.fotokalender-segelfliegen.de. The calendar is available from the BGA Shop.

Trophy for bat and bluebird

GLIDING in the early 1920s, *The Bat and the Bluebird* (right) won Peter Sumpter the Margaret Kahn Trophy 2016, for the best gliding related painting in any media, at this year's Guild of Aviation Artists exhibition. The exhibition took place at London's Mall Galleries in July. The trophy is presented during the Guild's AGM, due to be held in March 2017.

The Margaret Kahn Trophy was sponsored by the late Wally Kahn to commemorate his wife's outstanding gliding and cloudscape paintings.

Other gliding paintings displayed during the exhibition included Robbie Robertson's oil painting *High in the Sunlit Silence* (below right), and *Landing Out, LS8 Glider* (below) by Eric Humphrey.

www.gava.org.uk



A SHARED AWARENESS

STUDENT pilots and the SATCO (Senior Air Traffic Control Officer) from RAF Linton-on-Ouse visited aerial neighbours Wolds GC in August to get a glider pilot's view of the airspace over the Vale of York and the Wolds.

The visit was arranged by Flt Lt Jon Trueman, now an instructor on Tucanos at Linton. He is a long-time glider pilot himself and currently a BI with RAFGSA Cranwell. For a number of years, Jon has been involved in hosting visits of GA pilots to Linton to see how they operate and regularly speaks at local aero clubs to build a shared awareness of what we are all doing in the sky.

Jon said: "It is vitally important for safety that all pilots have a mutual

understanding of how others are using the airspace we share."

Jon is pictured below (right), as a Basic Fast Jet Training student prepares for an aerotow launch with Wolds GC Chairman and instructor Graham Wadforth. (Photo: George Morris)



Bronze medals for Team GB

CONGRATULATIONS to Steve and Howard Jones, who were awarded the Bronze medal in the 20m Multi-Seat Class of the World Gliding Championships at Pociunai, Lithuania. The British Gliding Team took Team Bronze with another fine performance (see page 8).

In the UK, the winner in the Open Nationals, held at Lasham, was Pete Harvey, followed by Russell Cheetham and Dan Pitman. The 15m Nationals, also held at Lasham, was won by German pilot Thomas Wettemann, with compatriot Michael Eisele second. The top three British placings were Leigh Wells, Tim Scott and Gary Stingemore, who took third to fifth places. The 18m Nationals, at Tibenham, saw a victory for Brian Birlison, narrowly ahead of Andy Davis and Russell Cheetham. At the Junior Championships, Dan Smallbone took the honours after the only race of the competition, ahead of Tom Arcscott and Jake Brattle.

DATES

NATIONALS, REGIONALS AND OTHERS

World Gliding Champs (15m, 18m and Open Class)	Benalla, Australia	8-21/1/17
Women's Worlds	Zbraslavice, Czech	17/5-14/6/17
Club Class Nationals	Hus Bos (prov)	17-25/6/17
2nd World 13.5m Class	Szatymas, Hungary	29/6-16/7/17
Competition Enterprise	North Hill	1-8/7/17
18m Class Nationals	Bicester (prov)	1-19/7/17
Europeans (Club, Standard and 20m multi-seat)	Moravska Trebova, Czech	20/7-6/8/17
15m Class Nationals	Aston Down	22-30/7/17
Open Class Nationals	Aston Down	22-30/7/17
Junior Worlds	Pociunai, Lithuania	27/7-13/8/17
Europeans	Lasham	10-26/8/17
15m, 18m and Open Class		
20m multi-seat Class Nationals	Tibenham	12-20/8/17
Standard Class Nationals	Tibenham	12-20/8/17
Junior Championships	TBC	19-27/8/17
Two-Seater Competition	Pocklington	20-27/8/17
UK Mountain Soaring Champs	Aboyne	3-9/9/17

Glider aerobatic competitions

World Games (gliding)	Wroclaw, Poland	20-30/7/17
World Glider Aerobatic Champs	Torun, Poland (TBC)	27/7-5/8/17

National aerobatic competition dates in the next issue

WINNERS OF 2016 REGIONALS

LASHAM REGIONALS

Blue: Oliver Barter
Red: Alistair Nunn

NORTHERN REGIONALS

No tasks flown

COTSWOLD REGIONALS

Weston & Briggs

SHENINGTON REGIONALS

Tim Fletcher

BOOKER REGIONALS

Jim White

BIDFORD REGIONALS

Bill Inglis

DUNSTABLE REGIONALS

Blue: Mike Tomlinson
Red: Andrew Sampson

HUS BOS CHALLENGE CUP

Dave Booth

INTER-SERVICES REGIONALS

Allan Tribe

BICESTER REGIONALS

Open: Mick Webb
Club: Andy Elliot

Airspace issues

IN RECENT years, despite well-argued cases from our side, we have suffered from disproportionate CAA airspace decisions. The results are inappropriate Class D at Glasgow, Doncaster, Norwich and Southend. Farnborough and Inverness are under way, with more in the pipeline. It's now almost 30 months since the first airspace change proposal from TAG Farnborough, which has now published an additional consultation closing on 2 November 2016. For gliding, this latest proposal (version 36) represents a significant worsening with CTA7 3,500-4,500ft Class D extending further south and obstructing Southdown gliders from returning to their site and gliders from other sites accessing, and returning from, the South Downs. The fundamental premise of the ACP is as misconceived today as it was in 2014; it is disproportionate, creates even worse choke points, and approving the proposal would result in drastically reduced overall aviation safety. If you fly in the south east of England, or simply feel moved to comment as this is such an important topic, please respond to the consultation <https://members.gliding.co.uk/airspace/tagfarnborough-acp/>

■ **BGA Club Management Conference, 12 November, 2016 at Highgate House, Northampton**
■ **BGA Conference and AGM, 25 February, 2017 at the Belfry Hotel, Nottingham**

Midland's new and improved facilities

MIDLAND GC now has a new glider workshop and motor maintenance facility, thanks to a grant of £60,000 awarded in May 2015. The grant was part of the Inspired Facilities fund managed by Sport England on behalf of the National Lottery, to commemorate the London 2012 Olympics. It was the first building grant received by Midland GC since 1938!

Midland's David Wedlock said: "Being an exposed hill top site at 1,400ft on the Long Mynd, we have made the building fully insulated - roof, walls and concrete base. Building started in April 2016. Skilled club members have given a lot of support from planning application drawings, doing electrical fittings and installing the heating system, etc, which made the money go much further and the facility top-notch.

"The BGA was very supportive and we had excellent contractors too. We also made some additional improvements to our caravan park and campsite layout and facilities."

AEROBATIC CHAMPIONS



Left to right: Trevor Dale - Bronze medal (Borders), Dietmar Poll - Gold medal (Austria) and Ramon Dormans - Silver medal (Lasham)

THE British Aerobatic Association's Glider Open event was won by former World Champion Dietmar Poll of Austria, flying a Swift, with over 84 per cent. Second place and taking the Silver Medal was current British Advanced Level Champion Ramon Dormans, also flying a Swift, with over 82 per cent. The Bronze went to Trevor Dale, flying a Pilatus B4, with over 80 per cent.

There were 20 entries for the event, held at Saltby Airfield, 26-28 September. Low cloud and very heavy downpours leading up to the main contest days put the event in doubt, but, with a good forecast and an 8am briefing on the Friday morning conducted by contest director Paul Conran, blue skies greeted all the contestants. Forty plus flights were made on the one day, with each pilot flying two Unknown sequences at their respective levels.

Tim Pearson (K-21) was awarded the Club Level Plaque. Seb Brown (also K-21) won The Baldwin Aerobatic Trophy, which is awarded to the highest placed pilot aged 25 years and under.

2016 Club Management Conference



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New for 2016, and running alongside the main conference, a conference for those of all ages involved in running junior gliding schemes at clubs, university club officials, and juniors who would like to get involved in helping the sport grow.

Junior Gliding Conference

Northampton Saturday 12th November: 0930 - 1730

More details at members.gliding.co.uk/mgmt-conference





■ I THOUGHT you might like to see these cloud pictures taken at Burn GC on 13 August, 2016. It's pretty clear that these clouds are spirals, but how on earth do they form? The clouds appeared several times over a period of about 45 minutes.

I'm 49 years old and have been a glider pilot since the age of 15. I'm pretty sure I've never seen anything like it before!

Alastair Mackenzie, Burn GC

The editor replies: These spirals look like Kelvin-Helmholtz clouds. The Met office

website www.metoffice.gov.uk states: "Resembling evenly spaced rolling ocean waves, Kelvin-Helmholtz are an extremely rare phenomenon where a cloud produces a billowing wave pattern. The distinctive Kelvin-Helmholtz cloud occurs when there is a strong vertical shear between two air streams causing winds to blow faster at the upper level than at the lower levels.

"They are named after Hermann von Helmholtz and William Thomson Kelvin, who were meteorologists studying turbulent air flow."

CLARIFYING THE USE OF NEGATIVE FLAP

I'M concerned that, in Tim Macfadyen's helpful article on use of glider flaps (*Making flaps work for you*, pp16-20, Aug/Sept 16), the paragraph headed 'Launching' does not make it clear that the initial use of negative flap applies only to aerotowing and possibly auto-towing with its similarly gentle acceleration.

For winch launching, the only place to have your left hand, certainly until reaching a safe height, is holding the release. Selection of negative flap cannot be relied upon to prevent a wing drop. Over the years these have produced far too many incidents and accidents, including at least one fatality. This is dealt with in some detail, including graphically, in the BGA's safe winch launching presentations.

Phil Jeffery, Cambridge GC

Tim Macfadyen responds: Yes Phil, of course I agree it is essential with all launch methods to keep your left hand on the release knob at least until you have good

roll control, 20-30kts. You must release immediately if there is any likelihood of a wing touching the ground.

To clarify my article, on aerotow and car launches it is common to start in negative flap and then proceed as described in the 'launching' paragraph. With modern powerful winches and controllable gliders, normal practice is to do the whole winch launch with the flaps in the first thermalling setting, unless your handbook says otherwise. With a low-powered winch and some gliders that are prone to dropping a wing, like the Vega, it is worth starting in negative and going to positive, but there isn't the time or need to do this with most modern winches.

Please send letters (marked 'for publication') to the editor at editor@sailplaneandgliding.co.uk or the address on p3, including your full contact details. The deadline for the next issue is 7 October

SAILPLANE & GLIDING



Andy Davis
Competition flying



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Airworthiness



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Bruce Stephenson
Vintage gliding

S&G is privileged to be able to call on the advice of some of gliding's leading experts. If you have a question for our experts on any of the subjects listed above, contact the editor (details p3).

EXPERT ADVISERS



Cruising with GA to an uncertain future. It was the end of the day, heading over forest near the Belarusian border. Fate smiled on us, and two other gliders who made it home by about 7:20pm on Day 6 (Howard Jones)



(Left) G Dale takes first place in the Club Class on Day 4, while Tom Arscott (right) gains second place (Lemmy Tanner)



Steve and Howard Jones on the podium for third place overall in the 20m Multi-seat Class (Lemmy Tanner)

British team captain Lemmy Tanner reports from Lithuania, where the British team won two Bronze medals

THE team which went to Lithuania at the end of July was full of high hopes for some good results. There were two current world champions in the team and the other pilots had been highly placed in the past.

The contest was for the Club, Standard and 20m Multi-seat classes. The Club team was G Dale, Tom Arscott and Will Ellis; Standard – Richard and Jez Hood; 20m – Steve and Howard Jones. The opportunities for practice in UK had been few and far between with the poor weather that prevailed for weeks. Much to our dismay, the weather at the airfield of Pociūnai was not a lot different, but being surrounded by trees was reasonably well sheltered.

Lithuania is a country about the size of southern England and has a lot of airspace which limits the directions and sizes of the tasks which can be set. However, since there are no barriers in the EU, Poland became part of the task area.

Most pilots and crews arrived in the practice week after a long drive with trailers on the poor roads in Poland. Flying was possible on the first official practice day on 27 July, but the briefing was nearly inaudible and the met was unintelligible. It was a mostly blue day and there was no grid or start line. The Club Class flew, but did not attempt the task. One of the French pilots landed in a lake. The weather was not suitable for the remaining practice days, although some of the pilots took launches anyway.

The opening ceremony was very well arranged, with a military band and local girls in national costume to escort the teams in a procession through the town of Prienai, about five miles from the airfield. The sun shone until the last half hour, when the heavens opened.

Day 1: 31 July – area tasks

The met presentation was poor again and not very accurate. The Club Class flew based on this forecast. There were a lot of reights, and Sebastian Kawa landed out before the start! All of the team got back safely, but

2016

not at their best speeds. The rain set in late and continued through Day 2.

Day 3: 2 August

A bright sunny start cheered everyone up and racing tasks over 300km were set. The team produced some good performances, although the placings were not as high as we had hoped – Will in 10th, Jez 13th, with G and Rich in 16th.

Day 4: 3 August – area tasks

A better day for the team. G and Tom got 1st and 2nd places, while Rich came 6th only a few points from the lead. Jez was not quite as fast, and Steve and Howard had some difficulties, as did Will, but all got back.

Day 5: 4 August

Overcast with rain forecast. No tasks.

Day 6: 5 August – racing tasks reduced to 'B' version after about an hour

The task lengths were not a lot shorter having lost over an hour of flying time. The 20m Class, unusually, had a route to the NE between the Kaunas and Vilnius control areas. There were many land-outs, with only one finisher in the Standard Class. Tom managed to get back, and Steve and Howard got into 1st place.

Day 7: 6 August

Dull, drizzly start and no tasks.

Day 8: 7 August – racing tasks

This was a doubtful day, with showers and a good breeze. The Standard and 20m Classes were cancelled before launch, but the Club Class had already started when their task was cancelled on safety grounds. In the evening, a concert of classical music had been arranged in the hangar and this was well attended by the public, as well as many competitors. The soprano was accompanied by an accordion player, who was the feature of the opening orchestral piece. It was a very good performance and made a change from the pop music which normally goes with competitions.



Day 9: 8 August – racing tasks

An overcast start to the day, but by midday it had become soarable with some usable wave to help some pilots before the start. There were long into-wind legs into Poland. G, Tom and Will all landed out, as did all except three of the Club Class. Jez, Rich and the Jones's managed to get back at about 18:30 after a long struggle, but about half of the pilots in the other classes landed out.

Day 10: 9 August – area tasks

The day started with a big thunderstorm, which produced pools of water all round the airfield and some trailers were surrounded by waterlogged ground. The grid was launched at 12:30, but into a poor looking sky. There were some relights. By 14:15 the team had started, but were expecting to land out. It was tough going. In the end, not enough gliders passed the minimum distance of 100km to make it a scoring day, so it turned into a 'No Contest' day for all classes.

Day 11: 10 August

Bright start then overcast, with rain forecast to develop during the day. No task. Today was earmarked as the International Evening when teams set out national beverages and goodies. This was a good event and there

G Dale in his Libelle (Lemmy Tanner)

34TH FAI WORLD GLIDING CHAMPIONSHIPS RESULTS
Pociunai Airport, Lithuania,
31 July - 13 August 2016

Standard Class

- 1 Louis Boudierlique, France
- 2 Felipe Levin, Germany
- 3 Guillaume Girard, France
- 9 Jeremy Hood, GB
- 23 Richard Hood, GB

Club Class

- 1 Jan Rothhardt, Germany
- 2 Eric Bernard, France
- 3 Riccardo Briigliadori, Italy
- 23 G Dale, GB
- 28 Tom Arcscott, GB

20m Multi-seat Class

- 1 Duboc & Aboulin, France
- 2 Ghorzo & Mangano, Italy
- 3 Jones & Jones, GB

■ **Congratulations to Team GB, awarded the Team Bronze medal and trophy**



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☞ was a lot of mixing of nations. The GB Team table had a considerable amount of gin on it with strawberries and meringues. The FAI flag mysteriously disappeared in the night and there were undercurrents suggesting that some of the English speaking nations were responsible. Strangely, a few people had sore heads in the morning.

Day 12: 11 August

The Director announced at briefing that unless the flag was returned there would be no contest! There were unbelievable scenes at briefing after this announcement, as some teams revolted. After some calming influences, a re-brief was set for 12:00. Weather had improved so area tasks were set. The areas were barely big enough for a three-hour flight. Steve and Howard in top place (tied with France), Will in 2nd. The others scored well, but not highly placed.

Day 13: 12 August – racing tasks

Good weather for a change. Steve and Howard were 2nd to the French by one point. G, Tom and Will scored well, but not enough, and Jez and Rich were not quite fast enough either.

Day 14: 13 August

Rain was forecast so no tasks were set, and that was the last day of the contest.

Results

When the scores appeared, we saw that Steve and Howard had managed to get into third place overall, and Jez was in ninth position



for a campaign medal. The various good performances which had been achieved over the period combined to put Team GB into third place in the Team Cup behind France and Germany, so we did not come away empty handed.

The prize giving ceremony was well arranged with ladies in national costume again handing out flowers, and two good singers, who filled the intervals between the changing of the national flags with national songs.

British team captain Lemmy Tanner on the podium with the French and German team captains, with the trophy for third place in the Worlds' Team Cup



Lemmy Tanner, British Team Captain at the World Gliding Championships in Lithuania, has recently been awarded a Tissandier Diploma by the FAI. The Tissandier is awarded to those who have served the cause of general and sporting aviation by their work, initiative, devotion, or in other ways. Lemmy flies from Lasham and has been a BGA Full Cat instructor for over 50 years. He has been a member of many clubs; the longest period was at Aboyne, from 1978 until about 2000, where Lemmy still has a life membership. In addition, he has spent many seasons instructing from Omarama in New Zealand



Tom Arcscott's Std Cirrus with Will Ellis' Hornet in the background (Lemmy Tanner)

PLANS TO AIM HIGHER IN 2017

How clubs and pilots can further benefit from BGA initiative

TONY Cronshaw asks leading coach Kevin Atkinson about plans in 2017 for BGA's club-level coaching initiative "Aim Higher".

Imagine harnessing the power of nature to soar miles across the open countryside, at heights of up to 30,000 feet and speeds of over 100mph in an engine-less aircraft. Try your hand at gliding and you will discover the possibilities of this truly amazing adventure sport. www.gliding.co.uk

TONY: *Aim Higher (AH) has been running now for four years. What's the background to this initiative?*

KEVIN: The idea is to bridge the gap in coaching support that many early solo and early cross-country pilots face once they are working on Bronze, Silver and early cross-country. Of course, some clubs provide more support than others so it is difficult to generalise – other than to say that the drop-out rate post-solo is a problem across

the whole of the gliding world, not just the UK. The wiser clubs realise that maintaining their membership numbers is not just about recruitment, it's also about retaining members, especially those recently soloed, who are the future lifeblood of the club.

TONY: *We know that some pilots will always put their gliding ambitions on one side after solo, hopefully to return to the sport when time and money allows later in life.*

KEVIN: However, for anyone continuing, transitioning to becoming a confident soaring pilot has never been easy. Traditionally, pilots have learnt to soar through a mixture of informal club support, lectures and task weeks – and a lot of self-learning. Unfortunately, self-learning is very time-consuming and may become demotivating. And yet our sport promises to deliver fantastic flying experiences for the successful soaring pilot as the BGA website acclaims (see panel above left).

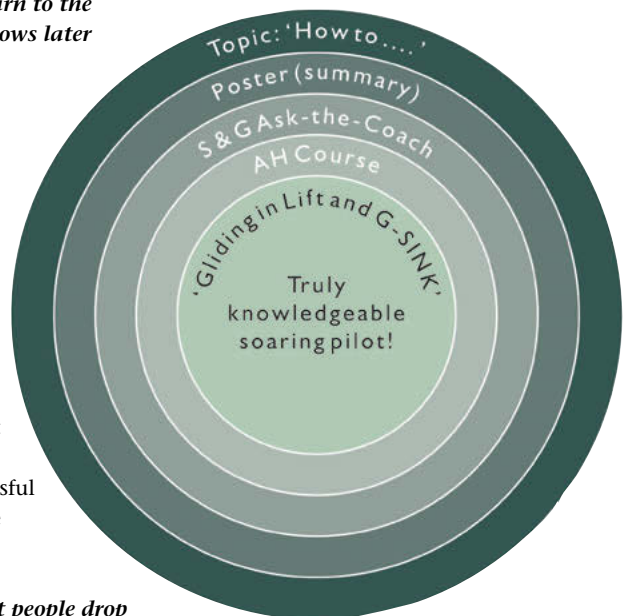
patience is also in short supply today. People expect to squeeze a lot of activities into their lives with families, friends, employers and leisure activities all competing for their time. Given this difficult situation, how can AH help?

KEVIN: The first step in AH was to produce an Advanced Training Syllabus to address the coaching gap, explaining soaring techniques, cross-country techniques and, above all, how the atmosphere works. This is available on the BGA website together with other useful materials [1]. The next step was to go out to clubs in the UK and put on coaching courses to get across these key concepts. These courses are also a way to inspire clubs to think about their future coaching programmes.

TONY: *What format do the courses have?*

KEVIN: The two-day refreshers are held on a weekend in the early spring as ground school courses. Of course, if an early season

SOME CLUBS PROVIDE MORE SUPPORT THAN OTHERS SO IT IS DIFFICULT TO GENERALISE – OTHER THAN TO SAY THAT THE DROP-OUT RATE POST-SOLO IS A PROBLEM ACROSS THE WHOLE OF THE GLIDING WORLD, NOT JUST THE UK



TONY: *It's understandable that people drop out when their frustrating efforts to soar are far removed from that vision. People's*

Onion model of coaching material (Steve Longland)

soaring/cross-country day presents itself, then ground school may finish early to allow people to get airborne and put a few things into practice.

TONY: *What sort of feedback do you get from those attending?*

KEVIN: Participants say they gain a lot from the courses, including learning new theory and new techniques – all the more enjoyable for the camaraderie and the odd beer! Tellingly, people indicate on feedback forms that they'd like a follow-up course for the following year. Whilst I'm trying to encourage clubs to put on their own follow-up courses, I have returned to run follow-up courses in some cases. I've found that the teaching material generates new insights and new discussions each time a course is run, benefiting from the actual mix of up-and-coming pilots – and their more experienced colleagues – in the room.

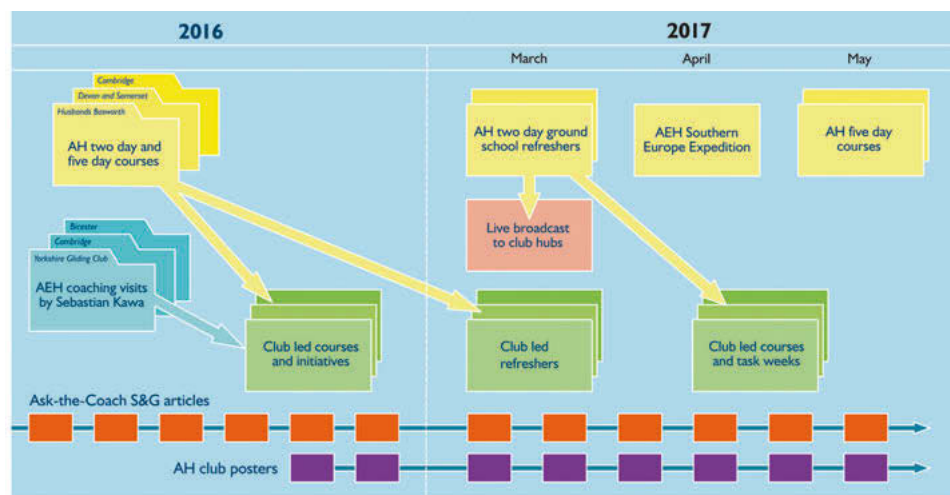
TONY: *How is the teaching material structured?*

KEVIN: I use a lot of diagrams, bullet points, pictures and some videos. The diagrams introduce new concepts, eg about the physics of the air, acting as a framework onto which people build up their own personal understanding. Once people grasp an overall concept, they go on to add the next layer of detail, often about clues in the flying environment that tell us what's happening to the air. In that sense, the knowledge is like the layers of an onion. The surface layer is about the major topics. The next layer explains the logic of the physical concept. Going deeper, we start to understand about perceiving and interpreting clues in the flying environment.

TONY: *We can also map the various AH teaching materials onto an "onion model" (see figure on facing page), including the S&G Ask-the-Coach articles and your book Gliding in lift & G-SINK [2]. Since the course draws a lot of material from your book, there is a lot to be gained by people reading the book ahead of a course, and post-course, following up topics in more detail.*

KEVIN: They'd be streets ahead, so to speak! In fact, everything supports the core goal of becoming a "truly knowledgeable soaring pilot".

There's also another layer of teaching material that I'd like to develop in future, namely a series of posters for clubs to display



in their clubhouses. The posters would summarise key concepts, stimulate discussion and encourage their practical application – plus signpost where to find more information.

Building on success
(Steve Longland)

TONY: *How do the five-day courses compare with the two-day courses?*

KEVIN: The five-day courses are run in the late spring or early summer, when hopefully we have some soaring/cross-country days. For example, if we get two soaring days, that gives us three days of ground school which gives us a bit more time to discuss further weather types, cloud types and flying techniques. The opportunity to debrief as a group after flying is also very valuable.



Sebastian Kawa admires Cambridge GC's T-21 "Bluebell" on its storage cradle (Kevin Atkinson)

TONY: *Looking ahead to 2017, how do you see the AH programme evolving?*

KEVIN: The plan is to build on the success of the 2016 courses (see figure at top of page) and put on further two-day refresher courses and five-day courses in 2017. Which clubs will host these courses is currently being discussed. One idea we're exploring is to broadcast a refresher course via the internet to a remote hub and hence reach a larger audience. We'll need a good broadband connection and a bit of experimentation to get the technology right.

TONY: *I see the 2017 programme includes an 'Aim Even Higher' expedition to a southern European site. How would this work?*

KEVIN: The idea is to run a five-day course in a location where the climate gives us



Tony Cronshaw is an Ass Cat instructor at Cambridge Gliding Centre with over 1,000 hours gliding. His enthusiasm for helping the next generation of pilots includes running courses for visitors and members, and supporting CGC's recruitment and retention sub-committee

IF AIM HIGHER CAN INSPIRE CLUBS TO COACH THEIR UP-AND-COMING PILOTS IN THE FUTURE, THEN I FEEL ALL MY EFFORTS WILL HAVE BEEN WORTHWHILE

■ Kevin's book *Gliding in Lift and G-SINK* is available at www.bgashop.co.uk or direct from kratkinson@yahoo.com



Kevin Atkinson is the club coach lead for the BGA Aim Higher initiative (www.gliding.co.uk/bgainfo/aimhigher.htm). He started gliding at age 13 at Ouse GC (now York), flying his first solo on his 16th. Kevin has over 3,500 hours gliding, including competing in UK national and regional competitions. He also has more than 7,500 military jet hours (Tiger Moths to Typhoon)

■ In the next *Ask the Coach* Tony talks to Kevin about myths and truths in the invisible physics of the air



An Aim Even Higher expedition to a Southern European location, where soaring weather abounds, is planned for 2017 (Tony Cronshaw)

✎ more soaring days, and longer soaring days, hence more coaching time spent in the air, whether in two-seaters or in single-seaters. As we know from club expeditions, these trips are not just great opportunities to learn, it's very enjoyable and entertaining to share an evening meal, a drink and tales of derring-do (or should that be "daring do"?!).

TONY: *Coming back to the impact of recent courses, how are clubs taking up the challenge to sustain coaching themselves in the future?*

KEVIN: That's an interesting question! There's only one of me (unless I follow Dolly the Sheep in a cloning programme!), so it's important that clubs take up the challenge to run future programmes themselves. If Aim Higher can inspire clubs to coach their up-and-coming pilots in the future, then I feel all my efforts will have been worthwhile. So, whilst different clubs will always have different ways to sustain their coaching programmes, I'm pleased to see clubs building new courses into their early spring programme and identifying course leaders from within their club.

TONY: *We are planning a course along those lines in early 2017 at Cambridge GC. AH has also inspired us to develop our Heads-Up briefing system to support our up-and-coming pilots. Heads-Up provides an advance forecast of the coming weekend's soaring prospects three to four days ahead, a library of tasks including local tasks, tips on crop status and field landings, and a forum*

to help people collaborate, for example, making plans for retrieves.

Coming back to AH courses, will there be teaching materials made available to help clubs wanting to run their own courses?

KEVIN: The plan is to make available a set of PowerPoint slides to clubs and coaches, who are briefed on using this either by hosting courses or by sending coaches to attend a course at another club (ie people are trained, if not cloned!).

Clubs are also free to exploit the S&G *Ask the Coach* articles published over the past three years as suggested focal points for coaching discussions. But the key thing in my view is to put a date in the club diary for a refresher course. Once something is planned, and members invited to come along, these events quickly become hives of activity with people sharing experience and knowledge.

TONY: *I agree the "buzz" in the room is very special. It lifts people's spirits and reenergises ambitions for the coming season, not only for up-and-coming pilots, but for members generally coming out of their "winter hibernation". Sharing the time together is a fantastic aspect of gliding's camaraderie and makes everyone glad to be part of this unique community.*

[1] BGA Advanced Gliding Syllabus: <https://members.gliding.co.uk/pilot-resources-flying-training/aim-higher/>

[2] Kevin's book *Gliding in lift & G-SINK* is available from www.bgashop.co.uk



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LOW-COST NAV AID SOLUTION

UK cross-country flying became much simpler for Neville Almond when he was able to run XCSoar on a Kobo eReader, creating an easy-to-use navigational aid

ONE weak area of our navigational instruments has always been the poor sunlight readability of most conventional screens, especially in direct/strong sunlight. In late 2013, a significant step forward was made; the developers of XCSoar (the free, open source gliding-centric soaring software) made some subtle changes to enable XCSoar to run on a Kobo eReader.

Unlike conventional screens, where strong sun easily overcomes most backlit screens, sunlight readable eReader screens actually become clearer in direct/strong sunlight. We have been equally lucky with the Kobo eReader being not just a 'dumb device'; it's actually a small computer with a 1 Ghz processor (equivalent to a seven-year-old laptop) backed by proven mass-market sales of over 17 million. A perfect platform for a low cost and effective flight computer.

In summary, you can take a Kobo eReader, update it with the XCSoar software, make

a modification to include a GPS chip and barometric sensor, and end up with an inexpensive, sophisticated and yet easy to use navigational aid. The key benefits of this solution are:

- Sunlight readability – the single most important benefit. Clarity is so good that many users who normally require +2 reading glasses often find they can do without them.
- Low cost – XCSoar is free, £110 will get you the best Kobo to date (the Kobo Glo HD) and a quality/integrated GPS/barometer starts at £55.
- Low weight – typically under 200 grams, mainly achieved with the low power requirement of eReader screens, as well as the requirement for being a light handheld consumer device.
- Proven – the mass consumer market for eReaders has proven the hardware, the XCSoar software is now 15 years mature, exceptionally reliable and backed by a professional and enthusiastic development and support team.

The author's background

Before I go into more detail, I'll share my background for context. I've been flying for 38 years (hang-gliders and sailplanes), and three years ago my UK cross-country flying became much simpler after acquiring my first Kobo/XCSoar-based navigational aid.

Demand quickly pushed modifying Kobo's beyond 'mates' favours' and, two years and 350 units later, I now have experience of every Kobo model available (there are at least 10 variants) and a variety of instrument integrations, both in the form of raw GPS chips, combined GPS/Barometer circuitry and linking to commercial GPS/Barometers by both physical wiring and Bluetooth.

I'm a regular contributor to the XCSoar forum and the "Kobo/XCSoar" Facebook user group, and have presented on the subject at Lasham and Cambridge gliding clubs. I currently fly a 22:1, 50kg 15-metre carbon fibre rigid wing hang-glider, hold a few UK cross-country records and recently



The Kobo Glo HD with Bluefly (GPS+Barometer)

(photos by Neville Almond)

represented the UK in the hang-gliding world championships in Macedonia. I use a Kobo/ XCSoar device as my primary instrument.

Which Kobo?

Over the past 18 months, Kobo has run down its older models and the current offerings are the Kobo Touch 2.0 and Kobo Glo HD. The Kobo Glo HD is by far the best Kobo to date; main improvements are a higher resolution screen (300dpi, whereas most Kobos are typically 170dpi) and a 50 per cent bigger battery. The quality of the Glo HD surpasses all other Kobos, with the high definition being good enough to properly show relief in mountainous areas. However, the older units (eg Mini, Touch, Glo) are still popular and with so many in circulation they are easily available used over eBay, etc. Care is required, as a few models/types are not suitable. Most Kobo models have 6" screens, with the Mini having a 5" screen.

Which instrument?

The majority of the early conversions started with just adding a GPS chip (the Globaltop PA6H as used in the Oudie and Bluefly has gained popular acceptance). During the past few years, many units built now include both a GPS chip and barometer to give better precision in height. This shift occurred as GPS derived altitude is only indicative; whilst reasonably accurate most of the time, poor GPS coverage, environmental factors and/or poor unit positioning can introduce altitude errors. For those with an interest in the fine detail, all is explained in this excellent and definitive article by Mark Graham www.xcmag.com/2011/07/gps-versus-barometric-altitude-the-definitive-answer/

There are many alternative instrument solutions; too many to list here. The one I will mention and favour is the remarkable 'Bluefly'; just £55 buys you an integrated GPS chip and barometer on a printed circuit board, and over 4,500 are in worldwide use. The data from both GPS and barometer is combined into one data feed (a process known as 'multiplexing'), which is used by XCSoar. Whilst most of us already have a vario, the Bluefly also comes with a (mutable) audio vario, which is a useful emergency backup.

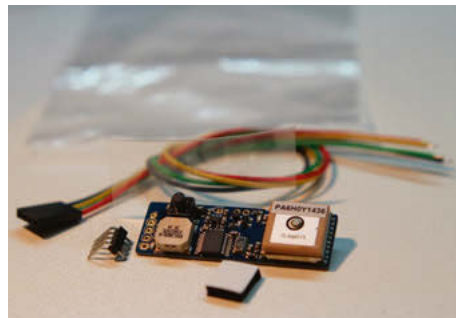
Building a unit

The most popular and proven method of building a device is to hardwire your instrument of choice to a very convenient unused serial port located on the Kobo's PCB



(printed circuit board, see photo above). The port has four connections: V (power), Ground, Data in and Data out (the latter two also known as Rx and Tx). The Ground connection is actually part of the wider 'copper' base of the PCB, which acts as a heat sink during soldering; consequently, using one of the PCB screws has proved to be a better and reliable ground connection.

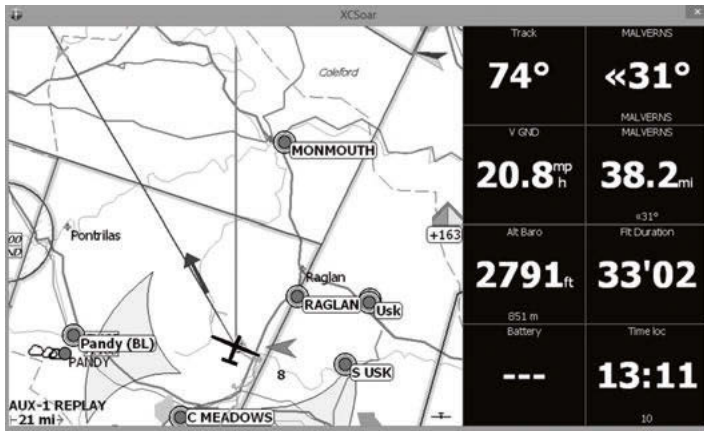
I'll describe the Bluefly (GPS and barometer) as an example instrument to be integrated, see photo below. Like the Kobo, the Bluefly has the same four serial connections (see picture). The two pairs of Rx and TX from Kobo and Bluefly are always wired together (ie transmit one end, receive the other). The Bluefly is powered by the Kobo power supply. The early Kobos had enough free space to allow quite chunky 2mm wiring to be used, but following refinement the new Kobos are more tightly crammed and minimal 1mm wiring is now essential. The older Kobos did produce some electrical noise (but ↗)



The reliable and popular £55 Bluefly GPS + Vario/barometer (4,500 in use worldwide)

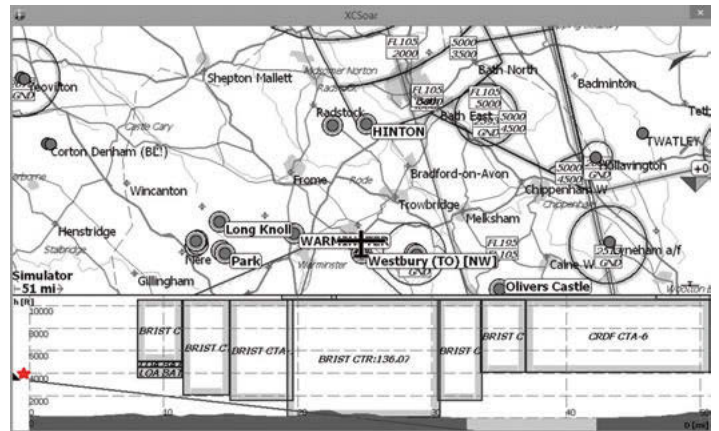
Inside a converted Kobo Glo HD. Top left is the serial port, top centre is the SD card

YOU CAN TAKE A KOBO EREADER, UPDATE IT WITH THE XCSOAR SOFTWARE, MAKE A MODIFICATION TO INCLUDE A GPS CHIP AND BAROMETRIC SENSOR, AND END UP WITH AN INEXPENSIVE, SOPHISTICATED AND YET EASY TO USE NAVIGATIONAL AID



(Above left) Figure 1: An example XCSOAR screen with moving map and eight info boxes

(Above right) Figure 2: Another example XCSOAR screen showing the useful cross section view (pilot's current position on the left has been annotated red)



within tolerance of typical GPS specs and limitations), so it's best to avoid trailing the wire over the Kobo's circuitry.

The Bluefly PCB assembly only requires to be covered with the shrink wrap supplied, but most users also enclose in some sort of cover (see photo on p16) for extra protection, especially relevant for the small on/off/audiomute push button.

Some users link their instrument of choice wirelessly to a Kobo using Bluetooth, but this method still requires a Bluetooth chip

to be added to the Kobo serial port and also some programming of the Bluetooth chip itself. Whilst Bluetooth is pretty reliable, it is nevertheless another layer of technology that can potentially go wrong and implementing it will still require additional hardware/modification. Bluetooth also consumes power transmitting and receiving and hence drains batteries faster.

Another method of linking the Kobo to an instrument is via the USB connection (using USB-OTG, "On the Go"). Whilst not having to modify the Kobo may seem attractive, the Kobo's USB port was designed for low usage (typically being charged once per month when not in use). Hence, the socket is not as robust as found on (say) a mobile phone, and over time can be broken by repeated jolts of an attached USB plug while in use. Fixing such breakage is sometimes possible using an expensive/specialist service to rejoin the five miniscule pins (<1mm) back to the PCB.

Loading XCSOAR software onto a Kobo

Always take a new Kobo and follow the first steps as if you intended to use the Kobo as an eReader. This means 'connecting to Wifi', after which the Kobo connects to 'Kobo.com' and brings the Kobo firmware up to date. Whilst always good practice, this proved especially important for one of the early Kobos (the Mini, introduced in 2011), which could sometimes freeze without this update.

The XCSOAR program is open-source and freely available from the XCSOAR website (xcsoar.org), and the first step is to download the file KoboRoot.tgz to your computer. Then, once the Kobo is connected to your computer, this one file simply needs to be dragged/dropped into a specific Kobo directory, after which the XCSOAR installation starts and completes over the next two-three minutes. At least one map will also be required, and these are also available from the XCSOAR website for

any worldwide location.

Once XCSoar is installed on the Kobo, configuring XCSoar from scratch (especially if you are new to XCSoar) would be a significant task. By far the easiest way is to copy a 'profile' file from another XCSoar user, after which you can tailor to your needs once more familiar.

The Kobo processor acquires all its software and files from an SD card located inside the Kobo on the PCB (see photo on p17). This is good, as it means we always have an easy means of recovery if ever anything software related goes wrong (eg a failed software install). It is therefore recommended that you always take a 'digital image' copy of the SD card, which is a byte-by-byte copy of the whole card. Note that this is different from a simple SD card 'copy', as the SD card has two partitions: one is a Windows-like file structure (that is accessible by computers for updating maps, waypoints, airspace, etc); the other one contains the Kobo's operating system – the little known but most used operating system in the world, Linux.

Using XCSoar

XCSoar can be configured to be as simple or complex as you require it. As mentioned earlier, copying someone's existing 'profile' is the easiest way to get started. Using my own set-up as an example, figure 1 (facing page) shows my primary screen with a map and eight 'info boxes'. Swiping the screen right reveals a second logical screen, which is a map-only view for detailed planning and navigation (ie info boxes removed). Swiping the screen left reveals a third logical screen (see figure 2, facing page), which as well as the map also shows a very useful airspace 'cross sectional' view, relative to your position and where you are currently heading. Swiping the map up or down will zoom in or out, respectively.

The above is merely a potted summary for orientation; once you realise there are up to seven logical screens permissible, and up to 100 different info boxes to choose from, as well as a plethora of automation and other functionality, there is enough to keep even the hardened geek well occupied. But for the majority of us just wanting simple and clear primary navigational information, you can easily get up to speed in three-four minutes using someone's 'known' XCSoar profile, such like the one I've just described.

Support and maintenance

XCSoar is regularly updated with new features and fixes, and installing a new

version is an identical process to the first install I described earlier (but all your existing settings and configuration will be preserved).

Airspace files for most popular worldwide gliding locations are available from *soaringweb.org*, with the UK being especially well supported by Geoff Brown's program ASSELECT, which Geoff kindly updates to keep up to date with the 28-day reissue of the CAA's AIP.

XCSoar allows a second airspace file to be displayed, most useful for days when NOTAMS affect us. NOTAM files can either be generated using Jeff Goodenough's SPINE program, or alternatively using Dave Massie's recently introduced browser-based NOTAM file generation tool at *NotamInfo.Com/EXPORT*

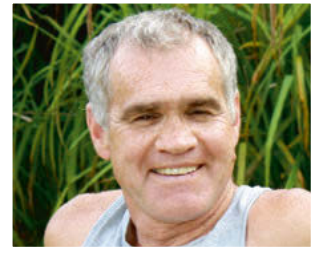
Likewise, waypoint files are easily created and added to XCSoar. There are numerous tools to generate waypoints, but my favourite is the web-based tool *xcplanner.com* (too lengthy to explain here, use the contact email later for more information).

The Kobo/XCSoar community is huge and worldwide. The forum at *XCSoar.Org* and the "Kobo/XCSoar Users" Facebook group will give you access to thousands of experienced users and where all questions/issues are easily resolved.

Self-build or helped build?

The above is just an insight into building and key features of a Kobo/XCSoar unit. Whilst a unit can be built in just a few hours, most first-time builders will typically spend at least a day making their first unit. People adept at soldering, who enjoy some electrical tinkering and are not phased by playing with new software will easily build their own unit. For those wanting a ready-to-use unit, Neville Almond can be contacted at *getkobomini@hotmail.com*

SWIPING THE SCREEN LEFT REVEALS A THIRD LOGICAL SCREEN, WHICH AS WELL AS THE MAP ALSO SHOWS A VERY USEFUL AIRSPACE 'CROSS SECTIONAL' VIEW, RELATIVE TO YOUR POSITION AND WHERE YOU ARE CURRENTLY HEADING



Neville Almond has been flying for 38 years (hang-gliders and sailplanes). He is a regular contributor to the XCSoar forum and the "Kobo/XCSoar" Facebook user group. Neville currently flies a 22:1, 50kg 15-metre carbon fibre rigid wing hang-glider, holds a few UK cross-country records and recently represented the UK in the hang-gliding world championships in Macedonia



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UNTHINKABLE BECOMES NORM

With an ethos of maximising the day, Diana King introduces a report from the competition that encourages pilots to fly where they've never flown before



BACK in 1979, Rhoda Partridge started her S&G report on Competition Enterprise at Shobdon 'Anxious old business, hosting Enterprise. North Hill do it so well. In the event we really enjoyed it.' Scroll forward 37 years; the club is half the size, the airfield much more regulated, still an anxious business. But in the end it was fun and lots of us enjoyed it again.

Three-quarters of the Herefordshire GC members contributed to the event, which must be some sort of record for commitment by club members. To our relief (and to the amazement of some of us), nearly everything went well and we even got lucky with the weather, with five contest days in a year when many people had spent several previous weeks sitting on wet airfields doing no flying at all. Tribute to Tony Maitland, for having the inspiration and belief that we could do it. Without Tony we would never have attempted it.

Three of the competitors describe their perspective of the competition:

Zoe Mallam, aged 16, turned up with a K-6 and a shiny new Silver badge and proceeded to wow everyone with her get-up-and-go attitude

ENTERPRISE beat every expectation. It was the most stress-free gliding event I've been to, probably because of the incredible people involved.

I turned up at Shobdon not knowing anybody, but was immediately offered tea and breakfast by 'Team Eagle'. I didn't drink tea, but gladly accepted the offer (I was told I wasn't a proper glider pilot unless I drank tea!).

I suppose I was a sort of unusual competitor. A young girl flying a wooden glider – unheard of?! Most other competitors were older men with shiny gliders, but my spirits weren't dampened by this as each task was designed to be utilised by every kind of glider. I tried my best to make the most of each day, but landed out 10km away from the airfield on the first day. On day two I met another farmer, and began to accept landing out as the normal routine. A turn of luck on day four saw me get home after turning Great Malvern! My little K-6 really proved itself that day, finishing in the top half.

Cost might be an issue for most younger people, but the John Fielden scholarship is available. I gladly received a sum of money that allowed me to splash out on two reights in one day! The enterprising determination took over a little, letting me finish the day



with a tiny task, but a big relief to be back at Shobdon.

I will be recommending Enterprise as a fantastic and inspiring week for anyone and everyone. The people, their stories and the flying made the whole thing a great experience, even as an early cross-country pilot. The recognition and support made me feel accomplished and proud, even though I finished fairly low down. The 2017 competition at North Hill already has my entry...

Nick Gaunt reports from the perspective as a veteran of many Enterprises

YOU can't have a gliding comp, not even Enterprise, on a registered aerodrome; there's bound to be conflict. Not only that, but there simply aren't enough members to manage it and they've no experience either.

Wrong, wrong, wrong and so wrong – Enterprise 2016 at Shobdon was excellent.

It was the first time for many years I hadn't been involved with the organisation of Competition Enterprise, neither task setting nor the politics, I was just there to fly and enjoyed it enormously.

Power and gliders worked well together with a combination of launch crew, gliders and control tower working in harmony. We took off when we needed, with power pilots and gliders fitting in seamlessly. AND we were good friends at the end of the comp!

The ethos of Enterprise is to maximise the flying that the weather can give on any day. If it's possible to stay up, it's possible to fly cross-country. We had five competition

Above: Zoe Mallam in her K-6 (Linda Taylor)

Facing page: This picture, awarded to the overall winner Dave Masson, was created by Marc Corrance and Philip Skinner from several photographs taken while soaring near Shobdon

COMPETITION ENTERPRISE 2016 RESULTS Shobdon, 2-9/7/16

- 1st – Dave Masson, LS6c-18m (1968km, 2584 pts)
- 2nd – Justin Wills, Antares 18 (2105km, 2572 pts)
- 3rd – Mike Armstrong, Ventus 2cT (1421km, 2095 pts)

THE PEOPLE, THEIR STORIES AND THE FLYING MADE THE WHOLE THING A GREAT EXPERIENCE, EVEN AS AN EARLY CROSS-COUNTRY PILOT



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✎ days and the winner of each day flew more than 300km. In Enterprise the winner flies more than the other pilots; in a rated comp they tend to fly the least, as they fly the fastest over a given distance. An Enterprise winner flies equally fast, but that results in a bigger distance.

Almost every club that hosts Enterprise says the same thing: "It opened up new avenues, encouraging us to fly where we had never flown before!" Nympsfield made severe warnings about flying in Wales where there are no fields to land in, so did the Mynd, so did my own club at Sutton Bank when John Fielden asked us to cross the Pennines. The unthinkable becomes the norm.

Enterprise offers extra points for overflying the sea, getting high in wave or flying round the highest mountains. Mike Armstrong flew round Snowdon, well below the top, an epic flight for a well-earned bonus. Perhaps Shobdon should expect a few more visitors each year to join the Kings of Welsh gliding; it's a superb cross-country venue.

The winner, Dave Masson, spent half the night with his computers working out the weather for us all and flew the furthest and longest of us all, including epic retrieves. Justin Wills flew a little further, but lost out on handicap. He certainly picked up bonus points by overflying the East Coast, the Channel and the South Coast of Wales. Very annoyingly, neither David nor Justin had motors so how can us guys with old motorless gliders negotiate better handicaps? Well done the winning pilots and well done the organisation.

Matt Wright, a relative newcomer to Enterprise, but no stranger to enterprising flying, writes:

WHEN you hear people talking of Competition Enterprise you get that woolly talk of maximising the day, making the most of all types of lift, exploring the countryside and generally encouraging an 'enterprising' approach to your day's flying. What the hell does that actually mean? Well, the short answer is you get more chance to fly and, because you have leeway in choosing where you go, you nearly always finish the day with a sense of accomplishment and then a sense of amazement when you find out what the others have done!

In terms of the competition itself, the real trick is to try and fly more than everyone else. Or is it? Sure the standard point per km covered is the bread and butter of your



Grid photographed by Marc Corrance from his drone

eventual score, but there are the daily bonuses that can significantly improve your tally. Figuring out how to collect these bonus points is often what leads to the more "enterprising" flights and boy there were some of those this year. It was amazing how varied the individual flights were for each day's task and how close the top competitors' scores often turned out to be.

Personally, Enterprise has two main selling points. The first is that invariably I surprise myself by going much further than I expected to given the weather forecast and so I feel I'm improving the tools in my soaring toolbox. Secondly, despite the mildly competitive atmosphere it is damn good fun, although I will admit that sitting in a field after a duff decision and watching the sky stay soarable for a couple of hours is just as frustrating as in any other competition.

Despite the vagaries of the wonderful British weather we did do a lot of flying and in some fairly challenging conditions. I think the statistics speak for themselves, 30 competitors over five competition days covered a total of 24,349km and all that was made possible by the incredible effort put into running the comp by the members of the Herefordshire Gliding Club. I'm looking forward to next year already.



Rose Johnson, our superb launch director and deputy director (Linda Taylor)

■ www.compenterprise.uk



The opportunity to fly eight out of nine days was excellent experience for the Junior development team (Freddie Turner)

DEVELOPING UK

Freddie Turner introduces a report from the Juniors' development trip to Issoudun, France



Retrieving Finn Sleigh from a field 5km from the airfield (Freddie Turner)

ON 30 June, the British Junior development team travelled to Issoudun Gliding Club in France as part of team training.

Each member had a chance to fly with cross-country coaches Brian Spreckley and Sam Roddie. (With special thanks to Sam Roddie for coming out with us at short notice and giving some good advice on starts and general flying.)

Each morning, we had a team briefing after which we discussed tactics for the day, such as start times and task, along with the weather. After landing we had a debrief about the day's flight and talked about what we thought about the day and which routes we took and so on.

Overall, we flew eight out of nine days, which was very different from the standard British comp and was an excellent experience. To summarise, some of the development team have reflected on their favourite experiences from the trip:

Jake Brattle

There were so many memorable moments from the development camp, from flying in the club Duo with coach Brian Spreckley on

a very challenging day, to being given two hours warning for first launch time allowing us to run table tennis tournaments every day, post-briefing, pre-flight!

The most satisfying memory for me, however, would have to be the first day. We had a two-hour AAT (Assigned Area Task) set with a pretty good forecast. Brian told us in briefing that we could be tactical about planning a start time – choosing a start time is not something I am particularly used to after flying two seasons in a K-6! On this flight I got a very good start, which seemed to get me into a good tempo and the flight just seemed to flow.

Cloudbase rose from 4,000ft to 6,000ft above ground. Climb rates increased from 4kt averages to 7kts and, to top it off, there were nice lines of energy to follow between climbs. The conditions on this day were easily the best I've ever flown in, my only regret is that we didn't have a longer AAT so that we could have enjoyed it a little longer!

Mike Gatfield

The best part of the week had to be on the day we were set a late 370km task in pretty average conditions. Half of the locals



Flying over the forests of Sologne (Simon Brown)

THE ENSUING 40KM WERE SPENT PUSHING AS HARD AS WE DARED WHILST KEEPING HEADS SPINNING BETWEEN THE NUMBERS IN THE COCKPIT AND THE REMAINS OF THE FAST REDUCING SKY

THE BRITISH JUNIOR DEVELOPMENT TEAM

Open Class:

Mike Gatfield
Finn Sleigh
Bradley Soanes
Jack Tonkin

Club Class:

Will Blackburn
Jake Brattle
Simon Brown
Olly Metcalfe
Jordan Richards
Freddie Turner

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Sydney Charles
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JUNIORS

abandoned, thinking that it was impossible to get around before the end of the day. We pushed on and gaggled up with the remaining pilots in the last late thermals before final glide. The ensuing 40km were spent pushing as hard as we dared whilst keeping heads spinning between the numbers in the cockpit and the remains of the fast reducing sky. Finn and I went and burnt the others back home for a first and second day placing.

Freddie Turner

My favourite memory has to be the 300km we did in the blue. We started slightly pessimistic about the flight, sitting in 30°C heat on the grid with no sign of clouds in the sky. We launched at around 1 o'clock and it became clear that there was very strong lift around when you found it; climbs were around 4kts, with 5kts in places.

The task was set over the forests of Sologne in central France, which was slightly daunting in the blue with not many fields around. But, finally the end result came down to one critical decision on the last leg – whether to push more north of track to a little cloud, or go more on track to the south.

I decided to go to this little cloud north of track and the rest of the gaggle decided to go the south on track. When I next saw them, they were 1,000ft above me and I believe they picked up a very strong climb and good energy on the way back. This put them further ahead and it ended with them finishing about five to 10 minutes ahead of me. The reason this is my most memorable flight is because of the sense of accomplishment after completing the task. It was my first blue cross-country, let alone 300km, and I was very proud of myself and all the team for getting around.



Waiting to launch (Olly Metcalfe)

■ Want to stay up to date on all things Junior Gliding? Follow us at [facebook.com/UKJuniorGliding](https://www.facebook.com/UKJuniorGliding)

> **SAILPLANE & GLIDING**
OCT/NOV 16





This page, above:
Visiting Sandown on the Isle of Wight for lunch on 26 June, Steve Lynn reports they bumped into (well, parked next to) the ex-BGA, now Kestrel GC, Rotax Falke similar to Dunstable's own (Steve Lynn)

Right: Night flight pyrotechnics: this timelapse composite image was shot on Saturday evening, 3 October, at the 2015 MCAS Miramar Air Show in San Diego, California, USA. As veteran glider pilot Bret Willat (owner of Sky Sailing glider operations in Warner Springs, CA) flew his "Sailplane Magic" aerial pyrotechnic routine in the skies above, Mark Munsey captured it with 54 eight-second images. He then composited these images in Adobe Photoshop to produce the image. For aesthetic purposes, Mark replaced the blurry foreground of the air show crowds with a sharper, more pleasing vista. Bret Willat purchased copy of this image that now hangs in his office (Mark Munsey)

Facing page, clockwise from top left:
Peter Gill prepares for the first flight of the newly-converted K-8 Cabrio at Staffordshire Gliding Club

A primary glider being flown in a display at Shuttleworth (Chris Scutt)

Taken at Seahawk GC's 50th anniversary (Jake Matthews)

Launch scene at London GC in early July (Steve Lynn)

Spectacular July sunset at Pocklington (Joel Hallewell)

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ROUGH RIDE TO REGAIN RATING

David Innes reflects on a belated return to gliding (or how, yet again, nearly everything seems to go wrong)



Portmoak in bad weather, with ice on the wing (David Innes)

AFTER a few decades of developing and flight testing airliners around the world, I returned to the UK in 2012 and re-took-up gliding. I had, on some vacations to Scotland, returned to Aboyne, had a checkflight and indulged in local soaring... (I had been flying overseas, mostly professionally, and often single-engine power and, as you may have read, the occasional glider flight, but not very satisfactorily.)

I re-solo'd on aerotow after two flights – including my first landing on RW30 (short NW grass strip) at Aboyne, which, quite by accident to test me, had some of the worst windshear on approach I have ever experienced. It was an instant “expletive deleted” followed by slamming brakes closed and dive to regain some speed. There had been NW wave during the flight, which we used several times up to 6,000ft, and the rotor turbulence was obviously just in the wrong place. The other flight was a simulated short-field landing, which also worked out nicely.

I went on one of the last BI courses held at Portmoak to get me up to speed in current BGA practices, having undergone my previous Half Cat course at Sutton Bank in 1978... and I suspected things might have changed in the previous 3½ decades. (For example, if a wing dropped, the practice used to be “pick up a wing with rudder”, then it became “stop the yaw with rudder”, now it is “lower the nose to unstall”. That is the safest action for any competency level. The first method is an invitation for an early-solo pilot to boot him

(or her)-self into a spin in the opposite direction to the wing drop, and the second does not lead to recovery.

A year later, I went on an Ass Cat instructor course at Rufforth, one of the last courses on the old syllabus. I was intending to use familiarity with the course to make the task easier – I had also seen the bookings for the new syllabus courses and that would have delayed my course for a year, and added substantially to the cost.

I have one issue, BGA. My course in 1978 was one of the first to introduce formalised patter notes, and a cassette and matching booklet were issued as part of the training package. Homemade recordings don't have the necessary production values, and the required patter is spread all over the BGA Instructors Manual. My own recordings were poor and when I tried to use a recording by my wife, who is far more eloquent than I, that too did not work; the voice was too familiar and, since she is not a pilot, the emphasis/timing was wrong. So please, please, bring back a recording and accompanying notes. It will make the learning curve for new instructors far easier.

(Rhyming couplets would be even easier – now there is a real challenge to someone. I will volunteer to supply playable CDs and text copies for free, to those who can't use MP3s, if someone provides a suitable competent voice recording. I will need SAEs, however.)

Sadly, the weather at Rufforth that week was poor, and I flew on only five days out of nine. So there was much to do with our Senior Regional Examiner later that summer. He being based in Northern England and me in the Scottish Highlands, a mere five hours apart by road, plus business commitments on both our parts, and availability of a suitable motor glider, made coordination of the missing aspects of the course a challenge. We finally arranged to meet at Portmoak in November, with me bringing the Grob, SP, down from Aboyne for motor glider aspects.

The technical diversion

In what seems to be a common failure, SP would occasionally suffer a spongy brake on one side, then lose all braking on that same

side due to air in the hydraulic line. Being a taildragger with a lot of mass behind the CG, the G109B will diverge rapidly if there is any yaw rate on the ground. While the tailwheel can be steered in light winds by pressing the rudder pedals, the breakout force when the tailwheel starts casting is low, and a failed wheel brake is a no-go item for most winds on narrow or short airfields.

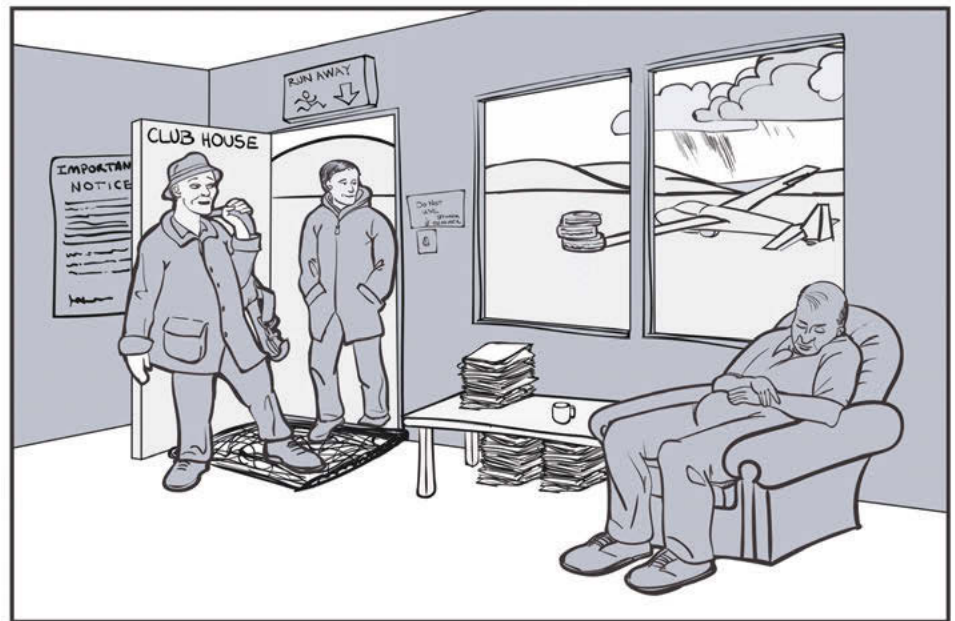
Brake failure had happened a few times in the previous month and each time we taxied back carefully to the hangar to strip out the cockpit seat to get access to the hydraulic system. Bleeding the air is easy; the cockpit disassembly/rebuild an absolute devil. (The whole process is about 40 minutes if everything is in place, and we have had lots of practice.)

I am to ferry the Grob to Portmoak in November, and in North Scotland the days are short (sunset about 16:00, even worse in December) and weather often stormy. The Grob is packed with my junk for a stay at PMK, including the tie-down kit and cockpit/engine cover. I am waiting for a break in the weather to do what would be, in still air, a 35-minute flight. The forecast shows a slot between 14:00 and 16:00, and I am taxiing out at 14:00, having called PMK to ensure a room for the week and to get PPR. I have packed the brake bleeding kit – I wonder why?

As you may have surmised, the brake fails as I taxi out. I called Iain D for help while I strip all the land-away junk from the cockpit and then the seats. By 14:50 I am ready to depart, but of course there are now higher winds and low cloud barring the direct track. So I have to divert via the east side of the Grampian mountains, which will add to the flight duration.

It turns into a race to get to the hill pass east of Clachnaben, which I know from many hillwalks as being, from that point, a simple downhill run to the coast. The weather had other ideas, with low cloud coming in from the west forcing me further east. I am talking to Aberdeen Radar, and politely refuse their offer of climbing into their airspace, “No thanks, I would rather remain VMC”.

I ended up about three miles east of my intended pass, looking laterally at the blades of a windfarm, but could see sunshine in the valley beyond. I pressed on, turning onto my intended track, which ran parallel to the A90. A quick look at my GPS shows a ground speed of 40kts, confirmed by looking at trucks heading SW on the A90, which were



Six flights might be a bit of a stretch for some of us!

Cartoon by Matt Wright,
Devon & Somerset GC

overtaking me, so it was a case of speeding up to rough air speed and living with the rather severe turbulence. My GS leapt to 50kts. I followed the A90 until Forfar, into the lowering sun, then kept on track towards Errol (no one on the radio, and parachuting in that wind would guarantee a trip to A&E). But cloud was coming in from the west, so I diverted to the south, with alternates of Dundee, or RAF Leuchars, or closer to destination, Glenrothes, which I could reach by flying around the east side of the Lomond hills.

Crossing the Tay I could see the first two – and reaching each would be a rapid downwind dash. However, I could also see traffic on the A91, and knew that it ran to the north of the Lomonds, so I went IFR (I Follow Roads) and skirted the Portmoak ridge while descending.

The heavy cloud to the west caused an early “sunset”, but PMK has a wide aerotow strip and I knew the layout and could see key features. No reply on the radio, unsurprisingly, no other AC airborne, and I had PPR. I was out of sight of my alternatives for maybe 10 minutes at most. I landed and taxied across to the clubhouse.

All the Portmoak staff except the chef, who lived on site, had gone home, assuming I had cancelled. He was amazed to see me land with, legally, 15 minutes of daylight left (and in practice?). He was outside having a cigarette when he saw a white flash crossing the threshold. Taxiing in, I could see the cigarette glow before I saw the person. Thirty-five minutes of still-air planned ☞

■ **BGA TRAINING STANDARDS MANAGER MIKE FOX ADDS:** The BGA is planning to work on a variety of new resources for instructors in the coming months and beyond. On the specific subject of audio patter notes, I'm sure we can arrange auditions to which David will naturally have the inaugural invite!

**TAXYING IN,
I COULD SEE
THE CIGARETTE
GLOW BEFORE
I SAW THE
PERSON**

POST SCRIPT TO THE TECHNICAL ASIDE

Iain Donnelly, after much head scratching, found that it was the parking brake valve which was admitting air into one side of the hydraulic circuits, and a new valve cured the problem. There is a useful fact to share with others.

BY THE END OF THE SPINNING SESSIONS, I HAD REGAINED MY CONFIDENCE AND MORE IMPORTANTLY MY ABILITY TO COORDINATE THE REQUIRED WORDS WITH THE ACTIONS

✎ flight time had become 70 minutes of roller-coaster ride. I had plenty reserves, since I brought extra fuel to get to and from PMK, plus local flying since there was no Avgas at PMK.

We picketed and covered the AC and retreated to the clubhouse. It bucketed rain that night, but I was warm, safe, and well fed.

The next day the airfield is waterlogged – even the low pressure double tyres of the PMK retrieve vehicle are making grooves in the grass, so Tuesday is a “bust”. Wednesday is beautifully clear – what a change – the ground is much drier, but it has frozen overnight (see photo on p28). The first thing I do before breakfast is De-picket, De-ice, and DI the Grob. Then an engine run and short taxi, parking it so the sun is on the wings to keep them warm(ish) and de-iced.

First on the agenda, after briefings, is spinning in the DG-505, being towed to 4,000ft behind the EuroFOX. Once airborne, the climb rate is OK at around 400fpm, but with a heavy glider the ground run off an undulating grass field seems to take forever.

By the end of the spinning sessions, I had regained my confidence and, more importantly, my ability to coordinate the required words with the actions. The 505 was loaded with water in the tailplane to shift the CG aft to make spinning easier, but there is a leak. This is evidenced by the fact that before take-off the AC sits on its tail wheel and after landing it rests on its nosewheel, and when airborne, as the water leaks out, the 505 becomes harder to spin. The rest of the day was spent in the motor glider and later in the 505, catching up all the other parts not

completed at Rufforth.

By the end of the day, other than a few minor items to be reviewed by my CFI, I had completed the course.

With four glider flights and an hour and a half in the Grob pounding the circuit that day, I was, to quote the Prince of Wales, “knackered”, but it was a good form of “knackered”. (I now limit myself to six instruction flights per day, fewer if some are of long duration. I recognise the effect of fatigue on an ageing body and my consequent “fall-off” of performance.)

I intended to depart the next morning, Thursday, but a 500ft cloudbase, which rose to only 900ft by noon, made venturing north across the mountains foolish. With weather conditions for Friday forecast to be even worse, I accepted an offer from an SGC club member to drop me at Perth Station to get home.

Getting back to PMK required cashing in some Brownie points with my long-suffering wife, who agreed to drive the car back to Aberdeen after I drove us to Portmoak on the Saturday, the forecast being better, but not perfect. I planned for a long haul up the east coast of Scotland and to negotiate my way with Aberdeen Radar up the River Dee valley back to Aboyne, IFR if necessary. (IFR in this case being I Follow Rivers.)

After a coffee, MET and NOTAMS in the clubhouse, I get SP ready and it starts first time. There is a fresh SW wind, RASP implies mountain wave might be around, and the ridge is working, so I use it. This time the flight is substantially a downwind dash until, once clear of controlled airspace,



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I encounter the promised wave and get to 9,000ft over Aboyne. The only downside was that when I decided to come down, I discovered that the airbrakes had frozen, locked-in, but I just flew forward into the sink, and descended that way. The ice was probably the residue of the accumulated rain water from overnight on Monday. SP normally lives indoors, but there had been no hangar space at PMK.

By 7,000ft the air is warmer and brakes have thawed, so my concern passed. Landing the G109 without airbrakes on a short field is a challenge – it does not sideslip well and, even if it did, the long, low, bendy span would require stopping any slip below 20 feet. The only other airborne drag device is to start the engine and to let the propeller windmill, ie to use the airflow to drive the propeller, with the throttle at idle.

I landed after a flight duration of 90 minutes, but with only 25 minutes of engine time, so there was a fair amount of soaring. After my CFI's review, I was now (once the piece of cardboard arrived) legal to teach flying (other than effects of controls) again.

My thanks to Colin Sword and Kate Byrne for their time, tolerance and guiding me through the course, and to the Scottish Gliding Centre for their hospitality and facilities.

The major lessons for all here are:
● Don't plan to do any serious flying, especially involving third parties and offsite locations, in Scotland in winter, since the days are short, roads are poor, and weather* may conspire against you. Having said that,

I got my Gold Height in a Capstan in early January one year, and indeed I have soared in wave in Scotland in every month of the year.

More seriously:

● Always have an escape route, ideally downwind, to lower ground with no en-route obstacles, which are known to be in clear air and to resist temptation. I did suffer from a touch of "press-on-itis" when I got within the last 10 miles to my destination, with cloud, rain and daylight conditions deteriorating rapidly. I was using local knowledge, having flown and driven around the destination numerous times, but if I had arrived another 10 minutes later I would have been very marginal indeed.

● Don't waste your time and the pupil's money if you are fatigued, you won't be giving your best.

** As I write this (10 January 2016), there is a really deep low over Liverpool. If you remember your Bronze C exams, that brings an easterly wind onto Scotland's east coast. There is over 100mm of rain predicted overnight – that is about 10 per cent of our local annual rainfall descending onto already completely saturated ground. The on-shore winds will cause a tidal surge, reducing the River Dee (and Don's) outflow, adding to flooding. The River Dee has already destroyed the Ballater Golf Club and Caravan park, wrecked numerous houses in Aboyne and Ballater, and the water was within six feet of Alan Middleton's door beside the gliding club. I have just attempted to get to our local town, two miles away, and the shortest route which is not blocked by flooding is 34 miles. I'm on a peninsula, 25 miles inland.*

LANDING THE G109 WITHOUT AIRBRAKES ON A SHORT FIELD IS A CHALLENGE – IT DOES NOT SIDESLIP WELL AND, EVEN IF IT DID, THE LONG, LOW, BENDY SPAN WOULD REQUIRE STOPPING ANY SLIP BELOW 20 FEET



David Innes is an Ass Cat instructor at Deeside Gliding Club. He has Silver C, got his Gold height in a Capstan, and Diamond height, in 1976, in a Swallow

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First launch in five minutes! (Kevin Atkinson)

IT'S A CLASS ACT

Clubs continue to benefit from the BGA's Aim Higher course

THE Gliding Centre at Husbands Bosworth hosted an Aim Higher course for 29 pilots from 6-10 June, *writes Chris Armstrong*. The first two days were spent in the classroom, as the weather was unsoarable, but this allowed us to get to grips with the theoretical aspects of successful cross-country flying.

The lectures were intensive, but Kevin Atkinson's lively presentation, together with the occasional hurled choccie bar, kept us all involved. There were many "lightbulb" moments and mutterings of "so that's why I landed out!". The cockpit video of flying a competition provoked much interest, especially when the glider was low round the task and we were all waiting to see how he got away from that!

The next two days were weakly soarable



SHK vs ASH 25 DHT's make a fairer comp (Kevin Atkinson)

and, had we not been on a course, no one would have rigged. As it was, some 15 gliders, from a Junior to an Antares, took to the air to explore the concepts taught

in the classroom. The post-flight analysis of the respective days demonstrated just how much there was to learn from even a local soaring flight, and the fact that flights of over two hours were made in sketchy conditions showed what could be achieved when principles were put into practice. A great learning experience for all!

The final day was back in the classroom to learn more about reading the sky, and so having the best chance of avoiding a land-out. Given the war stories of the more experienced cross-country pilots, this was a very suitable way to wrap up the course!

Our thanks go to Colin Davey for arranging a great social and learning event, and to Kevin Atkinson for providing a lively and informative course that must be unique in terms of scope and content. If you are a soaring pilot, whether Bronze or beyond, this course will definitely have something for you!

■ Devon & Somerset GC were very lucky to secure a late booking with Kevin Atkinson and his Aim Higher course, *writes Lisa Humphries*. The week was very informative and focused the minds of those who want to further explore soaring and cross-country flying. Although the week was very intense, with lots of lectures, our members found it immensely valuable in terms of new knowledge. Also, as the weather was its usual unpredictable self, Kevin did a sterling job of keeping the lectures going when flying wasn't possible. I would recommend this course for any club and we are lucky to have the services of someone so dedicated.



Devon & Somerset GC members Aiming Higher with Kevin Atkinson



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HOT NEWS!

Lizzie Pike, who works for the BGA, supports Junior Gliding and is a volunteer trustee of the Caroline Trust, is carrying out a Wing Walk on the 29th September to raise funds to support young people in gliding through the Caroline Trust. All donations will be gratefully received!

The easiest and most tax efficient way to donate is to use Lizzie's Wing Walk Caroline Trust donation page at

<https://mydonate.bt.com/events/carolinetrust/338411>

The donation page will be active until the end of October!

Please donate as soon as possible to help Lizzie reach her target!

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A MASTERPIECE

The electric sustainer version of the ASG 32 is a surprisingly docile glider (Manfred Münch)

Bernard Eckey jumps at the opportunity to fly the electric turbo version of Schleicher's 20m ASG 32 glider



The new ASG 32 EL ready for a test flight on the factory airstrip (Bernard Eckey)

IT IS no longer a secret that the electric revolution is in full swing in the car industry. Electric cars have come of age and inquisitive glider pilots – myself included – are keen to know whether this also applies to light aircraft and to gliders in particular. Coincidentally, the spectacular Solar Impulse completed its successful flight around the world during my recent trip to Germany – another good reason for putting this investigation on my to-do list.

Even at last year's AERO trade fair, a trend towards electrically powered light aircraft was clearly evident and, by all accounts, it has gathered more momentum since. And for good reasons! Such aircraft are environmentally friendly, unbelievably quiet, low on maintenance and often even less costly to operate. Recent advances in battery technology are nothing short of breathtaking, although the energy density of even the most efficient batteries just cannot be compared to petrol. Still,

electric propulsion systems are ideal for applications with short duty cycles (such as basic training or aerobatic flying) and

are therefore conquering an ever-increasing share of the market. But doesn't exactly the same apply to gliding? We also require power for only a short period of time, either to avoid an outlanding or to get airborne in the first place. It is therefore no wonder that most manufacturers are working hard to add an electric powered version to their fleet of motorised gliders.

Much to my astonishment, I was in for a bit of a surprise to start with! While discussing the issue with European gliding insiders, it became apparent that the initial enthusiasm for electrically-powered self-launchers is clearly diminishing. Their high power requirements necessitate a big and heavy electric motor, plus heavy large capacity batteries, and the combined weight penalty not only causes handling issues on the ground and in the air, but also restricts the range of available wing loadings. After a typical self-launch, the battery capacity is often reduced to a point where a self-retrieve becomes questionable and where a powered flight home (in case thermals collapse earlier than expected) is no longer possible.

But the situation is fundamentally different if self-launching isn't a requirement and the motor is only used to get home or

out of trouble. In this case, the entire battery capacity is still available for a self-retrieve and the drive system can be kept lighter, smaller and simpler.

This is exactly what the engineering team of the ASG 32 El has focused on and what Schleicher is now introducing. Needless to say that I jumped at the chance to test-fly this new glider and see how the system performs in practice. However, when the big day finally arrived the weather was anything but ideal and, to make matters worse, I was told that Mac Ichikawa was waiting to take the prototype away for the world comps in Lithuania. Thankfully Mac agreed to let me have the first flight with young development engineer Paul Anklam in the back seat.

Straight after coming off tow, Paul said: "Master on, power lever up and press the red button when the engine instrument indicates that everything is ready." The engine bay doors opened without delay, the motor popped up and automatically developed full power promptly and smoothly, but without any noticeable change in pitch. "For the most efficient climb you better slow down to about 50 to 55 knots now," Paul remarked, "and then adjust the power to 27kW." "Even I can do that," I replied and, after a small power reduction, both variors were reading just under 4kts up. Not surprisingly, there was no noise, apart from a pleasant humming sound coming off the propeller. I very much doubt whether anyone on the ground would have noticed the motor glider just 1,000ft overhead. Paul didn't even have to raise his voice when he said: "If you want to retract the motor again, just push the power lever all the way down."

Just for the fun of it, I ran the motor with different power settings a few times and enjoyed the almost unbelievable smooth and quiet operation. Then it was time to put the "get out of jail card" away again. After closing the "throttle" I kept one eye on the mirror and observed the propeller slowing down, automatically moving into a vertical position and disappearing again. "That's too easy," I remarked, and Paul replied enthusiastically: "With a 27kW power setting and with two people on board, the ASG 32 El climbs between 1.5 and 2m/s. At this power setting, we get a full 20 minutes of engine running time out of a fully charged battery and the range is 100km when using the saw tooth method. Best of all, with an electric motor the power reduction at altitude is negligible."

By now we were under a suspiciously

dark spot of an otherwise overcast sky. Much to our surprise, the variors came alive again and soon we were climbing without the help of the motor. As an Open Class pilot I'm certainly not spoiled when it comes to a fast roll rate, but the ASG 32 features an agility and control harmony that I have never before experienced with any other 20m glider. The reason is the new and innovative control mixer, which is providing a previously unknown method of integrating flaps with ailerons. The outer flaperons extend over 48 per cent of the wingspan, but despite this the stick forces remain pleasantly low and make flying this surprisingly docile glider almost effortless.

Another pleasant surprise is the excellent feedback from the air and the aircraft's ability to point its pilot into the better part of the thermal. Without doubt this glider is another masterpiece from designer Michael Greiner – already a household name in gliding circles for his ASG 29.

Knowing that Mac Ichikawa and his young Australian travel companion were waiting we decided to land, but not before testing the motor a few more times. Its intuitive control system makes using this power plant a real pleasure. Engine management hardly adds to the pilot's workload and couldn't be easier, thanks to a degree of automation impossible to achieve with combustion engines! After just a briefing, or a short demonstration, even low-experience pilots can safely operate this powered glider without any stress at all. It is also the long-awaited answer for clubs with competitively minded pilots! For the first time ever they have access to a performance orientated and motorised two-seater that can put members on the podium and is also perfect for coaching, long distance flying and record attempts. Without doubt, the integration of the new electric drive unit into this proven airframe is a big step forward for the entire gliding movement!

Back on the ground, the young development engineer explained that quite a number of reputable companies helped to bring this new drive concept to fruition, a fact that Schleicher openly acknowledges by putting the logos of all these organisations on the fin of the ASG 32 El prototype (see photograph right).

In contrast to other electrically powered gliders, the 67kg Lithium-Ion battery

THE ASG 32 FEATURES AN AGILITY AND CONTROL HARMONY THAT I HAVE NEVER BEFORE EXPERIENCED WITH ANY OTHER 20M GLIDER



The engine instrument displays all relevant information (Bernard Eckey)

Below: The tail fin of the ASG 32 El prototype displays logos of the companies who helped bring the drive concept to fruition (Bernard Eckey)



STARTING WITH A CLEAN SHEET OF PAPER ALLOWED THE DEVELOPMENT TEAM TO IMPLEMENT A FEW ADDITIONAL SPECIAL FEATURES

The photograph on the facing page was taken by Manfred Münch. The cost of the ASG 32 El is €164,000 ex works

■ www.alexander-schleicher.de
■ www.zulu-glasstek.co.uk



Bernard Eckey is a level 2 coach, instructor, record pilot and former head coach for South Australia. He flies an ASH 25 and has an estimated 400,000km of cross-country flying in his logbook (including multiple 1,000km flights and one 1,116km FAI triangle). He is also the author of *Advanced Soaring Made Easy* and the Schleicher agent for Australia, New Zealand and Japan



The ever-cheerful Mac Ichikawa helping with take-off preparations

✂ pack of the ASG 32 El is located in the engine bay of the fuselage. There it is easily accessible and lengthy cables with heavy-duty electrical connectors are no longer required. It also keeps the weight of the wings at manageable levels and still allows the installation of the same water ballast system that is fitted to other variants of the same model. With 120 litres of water in the wings (plus five litres in the tail tank), the wing loading can be increased to 54.1 kg/m² – by far the highest in its class.

Starting with a clean sheet of paper allowed the development team to implement a few additional special features. On top of the list is a fully certified all-up weight of 850kg – a whopping 50kg more than any other 20m glider. A maximum load of 120kg per seat is also previously unheard of and so are the cockpit dimensions. Even extra large and two-metre tall pilots can enjoy long cross-country flights in absolute comfort. An in-flight adjustable backrest for the front seat is just as much standard as an anti-fogging system for both cockpits and automatic control connections.

Occupant safety also ranked highly on the list of priorities. As an example, the latest CS 22 cockpit crashworthiness requirements of 9g (formerly 6g) have already been implemented and all remaining elements of the renowned Schleicher safety cockpit were also integrated. Thanks to the forward placement of the main wheel, the glider has no tendency to put the nose on the ground – even at maximum power or wheel brake application. This has allowed the elimination

of a draggy nose wheel and together with other aerodynamic refinements – such as the optionally available retractable tail wheel – the glider features the cleanest fuselage of any two-seater currently on the market. Competition feedback indicates that this might contribute to the ASG 32's superior high-speed performance.

In summary, there is now a new entry in the 20m Multi-seat FAI class. It is called ASG 32 and it comes in three different versions, namely a pure sailplane, a self-launcher and an electric sustainer (or “Turbo”). No wonder it has already taken over as the most dominant aircraft on the Schleicher production line.



Location of battery pack in the front of the engine bay (Bernard Eckey)



TECHNICAL DATA ASG 32

Span: 20m (65.6ft)
Wing area: 15.7m² (169sqft)
Wing aspect ratio: 25.47
Winglet height: 0.5m (1.64ft)
Fuselage length: 9.07m (29.8ft)
Cockpit width: 0.73m (2.4ft)
Fuselage height: 0.998m (3.27ft)
Tailplane span: 3.25m (10.7ft)
Height at tail: 1.70m (5.57ft)
Max speed: 270km/h (146kts)
Min sink: 0.6m/s (118ft/min)

ELECTRIC SUSTAINER ASG 32 EL

Empty mass: 585kg (1,290lb)
Max take-off mass: 850kg (1,874lb)
Min wing loading: 41.7kg/m² (8.34lb/sqft)
Max wing loading: 54.1 kg/m² (11.08lb/sqft)
Useful load, max: 2 x 120kg (2 x 265lb)
Water ballast: - 125l (~ 276lb)

Engine system

motor type: brushless synchronous motor
motor power (mechanical, max continuous): 25kW (34hp)
nominal voltage: 340V
battery capacity: 26Ah
running time at max continuous power: 20 min
Rate of climb (700kg): 1.8m/s (354ft/min)
Rate of climb (800kg): 1.3m/s (256ft/min)
Range (800kg): >100km (>54nm)

Propeller

Manufacturer: AS
Diameter: 1.55m (5.08ft)
Blades: 2



PIONEER

GLIDING IN THE C

Sebastian Kawa ventures into uncharted territory as he returns to Russia to fly over areas where no one has dared to before

THE pioneering expedition into the Himalayas in 2014 gave me a new kind of emotional experience. When you are flying above wild rocky woods never walked through by humans; when you don't know what you will come across behind the next rocky outcrop or pass, then you experience the same emotions felt by discoverers of old.

New experiences provide new dreams to be realised. The earth is explored, but there are places still on the map where people rarely look and certainly where nobody has flown by glider. I would like to be there. I still dream of flying over Antarctica with its hurricane winds and days without sunset, but it is obviously a very difficult location. There are also other exciting places which I would like to explore.

During the competition in Usman (May 2016 FAI Sailplane Grand Prix Russia), I realised that the Caucasus was one of these uncharted territories. The Caucasus are a mountain system in Eurasia between the Black Sea and the Caspian Sea in the Caucasus region. The inaccessibility of these mountains and the weather traps have effectively deterred pilots. Half a century ago there was an attempt to tow gliders behind an AN-2 towplane to the wave behind Elbrus (the highest mountain in Europe), but until now nobody has dared to take off without an engine between these rock giants.

Looking towards the mountain tops from the north, the green plateau climbs up to 2,500m and it is usually covered by clouds and storms caused by humid air from the Caspian and Black Sea. The terrain climbs for 40km and ends with a steep precipice, which turns into the undulating

ERRING CAUCASUS MOUNTAINS

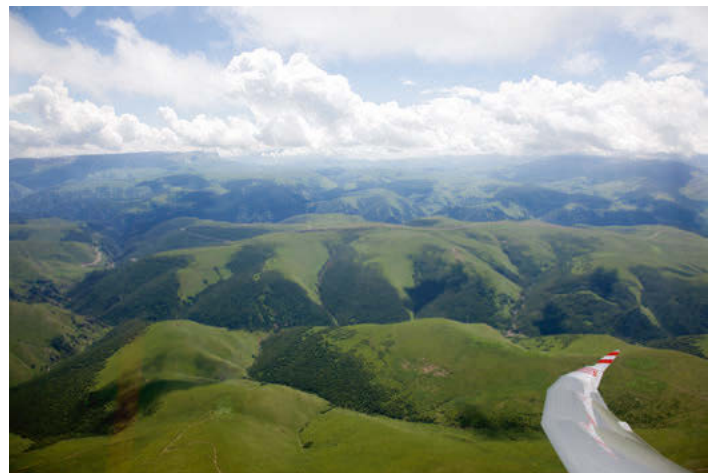
**WE BRAVELY
MANAGED TO
GET TO THE
MOUNTAINS,
SNEAKING
ALONG THE
LONG GULLIES
LEADING TO THE
MAIN RIDGE,
WHERE THE
CLOUDS AND
RAIN DID NOT
FILL THEM TO
THE BOTTOM**



Above: They are waiting for us. Just at the northern slope

Below left: Possibly a good place for soaring base in mountains

Below right: The second part of the track is more hilly



↳ foreland. Occasionally, blue skies reveal a postcard-like view of two volcanic Elbrus tops, rising above the line of the plateau.

The west part of the mountain range, falling to the Black Sea, is gentler. However, to the east of Elbrus, inaccessible wilderness bristles with rocky spines and the famous Dychtau mountain, where eagles live an undisturbed life. For millennia these mountains have constituted the huge barrier: geographical, climatic, of civilisation and political. Therefore a long chain of military bases lies in front of them.

It seemed that searching in such a place for the space for silently flying, almost invisible to radars, might be impossible. After all, in this vast country where almost everything is still subordinated to wartime doctrine, many barriers make it impossible for any civil general aviation. There are a

handful of enthusiasts now in Russia who, despite the structures of the powerful paramilitary DOSAAF organisation, are trying to create sports aviation on civil principles from scratch. A Glider Federation of Russia was established and a few flying clubs were created by private means. This spring, these enthusiasts organised the first international gliding competition on Russian land for years; a qualifying event for the world finals of the Gliding Grand Prix.

While in Usman, I managed to infect the owners of two Arcuses with the crazy idea to fly in the Caucasus: Anton Permyakov and Andrei Barnagov. It is thanks to them that we could go.

The idea seemed unreal, but with faith and enthusiasm pounding the walls, the action was taken under the Russian adage –

“When not allowed then it is not allowed, but if you really want to – you can”. Sergey Ryabchinsky and Aleksey Spiridonov, together with other activists of the Russian Gliding Federation, managed to persuade the authorities. Consequently, I am the first foreign glider pilot, who, after passing tests in the central medical institute, obtained a licence validation for glider flight in Russia. As a foreigner I could not even enter the civil aviation authority building, but by the permission of the officials eventually succeeded.

In Kisłowodsk, at an abandoned airport, Dmitry Pietrovsky runs the local flying club. Gliders would not interfere with the tasks of military aviation or passenger transport because in the mountains there is no traffic. It was necessary, however, to coordinate detailed plans for each flight, continuously reporting position and agreeing on further sections of the route. But there was no guarantee that a strange aircraft would not attract the attention of small arms.

Amazingly, we were able to obtain permission to fly in the mountains. The biggest difficulty was the weather in the vicinity of the Black Sea, with a small stationary low in its eastern part and steamy Caspian Sea on the other side of a mountain chain. Low clouds covered the southern mountains all the time, with some clearer weather above. Caspian sea breeze clouds hid the northern foothills and resulted in the development of active storms. Rainfall in the Caucasus is three times higher than in the Tatras. It was raining and raining! It seemed that the entire stay would be dominated by searching for foothill emergency landing plots with a Vivat motor glider. However, based on satellite images and cameras in ski resorts on Mount Elbrus, I discovered that dry gusts from the desert lands of the



south at a higher altitude sometimes led to clearances in the higher peaks; flying above the bad weather was possible.

The specially prepared FCST24.com weather model was hard to read, because the rains were forecast everywhere, but it turned out that rains form from different sources. Storms that are formed to the north of the range are powered by Caspian Sea moisture. It was possible to fly in the maze of valleys in the main band, but it was hard to get there and back through the 40km of storms. We had to begin early.

At the first attempt with Anton, I

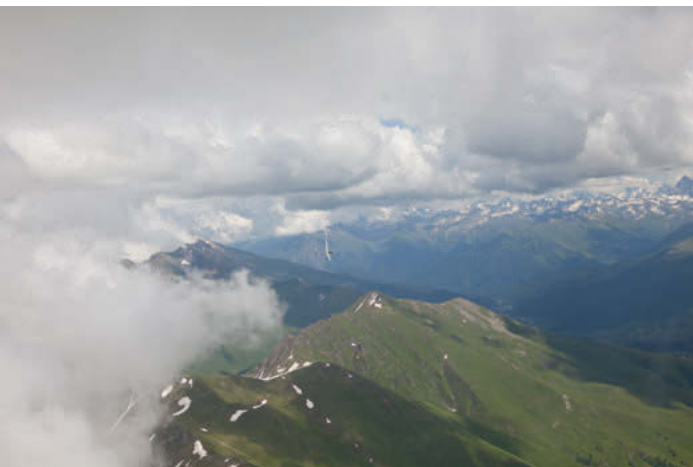
managed to fly over the ridge using the wave and convection rising up to the clouds that had not yet transformed into storms. We then had to go back over the cloud tops at six thousand metres, avoiding the anvils. This flight immediately gave an idea of the scheme according to the local weather, which persisted to the end of our stay.

The next day we bravely managed to get to the mountains, sneaking along the long gullies leading to the main ridge, where the clouds and rain did not fill them to the bottom. It was certainly not flying for inexperienced pilots. It felt like we were

Above: An afternoon flight with clouds and lights looking spectacular

Below left: One of the soaring pilots' secrets: Leave bad weather on the north (left here) and enjoy main range

Below right: We couldn't always get back easily. Usually there was a wall of clouds blocking our way home





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Rod Witter collecting his new ASG32MI

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NEWSFLASH - Welcome to Ellie who is taking over the parts department

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Editor: Nigel Everett



Sebastian Kawa (above) flies with Anton Permyakov, trying the parkour with a variety of winds at different altitudes. Waves, convergencies, ridges, thermals – anything you like!

↪ jerking the mountain devil by the tail, and I was pleased we had an LX9000 equipped artificial horizon. But I never expected to fly using this instrument between the mountains!

Steppe in the area indicates, however, that the weather can be dry and, when the storms finally thinned, I managed to lead an Arcus piloted by Andrey Barnagova into the rocks. Leading two gliders, with a sense of responsibility for the people accompanying me, into this area was quite nerve wracking.

This 1,000km range enables flights from Sochi to Baku. Forecast and already registered waves in April gives hope that in autumn or winter it could be a very interesting area for record flights with hassle-free and beautiful

flying around The Wild Field (an old name for this area) and cumulus clouds at 3,000m. But it is dotted with flight restricting zones.

Our pioneering expedition showed a somewhat defiant attractiveness of these mountains for gliding. The Caucasus Mountains have great potential mainly for Russian pilots, for whom their own parkour on their doorstep has a huge value. But certainly a lot of water will flow through the Volga and the Don before an outing in these mountains will be an alternative to flights in the Alps.

Let's keep our fingers crossed for the success of our Russian gliding colleagues.

■ Sebastian hopes to return to Caucasus in late September/October to attempt a wave flight.

IT WAS CERTAINLY NOT FLYING FOR INEXPERIENCED PILOTS. IT FELT LIKE WE WERE JERKING THE MOUNTAIN DEVIL BY THE TAIL



Sebastian Kawa has been gliding in Poland since 1988. He is 10 times World Champion, current World Champion in 15m Class, European Champion in the 18m Class and number one in the FAI world rankings. Sebastian's autobiography and advanced gliding tutorial *Sky Full of Heat* was published in 2012



Sometimes it is very challenging to fly when green meets cloudbase



When you have two gliders to take care of, it is four times more difficult



(Clockwise from above) All smiles after flying; another flight enjoyed; TVGC's Al Spencer and Richard Hannigan; airfield facilities; some high fliers

OPENING EYES

Katharine York reports on Lincolnshire GC's High Flying Girls days in July



OVER two days in July, Lincolnshire Gliding Club flew 12 adults and 13 juniors – all female. Not bad for a club with fewer than 25 members and only one club aircraft! It should have happened in May, but the weather had other ideas.

For some mysterious reason, women are under-represented in gliding. I can speculate on a few causes, but part of the reason must be lack of awareness, just not seeing others doing it. Having attended a very successful Girls Go Gliding event at Camphill in 2014, I had firsthand experience of trying to get women involved. Some leapt at the chance – but were busy that day. Many ran a mile. Another responded via email saying: “Sounds great.” Naive as I am, I thought this meant she wanted to fly. Nearer the date, when confirming names and numbers, I found she had meant “Sounds

great for someone else. There is no way you are getting me up there!”.

So I hatched a plot. I told a number of women how awful it was that girls were under-represented and what skills and opportunities they were missing out on. Each of the women agreed it was a crying shame and something ought to be done.

I asked them to be role models, using their influential positions to support and encourage girls to fly, and to offer themselves as mentors. Amazingly, they all agreed to take part in my High Flying Girls day, and several encouraged me to set up a steering group so they could get more involved.

I sent out a lot of letters to local dignitaries, celebrities, businesswomen, but the greatest success was when I spoke directly or via someone I had already persuaded. Seeing potential mentors' eyes light up convinced me I was on the right track.

Eventually I had to turn two women down, having reached the maximum the club could



(Photographs: Katharine York, Jennifer Vincent and Emma Toulson)

TO FLIGHT

cope with flying in a day. I kept them on a reserve list, which came in handy later!

The S&G article *Teens spread their wings* (pp46-47, June/July 16) was also used to promote the event. There was a positive vibe, but the break-through for getting girls to sign up was finding an enthusiastic governor of a local school. John Whitgift Academy identified 10 of their most committed Year 10 students, and between us we obtained sponsorship from small businesses and individuals to cover their flying fees.

Everything was set for 31 May, apart from forgetting to book the weather. Winds of 45-50mph all week meant we had to postpone at the last minute.

The school was so keen for the girls to fly that they offered several dates within term when they could attend. It proved harder to pin down the women, but we settled on two dates. All was looking good until, with five days to go, the school realised they had something else on one of the dates and, oops,

none of the girls could come!

Fortunately, the steering group pulled together and rustled up five girls for the problem date. In the meantime, various mentors had to pull out, but between us we found replacements. The original goal had been to fly only 20 people, so to achieve 25 despite the obstacles was a great success.

Members worked hard to get everyone involved with jobs around the airfield, and help the girls overcome their initial shyness and reserve. There was a real mix of attitudes amongst the new flyers, from burning desire to absolute dread. Some needed patience and careful handling, but they all came down beaming. Many were happy just to sit back and absorb the experience and exhilaration of being aloft, others had the confidence to want a turn on the controls early on.

Will any of them stick with it? Difficult to say at this stage, but we've opened their eyes to the possibility and who knows where it will lead?

PLANNING FOR SUCCESS

Think toilets! Airfields often lack privacy. Teenagers in particular are shy, and there's no getting away from the fact that sometimes girls need better waste disposal facilities than boys. We got a great deal from Popaloo for an odourless toilet with privacy tent.

Twenty people to fly was manageable, but would have been a strain with only one glider. Our good friends at Trent Valley Gliding Club very generously gave a free loan of their K-13, with Alan Spencer and Richard Hannigan also donating the aerotows between sites. Two gliders transformed good days into fantastic ones.



Popaloo packed away

PLANNING FOR FAILURE

Get over-subscribed. Have more women waiting in the wings in case of the inevitable hospital appointments, work crises and so on. Even better if they know teenagers they can get hold of at the last minute - daughters, nieces, friends of the above.

PLANNING FOR THE FUTURE

The flying days are supposed to be just the start of new relationships. Follow-up contact between mentors and mentees is planned, and a virtual group is set up on Facebook for all to stay in touch. Additional flying days will encourage new converts to stick at it, and details of The Caroline Trust bursaries have been given to all.



Above: Andrew Jarvis takes the wing of the Finnish PIK-5 belonging to Pekka Hänninen (Harri Mustonen)

Main image: One of the many gliders rally goers could hire for the week, the lovely PIK-16 of Niels Peder Møller (Vesa Nuotio)



Germany's Torsten Kremer's Bergfalke III cavorting over the launch point (Alexander Gilles)



All the way from Holland, the Dutch K-4 with Rob Vroegop (front) and Ton van Rijswijk (Carl Irjala)

FINLAND HOST TO 44TH RALLY

Andrew Jarvis reports from
the 44th International VGC
Rally at Räyskälä, Finland

MISTER TomTom chose us a scenic route to the rally. Once, approaching a T-junction with traffic lights, there was a vast lake ahead – it could only be Finland. Finally, there were glider trailers, nestling under the ubiquitous pine trees: Räyskälä! The airfield is large, with two tarmac runways in V formation. Nearby is the friendly HQ, with its welcoming public picnic area, hangars, and the essential flagpoles – of which more shortly...

On the morning of Monday 25 July, a lovely opening ceremony took place. Lots of national flags on the aforementioned poles, but with one important omission – the VGC banner. Then, with a perfect spot landing, the varnished-wood PIK-5c touched down, light as a feather, delivering the missing VGC flag to the ceremonial gathering. Our president, Jan Forster, made one of his inimitable speeches and the 44th International Rally was duly opened with the ceremonial bell.

At the inaugural briefing, we were delighted to see virtually unlimited airspace. The ‘bad news’ was that the area 10km around the airfield was totally unlandable; the few scattered fields still being in crop due to a late harvest!

Flying began with smooth efficiency. There was a wonderful team of Finnish helpers, who had given up their holiday to make things run like clockwork, leaving embarrassingly few gliding jobs to do. Thermals were plentiful and, of course, continued late into the evenings.

The traditional International Evening proved its usual success: while the ‘delegates’ were a little down in numbers, the amount of alcohol was not, and there was distinct lethargy evident on the Wednesday morning.

We also had a very distinguished visitor, namely General Jarmo Lindberg, the head of the entire Finnish armed forces and therefore the man responsible for keeping Mr Putin where he belongs. He didn’t actually say anything, but it’s reassuring to have such a strong, silent man in charge! His is not a job many of us bumbling VGC folk would want.

Flying-wise, the following 10 days offered a mixed bag, with rain completely stopping play on just one day. Excursions were readily available. Helsinki offers some beautiful ☞



Hannu Koho's PIK-5 launches into an inviting sky
(Carl Irjala)

RALLY STATISTICS

> About 60 pilots and 30 crew members from nine countries attended the rally.

> Oldtimer Finland's Pik 5 flew 40 flights. Sixteen new pilots were flying it, 10 of them foreign pilots.

> The yellow and red Bocian OH-339 made 49 flights.

> The Danish Vasama flew 20 hours.



Finnish intimidation for Shaun (the unofficial VGC mascot), as Jyrki Viitasaari tries to out-stare the lamb with the world's highest number of T-21 flying hours! Shaun 1, Jyrki 0 (David Weekes)

■ See you in Hungary for the 45th VGC International Rally (31/7-10/8/2017)
www.vintagegliderclub.org

Below: Another Finnish rare beauty was this lovely PIK-3c belonging to Markku Väisänen (David Weekes)



Markku Väisänen's lovely Bocian saw a lot of air-time and was a popular glider with many (Carl Irjala)

churches, great sailing ships, shopping streets equal to London or Paris, and you can even have an inexpensive al fresco meal by the harbourside. Its aviation museum was excellent too, covering Finland's amazingly varied aviation heritage. Who else could put a Ju88, Blenheim, Storch and Lysander on the same wartime airfield?

On one azure blue morning, following a particularly rainy day, spectacular storm clouds developed even before the briefing. The radar display showed them, marching directly for Räyskälä like hostile, but disciplined, soldiers; but when rain did arrive, it was short-lived. We had a particularly good winning afternoon, the low key point being a lake. Finland again!

The traditional National evening, laid on by our superb hosts, was perhaps not an occasion for vegetarians: there was a whole

smoked pig on the table, together with delicious smoked fish, all accompanied by fresh salad and some incredibly tasty Finnish mustard.

Saturday proved a rather ordinary gliding day, but with some completely extraordinary activity at ground level, as Räyskälä hosted an incredible all-American drag racing day. Hundreds of lovingly restored or outrageously customised American vehicles rolled in. Cadillac, Oldsmobile, Dodge – all were there, tyres smoking as they roared down the timed quarter-mile section of Runway 12. Girls were beautifully turned out in superb 1950's styles. There's a lot to be said for living in the past!

In amongst the thermals and the rain, awards were also handed out, with well-deserved prizes awarded to David Weekes for the longest distance travelled to the rally (3,000km!); to Erkki Aaltonen for the best restored glider (K-6e D-1808) and, lastly, to Peter Ocker for the 'most beautiful landing pattern' in the PIK-5c.

With the closing ceremony on 4 August, bells were rung and flags lowered as VGC Chairman Peter Boulton and President Jan Forster thanked our Finnish hosts for their incredibly hard work in mounting this very successful rally. Special thanks went to rally chief Vesa Airaksinen; glider hire chief, Goran Bruun; Mari Heikkila and Irma Lehtola for their unceasing and meticulous administrative work; and to all the dedicated ground team, including Pekka Hanninen, the head winch driver, who is also president of Old-Timer Finland; and many more whose names, I am ashamed to say, I never learned, cannot pronounce, and cannot spell!



PIK-3c also looks stunning from above (Alexander Gilles)

APPLYING PRINCIPLES

THE principles mentioned in this Development News article apply equally well to potential members as they do to existing members.

What does each pilot in your club want to do with their flying? Do you provide the training and support to help them to achieve their goals? What about on scrub days, or when the airfield is waterlogged in the winter?

What gliding activities does the club provide to help people feel that they are part of a club, whatever the weather? How about club expeditions to other UK sites?

A club that provides what people want and avoids negative experiences will have happy and active pilots in it. It will be the kind of club that people want to join and to take an active part in.



Clubs have also looked at the appearance of their clubhouse, because first impressions matter. Here is the Sport Northern Ireland funded visitor welcome centre at Ulster GC. One club, when I commented on the generally shiny nature of their clubhouse, proudly told me that they have only ever employed one person – a cleaner!

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

PROVIDING WHAT PEOPLE WANT

SPORT ENGLAND has published a new strategy, which builds on the new strategy for sport published by the Government last autumn. Unusually for a strategy document, it sheds some useful light on the question which gliding has been asking itself for some time now 'how do we change with the times so that gliding survives?'. Collectively we have already concluded that the key is recruiting and keeping members, but reliable methods still feel elusive. Sport England has identified two really useful points: provide what people want; create an absence of negative experience. Gloriously simple! All we have to do is to find out what people in our local communities do, and don't, want.

In order to do that, we need to get better at capturing good quality information. The BGA Development Committee is developing a set of survey tools for clubs to use. These are available from the BGA website.

However, a collection of data on its own is just hoarding, so we also need to interpret it effectively in order to better understand what is happening, and why. 'Data capture' and 'insight' in order to 'measure impact' are the buzz phrases of the moment, but for once, this is more than just faddish jargonese – implementing the methods behind them should prove incredibly useful in a number of areas. If we understand what people want, we will be able to offer gliding in a way that people are better able to take part. We will be able to communicate relevant information to club

members, potential club members and the local community. By 'we', I mean us in gliding, at gliding clubs. By 'community' I mean people in a geographical area, as well as people with a shared set of interests. When we know more about what is happening at the club and why, it will help to better define volunteering roles and to provide information about exactly what is involved when inviting new volunteers to get involved. Understanding what people want, and why, will provide good quality evidence of the need for funding. Sport England is clear on this. Funding will be

provided only where there is clear evidence that the proposed project is based on what the relevant community wants. Sport England is a leader in funding, so where it goes with funding policy, other funders are likely to follow. In any case, providing products to meet the market's need is centuries' old, basic business practice.

It is also vitally important to understand what people don't want. Sport England has identified that the way to keep primary school children interested in sport is to get better at creating an absence of negative experience. This is an extremely interesting and useful idea. Rather than focusing on ENCOURAGING people, how about looking at what DISCOURAGES people and make sure that hotspots of unhelpful and discouraging behaviour are tackled? Whenever hostile behaviour at the gliding club is not challenged, it is an instance when the other club members give tacit approval for that behaviour. It sends a clear, unspoken message to everyone about how the club functions, especially to the potential glider pilots on their early visits, at a time when they are constantly assessing whether the new people around them really will become 'their people', and whether they will ever be truly accepted into their chosen new tribe. Some clubs have made great inroads by looking at how club members interact with new people and have encouraged them to behave differently. So, for instance, it is more helpful to show someone how to take a wing, as part of an induction process, rather than shouting at them for attempting to join in when they might be about to get it wrong and a safety issue is rapidly brewing. An induction process for new members has multiple benefits.

This looking at potentially negative experiences can be taken a step further – looking at the barriers to participation for underrepresented groups of people from your community. These might be women, people with disabilities, people from a range of ethnic backgrounds, a variety of age groups and so on. What could your club do differently to encourage a wider range of participation? What could you build into the club's management strategy to bring greater focus to this sort of support?

The BGA Shop



www.bgashop.co.uk

“Aim Higher” with Gliding in Lift & G-SINK



Kevin Atkinson, the man behind the BGA's “Aim Higher” program has a lifetime of experience in aviation, but gliding is his first love. A former Chief Flying Instructor at the Humber Gliding Club, he has flown in

aeroplanes as diverse as the Tiger Moth and the Typhoon! His flying career started with the RAF in 1972, at the age of twenty, and ended in 1993.

Successful and efficient thermalling is the key to enjoying local soaring and also venturing further afield into the realms of cross-country flying. This book aims to help all glider pilots to develop these skills and to either improve their cross-country performances or to begin flying cross-country tasks.

Many glider pilots never make the transition from first solo to the exciting challenges of cross-country flying due to a lack of knowledge and

confidence. This book should help you to develop your thermalling skills and give you a building-block approach geared towards improving all aspects of your gliding so that you can confidently fly cross-country.

A ‘Must Read’ for all those looking to improve their cross country this year

The BGA Shop - our goal

Our commitment is to supply a diverse range of items to meet the needs of clubs and pilots along with an excellent level of service. Watch our website for the newest gliding essentials!

Visit us on-line at www.bgashop.co.uk

Come see us at **Bicester airfield** or

Call us on **044 (0)1869 571814**



Wing stands

Our new design wing stand at an excellent price is available in two sizes to suit any glider wing geometry. Made from lightweight steel tubing, with an under wing pad in tough high density foam which will form to any wing profile. The pad is finished in hard wearing PVC. Each stand will support up to 50kg, they are sturdy, light and easily stored.

Buy a pair and save £20.00!

Don't forget your FR 300

FR300 is a small personal flight recorder device that has built-in antenna, rechargeable battery and a large memory, and is equipped with simple but powerful Logbook software - in 5 languages - that enables you to share flights and view them in Google Earth!

FR300 is registered in 5 countries for Silver and Gold FAI badge flights only. No calibration of the device is required.

FR300 has an integral battery with around 10 hours operation from one charge via a USB port.





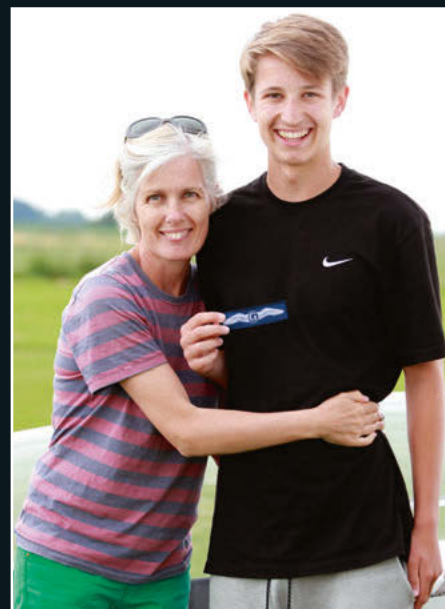
Student Dan Adams in front seat with Peterborough & Spalding instructor Paul Davey

■ As the first recipient of a recently launched student bursary scheme, Dan Adams (aged 17) was selected by Peterborough Regional College for training with PSGC, **writes Tim Beasley**. We were delighted with the progress of all the pilots, but particularly with Dan who began the week as the least experienced candidate. He had tentatively

nurtured a fear of 'unusual attitudes' with spinning and stalling exercises, but a measured approach was soon rewarded with daily improvements.

Dan has met this challenge with enthusiasm and we expect him to make his first solo very soon. Barry Hunt and Tom Strazewski also benefited from this intensive week course and will be, I am certain, ringing the bell in the club bar very soon!

On the final Friday, it was delightful to see Oskar Semper-Vale (aged 16) complete his first solo in a glider, on his very last flight of the day. His mum arrived in time to witness her son achieve this stage in his training. As Oskar was being towed into the air, we received a call from the Red Arrows to say they were approaching the neighbourhood. After a brief radio exchange, they kindly moved further to the west to avoid his flight.



A very proud mum (Maria), with Oskar Semper-Vale as he is presented with his 'wings'



Thirteen cadets took part in the Scottish Gliding Union's annual cadet week, with some great flying (Mark Bradford)



Fenland GC was host to cadets from the International Air Cadet Exchange, from all corners of the world and with varied experience



Oxford University hosted the Inter-Uni competition at Bicester



An unusual view of the Vintage Gliding Week at Surrey Hills GC (Steve Codd)



■ Left and above: Wrekin's 50th anniversary, then and now: Former RAF Cosford trainee Colin Goodman



Clockwise from top:

A new club mascot at Essex GC? The kestrel, which seemed totally unphased by people, hopped about from glider to windssock to glider looking for prey (Chas Forsyth)

Meanwhile, also at Essex, Dave Hertzberg and Will Burry look forward to their flight in a visiting T-21 (Jago Roberts)

George Odgers took this photograph at Norfolk GC while the Juniors and 18m competitions were taking place. The Red Arrows were on their way back from an airshow

Madeleine Findon flying her second passenger as Bidford's first female Introductory Flight Pilot (Frank Jeynes)

Bidford Assistant Instructors being congratulated by club chairman David Findon (Father of Madeleine) after a long 10-hour day with the SRE and his assistant, gaining their Full Category Rating after six months of training (Frank Jeynes)

London GC's 'old' winch and 'new' winch (Andrew Sampson)

■ Our thanks to all the photographers and to our *Club News* contributors for sending these in. If you'd like to submit your previously-unpublished photographs for possible inclusion somewhere in *S&G*, please email them to: editor@sailplaneandgliding.co.uk or upload to: www.sailplaneandgliding.co.uk/dropbox



> **SAILPLANE & GLIDING**
OCT/NOV 16

> **CLUB GALLERY**



■ Tom Evans is the second 14-year-old to solo at Ulster. He is pictured with grandfather Laurence McKelvie, a former CFI, who undertook most of Tom's training and sent him solo. Laurence sent his son Nicholas on his first solo at a young age. This makes three generations of the family to solo. It is appropriate that Tom soloed this year, being 50 years since Laurence first joined Ulster GC.



CLUB NEWS

BANBURY (HINTON IN THE HEDGES) **WWW.BANBURYGLIDING.COM** **5204355N 00118784W**

AT the beginning of July, we successfully held our fourth Family Day. Despite some shower dodging, everyone had an enjoyable day. Thanks have to go the ladies who managed to make hot sausage and bacon sandwiches at the launch point, together with a great supper in the clubhouse after flying had finished. The club had a major first this summer with our youngest member, Robert Holloway, going solo at 14. Not only was this a first but his granddad, Peter Fincham, towed him on his memorable flight. Instructor Tim Wheeler said: "the smile on Robert's face when he landed said it all."

David Sibthorp

BANNERDOWN (RAF KEEVIL) **WWW.BANNERDOWN.CO.UK** **511858N 0020631W**

LOTS to celebrate here. Rich Hafferty has completed his Silver, Sam Arnold converted to the Arnold's Discus 2, and Bob Bromwich is back in competition action following his hip operation. We are delighted to welcome back Pat Rowney, a former Bannerdown CFI. Jonathan Rowney managed to get his 5-hours and Silver height (there were calibration charts as he was within feet of the claim required). And finally, Matt Dews has completed his cross-country endorsement. Congratulations everyone.

Ian Harris/Debb Hackett

BATH, WILTS & NORTH DORSET (THE PARK) **WWW.BWND.CO.UK** **510742N 0021445W**

TO everybody's amazement, the July flying week was blessed with good weather. Numbers of cross-country flights took place, performed by the usual suspects. Martin Davidson put in his 50km, while John Riding and Will Davidson did a week's course with Mike Jenks and I missed going to Bicester in the Duo Discus with Dick Dixon because I was late and Graham went instead. Dick and the CFI also took part in Competition Enterprise over North Wales in DD3. John Hull flew a group from Cobham on the Friday afternoon. Tom Pike (14) and Hannah Gamble soloed. We are indebted to the workshop team, who have our entire fleet operational. Last, but not least, Tim Fletcher took the Shenington Regionals for the second time.

Chris Basham

BICESTER (WINDRUSHERS) **WWW.WINDRUSHERS.ORG.UK** **515458N 0010756W**

BICESTER hosted the UK's first Sailplane GP with three contest days. Bicester's Derren Francis came 3rd and final day winner Andy Davis achieved an amazing 153.3km/h over a 103km task. Oxford University hosted the Inter-Uni competition here with students from UCL, Nottingham, Bath, Bristol, Southampton, Surrey and Queen's Belfast. An entire Bronze badge, a cross-country endorsement, two Silver height claims and a number of tasks were completed. Congratulations to victors Bristol. Bicester pilots Pete Harvey and Dan Pitman came 1st and 3rd respectively in the Open Class Nationals. Pete's victory brings his Open Class Nationals wins to five!

Martin Clark

BIDFORD (BIDFORD) **WWW.BIDFORDGLIDINGANDFLYING** **CLUB.CO.UK 520803N 0015103W**

OUR competition may well be remembered by the pilots for the good food rather than the weather. Only two tasks were flown and the winner was Bill Inglis, with Dave Findon placed fourth. The Ventus trophy was won by Chris Morris. After six months of training, Graham Barlow and David Vale have gained their Full Category Rating.

Mike Pope

BLACK MOUNTAINS (TALGARTH) **WWW.BLACKMOUNTAINSGLIDING.CO.UK** **515848N 0031215W**

JULY and August at Talgarth tend to be quiet with many members away so it is an excellent time to visit and fly with Bo, our resident instructor. Chris Short is enjoying his new Discus and Alan Cridge has finally converted to his ASW 20. The new glider and tug maintenance facility is up and running and will help ensure the future of the club. Congratulations from all at Talgarth to Mike Tomlinson, who won the blue class in the Dunstable Regionals. A fantastic achievement. Unfortunately one of our club stalwarts, Geoff King, had a non-gliding accident and is grounded for a few months.

Robbie Robertson

BORDERS (MILFIELD) **WWW.BORDERSGLIDING.CO.UK** **553514N 0020510W**

IT has been an eventful year so far, with Steve Rae completing a Diamond goal

cross-country flight to the West Coast and back. This is only the second Diamond goal in our history, the first being completed by Andy Bardgett over 10 years ago. Congratulations also go to Trevor Dale for winning a Silver in this year's British Glider Aerobatic Championship. Trevor won Bronze last year and we are hoping that he continues his upward progression. We are still enjoying the success following the publicity from Robson Green's filming of *Tales From Northumberland* at Milfield last year, with a considerable backlog of trial flights still to clear.

Bill Britain

BOWLAND FOREST (CHIPPING) **WWW.BFGC.CO.UK** **535301N 0023714W**

THE weather has not been kind to us, but, in spite of this, our members remain positive and they are still flying and achieving. Congratulations to Tony Platt, who flew his 5-hour duration under a 2,000ft cloudbase and to Nusrat Khan, who recently went solo. Good luck to Laura Maksymovicz, Mike Desmond and Lewis Gray, who have all stepped up for BI training. Three BFGC gliders recently went to Spain and ramped up some 90 hours and 6,000km between them. Other expeditions are planned 'up north' and 'down south' and meanwhile our home fleet is being heavily used at every opportunity. A great effort!

Keith Clarke

BRISTOL & GLOS (NYMPSFIELD) **WWW.BGGC.CO.UK** **514251N 0021701W**

APRIL and May were OK, but June was hopeless. Several people were disappointed by the weather that welcomed them to the Club Class Nationals and Northern Regionals. George Jones, Scott Barrett and Nigel Westlake all completed their cross-country endorsements, but have not yet spread their wings. Andy and Pami Davis held a joint birthday party – Andy's 60th, I did not ask Pami – a great evening with many friends. Andy subsequently came second in the Sailplane Grand Prix at Bicester, well done. Three of this year's sponsored cadets, Ollie Summerell, Morgan Boyd and Dan Simmons soloed, with others set to follow. Dan Welch ran a cadet-themed weekend. The K-8 flew again.

Greg O'Hagan

(Left to right): **Banbury's** Robert Holloway, solo at 14; Dave and Roger after Perkoz's first landing at **Buckminster**; **Burn** assistant instructor Chris O'Boyle (left) and chairman Tony Flannery with Oliver Campbell, solo at 14 (David Chafer); **Cambridge** pilot Aaron Horrocks sent solo by Andy Beatty



BUCKMINSTER (SALTBY)
WWW.BUCKMINSTERGC.CO.UK
524912N 04228W

IMPROVEMENTS in weather have meant lots of flying recently. Our Perkoz has arrived, with all the paperwork sorted (thanks to Alan Middleton). It is flying and has been very popular. Our friends from Bowland Forest had a good week with plenty of flying. John Heenan caused a mild stir when claiming his Silver distance and we realised that no one really understood the new interpretation of the rules regarding remote starts. We are running a Fournier Fly in and are expecting over 20 splendid aircraft. The Saltby Open Aerobatics is in August, along with a visit from Borders GC.

Danny Lamb

BURN (BURN)
WWW.BURNGLIDINGCLUB.CO.UK
534445N 0010504W

CONGRATULATIONS to Oliver Campbell, sent solo on his 14th birthday. Oliver flew two more successful solo flights later in the day; all helping him create club history as youngest ever soloist at Burn. We recently organised a flying day for 10 members of Sportability charity, who all thoroughly enjoyed their flying with us. We also held our annual Blesma day for ex-service men and women, who have lost a limb or their sight. All brilliantly organised by Terry Bassett. All the members attending had an enjoyable day flying the club's K-21. Thanks to all club members who helped on the day.

Russell Walsh

CAIRNGORM (FESHIEBRIDGE)
WWW.GLIDING.ORG
570613N 0035330W

OUR team were the proud winners of the Scottish Inter-club League trophy for the first time in 10 years, following the second leg at Aboyne in July. Thunderstorms knocked out the airfield weather station and, even after repairs, it continues to work intermittently. This is still under investigation. The Acro was back in service for the summer, counting down its remaining hours before the impending 3,000hr inspection, but the Puchacz was offline for some weeks. Although it has been a poor year for ridge flying at Feshie, Octoberfest bookings are up compared to last year, and we look forward to a successful "fest."

Phil Hawkins

CAMBRIDGE (GRANDSEN LODGE)
WWW.CAMGLIDING.UK
521041N 0000653W

CAMBRIDGE GC enjoyed the East Midlands Inter-club League (and came 3rd) and wish Hus Bos the best for the finals. Congratulations to club member Wendy Head, who is now the official holder of the British National Feminine 15M Class 300km Out And Return Speed Record, achieved in January on a visit to South Africa. Her speed was 143.82km/h in an ASW 27b. Congratulations to Matteo Bruna (sent solo in June), Stuart Haigh (sent solo in June), Paul Newman (sent solo in July), Rishi Sharma (sent solo in July), Aaron Horrocks (sent solo in July) and Craig Brister (sent solo in July)!

Julia Rigby

CHILTERN & UCL (RAF HALTON)
WWW.RAFGSA.ORG/CGC/
514733N 0004416W

WE are regaining lost ground, with 2016 achievements up to 6th place in the annual records. Task week was a great success with points scored on all nine days. Ten pilots flew 31 tasks for a total of 4,112km. Thanks go to Ken Sparkes for task setting and scoring, Peter Mann for organisation and Brian Harvey for running the airfield. Congratulations for recent badge flights go to Ben Gronow, Paul Field and Callum Harris (all Silver Height gain and duration): Callum and Paul have completed their cross-country endorsement, and Josh Rees his two-hour duration. Adrian Lake is a BI.

Mick Boydton

COTSWOLD (ASTON DOWN)
WWW.COTSWOLDGLIDING.CO.UK
514228N 0020750W

A BIG thank you to all who put a huge amount of time and effort into facilitating and hosting the 20m and Standard Class Nationals, and congratulations to respective winners Andy Davis and George Metcalfe. On a brighter note, the club achieved 3,876km cross-country flying in a week in July. Congratulations to Helen Wilson and Pierre-Marie Semichon on soloing shortly before the competition. Our "Women in Gliding" weekend, organised by Tim Barnes, was a great success with nine participants. We are standardising our two-seat fleet on the K-21. Our PW6s have been sold and our second K-21 will be with us late summer.

Frank Birlison

CRANWELL (RAF CRANWELL)
WWW.CRANWELLGC.CO.UK
530231N 0002936W

WE'VE had some reasonable soaring days, although most seem to have played out during the working week. A number of us were able to help promote our sport at two family day events at RAF Waddington and RAF Coningsby, which attracted quite a lot of interest. We were able to direct people to various gliding clubs near to them as appropriate. Thanks go to Angus and Miriam Watson, Ray and Charlotte Weston, Chris Franklin, Chris Booth, Mick Baker, Mick Hunton, Josh Wood and Daniel Ulyatt. Also many thanks to Sheila Weston for the background BGA support. These events would appear to have been very successful.

Zeb Zamo

DARLTON (DARLTON)
WWW.DARLTONGLIDINGCLUB.CO.UK
531444N 0005132W

OVER the past few months, we have been successfully running our Friday night group sessions for local clubs. Collingham U3A had a great evening, with several people making subsequent return visits. Tickhill Scout group combined an overnight camp with a Friday night group flying session and had an excellent weekend flying and cooking sausages. We also had a visit that evening from Stewart Smith, the Assistant County Commissioner for the Scouts, to discuss cooperation with the organisation. Congratulations to Josh Milner on re-soloing in a BGA glider after soloing in an ATC motor glider about two years ago. He is now trying to achieve his two hours; we wish him every success.

Barry Patterson

DEESIDE (ABOYNE)
WWW.DEESIDGLIDINGCLUB.CO.UK
570430N 0025005W

WE are constructing a simulator, thanks to Tom Crawford, who donated his glue-failed K-7 for the project. We have some spares for the K-7 so please contact us for any bits you need and we will see if we can help. At our AGM, Roy Garden and Neil Shaw joined the committee. The chairman's trophy was awarded to Jim Cheyne for keeping all the retrieve vehicles running. Well done to Neil Shaw on his 5-hours and first field landing (not on the same day).

Glen Douglas



(Left to right): **Cambridge** pilot Paul Newman sent solo by Robert Theil; **Cambridge** pilot Stuart Haigh sent solo by Andy Beatty; Helen Wilson after her first solo at **Aston Down** in June; happy faces as **Cranwell** promotes gliding at its Families Day event at RAF Coningsby (Zeb Zamo)



DERBY & LANCS (CAMPHILL)
WWW.DLGC.ORG.UK

531818N 0014353W
CONGRATULATIONS to Michal Samordak, Igor Gonciarukas and Tim Pearson on going solo; Mike Armstrong for 3rd place in Competition Enterprise; and to Mike Corcoran for coming first in the Sports Class of the British Glider Aerobatic Championship. The weather-delayed Longest Day raised £112 for the Caroline Trust. The Vintage Rally went well, with 28 visitors and 13 gliders. A Glide for Guide Dogs was held and eight visually impaired people were flown: the spin-off raised over £1,500 for the charity. A team mounted an exhibition of gliding at Manchester Airport's *Festival of Aviation & Transport*.

Dave Salmon

DEVON AND SOMERSET (NORTH HILL)
WWW.DSGC.CO.UK

505107N 0031639W
WITH very few cross-country days from Devon this year, our efforts have gone into first solos. Congratulations to Dave Herbert, Lukasz Kieruczenko, Hans Jenssen, Dave Wojnar, Ben Summers and 14-year-old Charlie Stuckey, who have benefitted from the consistency of instruction on our five-day courses. Many thanks to Justin Wills for providing cross-country coaching to some of our members on some variable Devon weather days.

Jill Harmer

DORSET (EYRES FIELD)
WWW.DORSETGLIDINGCLUB.CO.UK/DGC

504233N 0021310W
WEEKEND soaring has left a lot to be desired, but we have made the best of it. Due to unforeseen circumstances, we have been without a tug for a while. Unfortunately, we have no "magic" ridge to lob onto, which would be handy for extending the flight time from the winch launch. Hopefully our luck will change in the latter part of the year. At our AGM, members were pleased at being informed that our gliding club was still financially viable. Our "new this year" CFI, Nathan Hanney, has done an excellent job, taking over from Peter Molloy.

Colin Weyman

DUMFRIES & GALLOWAY (FALGUNZEON)
WWW.DUMFRIESGLIDING.110MB.COM

545638N 0034424W
A GOOD few weeks, with much flying done. Runway mown and preparations made for

our flying week at the end of July. Had many visitors and three new members, along with visiting pilots from Portmoak. Many thanks to Douglas Tait for the delicious meals he has prepared for us. Also for everybody's help. Two of our pilots are preparing for their Bronze papers too in the one rainy day we had. Looking forward to our BBQ at the end of the week. A big thanks to Iain McIver for volunteering.

Wendy McIver

EDENSOARING (SKELLING FARM)
WWW.EDENSOARING.CO.UK

544152N 0023506W
THE weeks pass very quickly, with the constantly changing visitor groups at Edensoaring. Despite some bad weather at times, we have enjoyed lots of wave and the low cloudbases don't matter when you can soar above them. Members being trained for instructor courses are progressing, but we still need qualified instructors to add to our duty instructor group to share the load more equally next year. Visiting pilots and clubs are always very welcome to experience soaring over the Eden Valley and the Lake District, but please ring Bookings beforehand to check that we can fit you in.

John Castle

ESSEX (RIDGEWELL)
WWW.ESSEXGLIDING.COM

520253N 0003330E
DAWN till Dusk day went well, despite not quite being dawn til dusk, thanks to low cloud in the morning and a shortage of people to fly in the evening. During the second flying week, we enjoyed superb weather and very hot days. Congratulations to Callum Hitchings, solo at 14, to Steve Jessup on his Silver, and to Alex Harris, Full Cat at 19. In July we were privileged to have a lovely T-21 from Wethersfield, very much enjoyed by everyone who flew her. We also took our refurbished K-13 to display at the North Weald Centenary Air Fete. Hopefully we attracted some new members.

Cathy Dellar

ESSEX & SUFFOLK (WORMINGFORD)
WWW.ESGC.CO.UK

515630N 0004723E
SUMMER arrived and cross-country flights abound, John Gilbert Jnr has guided his Skylark 3 on numerous 300km and, in July, his LS3 was beaten on the Ladder only by the

EB28. Our Wings and Wheels weekend in June was a great success. Sports cars of every vintage turned up and Sunday saw classic cars and motorcycles. Over 80 neighbours flew with us and others enjoyed the tea and cakes, raising £580 for the Essex Air Ambulance. Congratulations to assistant instructor Vernon and Martin Lawson, introductory flight pilot. Welcome to new members Andy Winton, Brandon Jones, Paul Curry, Stuart Cleverly and Will Weichhart.

Paul Robinson

FENLAND (RAF MARHAM)
WWW.FENLANDGC.CO.UK

523854N 0003302E
A BUSY time here; firstly we had Families Day at RAF Marham. We hired the BGA simulator, which was under-subscribed, but still a success. Secondly we had the honour of hosting cadets from the International Air Cadet Exchange in July, with assistance from members of the former 611VGS from Watton, and again in August. These students came from all corners of the world and were a pleasure to host, including a Korean who had only flown in an airliner – such a wide grin after two winch launches! I sincerely hope these young ladies and gentlemen go on to fulfil their dreams.

Robert Boughen

HEREFORDSHIRE (SHOBDON)
WWW.SHOBDOINGLIDING.CO.UK

521429N 0025253W
CONGRATULATIONS to Daryl Dickson on his first solo and to Chris Roberts, who converted to the Junior and achieved a cross-country endorsement one-hour duration on his first flight. Competition Enterprise, hosted at Shobdon for the first time since 1981, was a great success. The members worked their socks off and we received lots of compliments, probably because there were more than two days of flying. There's no time to rest, as the next big project of a club hangar is getting under way. We still have to negotiate leases and agreements and find funding, but we are making progress and are optimistic about the outcome.

Diana King

HERON (RNAS YEOVILTON)
WWW.HERONGLIDINGCLUB.

MOONFRUIT.COM 51006N 002384W
AFTER a lot of negotiations with various agencies within the station command we

(First solos, left to right): Hans Jenssen, congratulated by Peter Field at **North Hill**; Charlie Stuckey, 14, at **North Hill** congratulated by Pete Harmer; Callum Hitchings, 14, with **Essex CFI** Dave Hertzberg (Allen Cherry); Chris Rosser, 14, with **Kestrel DCFI** Tim Graham



managed to hold an evening flying 'taster' during the week for service personnel. There were two students and both signed up as club members, we hope that there will be more evening flying events. Dave Woodward narrowly missed out on a Silver duration, better luck next time.

Jim Hasker

HIGHLAND (EASTERTON)
WWW.HIGHGLIDE.CO.UK

573508N 0031841W

CONGRATULATIONS to Ruari Tait, who soloed on his 14th birthday becoming the youngest glider pilot to solo in Scotland (see p7, Aug/Sept 16). Being involved in a mid-air collision two years ago and parachuting to safety did not deter him from joining the rest of the Tait dynasty of pilots. The event created great media coverage and Ruari's cool, professional attitude and greaser of a landing has earned him our respect! Congratulations also to our CFI, Geddes Chalmers, who made the long journey south away from our uncluttered and largely uncontrolled airspace to take part in Competition Enterprise, coming a creditable 5th flying LS8-18 'Z5'.

John Thomson

KENT (CHALLOCK)
WWW.KENT-GLIDING-CLUB.CO.UK

51123N 0004950E

WE celebrated our 60th anniversary on one of the sunny summer days in July. About 20 aircraft flew in and many members, past and present, and guests enjoyed live music and an excellent pig roast. Our courses have been very busy and we are working for a longer-term solution to ensure secure hangarage for our fleet and also making repairs to the current structure to keep the winter out. Thanks to the Norfolk Gliding Club for helping us out with the hire of a Grob and thanks to Shenington for hosting another Kent Gliding Club visit in early August, organised by Colin Beer.

Mike Bowyer

KESTREL (RAF ODIHAM)
WWW.KESTREL-GLIDING.ORG.UK

511403N 0005634W

SINCE receiving the BGA Junior Gliding Centre accreditation (thanks Lizzie), our youth wing continues to grow; the work put in by Tim Graham, Brian Gough and the team was well worth the effort. We have recommenced

operations from the disused runway at Odiham, greatly improving the opportunity for aerotow and motor glider operations. Congratulations to Flt Lt Brian Gough and Will Jones on their Assistant Instructor ratings. We have also switched our electronic flight logging and club system to Glidex (thanks to John Dickinson for all his help and patience with those endless questions). The system is performing extremely well.

Neil Armstrong

LASHAM (LASHAM)
WWW.LASHAMGLIDING.CO.UK

511112N 0010155W

AS I write this, LashamGlide is in full swing. This comprises the Nationals for the Open and 15m Classes, plus a special 18m contest with the status of the Regionals. It is a rehearsal for the European Championships next year. Many European visitors are enjoying the unique qualities of British weather, including Andreas Lutz, who created great interest by bringing the new Ventus. With 65 entries we are comfortably within our launch capacity and can easily provide launches for club members as usual. Thanks to our sponsors: Sydney Charles, Navboys, Redraw and Bourne.

John McCullagh

LONDON (DUNSTABLE)
WWW.LONDONGLIDINGCLUB.CO.UK

515200N 0003254W

CONGRATULATIONS to Roy Harper, Paul Holahan, Kate Jenkinson and Stan Kotlarek (solo) and to Gary Cook, Alan Duerden and Peter Hardman (re-solo). We are very sorry to report the passing of Colin and Alice Anson, within days of each other. Colin was our president for many years and both he and Alice were active in the VGC. The season is in full swing and at the time of writing we've had five competition days in our regionals, with three to go. We have a task week in August and we are looking forward to the three-week expedition to Llanbedr in September, followed by our annual trip to Talgarth.

Andrew Sampson

MENDIP (HALESLAND)
WWW.MENDIPGLIDINGCLUB.CO.UK

511544N 0024356W

TERRY Hatton has been appointed as chairman, Jeff Green as treasurer and company secretary and Simon Withey as DCFI. Tony Smith retired as treasurer after five

years and we thank him for his hard work and dedication. Jamie Jones flew his first solo and Rod Coombs re-soloed, congratulations to both. We hosted a group from Nene Valley GC and a good time was had by all. They brought a T-21 with them and our members took advantage of the offer to fly in it. Our neighbours, Devon & Somerset GC, helped us out with the loan of a K-13 whilst one of ours was in for repair.

Barry Hogarth

MIDLAND (LONG MYND)
WWW.MIDLANDGLIDING.CLUB

523108N 0025233W

DESPITE the weather, we managed to run another successful Wenlock Olympian Games Gliding Competition in July. The overall winner was Adrian Emck in his K-6E, followed by Kreis Krzstof in his Dart 17 and third was Roger Andrews in his Oly 2b. In the same week, Tony Adams celebrated his 90th birthday with a flight in an autogyro followed by a party in the clubhouse. As well as the recent "flying taster day" we also had a stand at the Welshpool Air show, giving us another opportunity to explain gliding to potential members. Meanwhile, quite a large contingent of members is away at the Midland Regionals in Hus Bos.

Steven Gunn-Russell

NORFOLK (TIBENHAM)
WWW.NORFOLKGLIDINGCLUB.COM

522724N 0010915E

CONGRATULATIONS to Oli Soanes, celebrating the end of GCSEs by soloing in our K-13 in June. Also to Sean Mac – following on from his Silver height in May he gained his 5-hours in July. By the time you read this, the 18m Nationals and Junior Championships will be over, but, at the time of writing this, we are still in the throes of the preparations, which are going well. Inter-club League weekend on 30-31 July was at Rattlesden, with four clubs competing. In the scoring for Saturday we came third in Pundit and first in Intermediate class. Sunday's results were incomplete when going to press.

Adrian and Barbara Prime

NORTH WALES (LLANTYSILIO)
WWW.NWGC.ORG.UK

530239N 0031315W

WE are in good financial shape, allowing us to keep our subs and charges pegged for the past few years. A large part of our income



(Left to right): solo for **Lakes'** Steve Wilkinson (centre) with instructor Roger Copley (left) and tug pilot Peter Lewis; Jamie Jones soloed following a week course at **Mendip**. Sent solo by Jeff Green; Oli Soanes after his first solo at **Norfolk**; Jacek Dudzik converts to the K-8 at **Oxford** (Hubert Kubiak)



✈ has come from a noticeable increase in air experience flights. Thanks to our current CFI's training programme we have three solo pilots qualified as introductory flight pilots (IFP); this takes some of the strain off our diminishing band of instructors. We held a summer social evening with a video about pre-war gliding development in Germany. One of our hardest-working members, Ian Masson, has been cleared to fly a private single-seater.

Brian Williams

OXFORD (RAF WESTON ON THE GREEN)
WWW.OXFORD-GLIDING-CLUB.CO.UK
515249N 0011311W

AS John, Richard, Haste, Jon, Paul and Martin return from an amazing trip to the Alps, Dave, Alex and both Peters have set off for the Vintage Rally in Finland. Closer to home we congratulate Jon Hunt on the completion of his BI Course, Jacek Dudzik on his conversion to the K-8 and Claudia Hill on her selection for the UK Gliding Team once again. We look forward to welcoming Martin Brown back from his sailing adventures and we extend our deepest sympathies to the family, friends and teammates of Kay Draper.

Norman G Nome

PETERBOROUGH & SPALDING (CROWLAND)
WWW.PSGC.CO.UK
524233N 0000834W

THE summer arrived in July with exceptional soaring, pilots and instructors able to take advantage of the mid-week flying. We have been operating on a Monday, Wednesday or Friday based on conditions and demand. We have welcomed three new faces to the tug roster. Our annual club dinner was held at the Woodlands Hotel in Spalding and was a great success. The CFI trophy for 2016 was presented to Phil Jameson, who soloed this year and has rapidly progressed. Our first open day was a triumph with an increase in pre-paid flights and a BBMF Spitfire arriving for our fly-by.

Tim Beasley

PORTSMOUTH NAVAL (LEE ON SOLENT)
WWW.PNGC.CO.UK
504855N 0011225W

WE'VE had another fantastic expedition - Edensoaring this time. A lot of youth members joined us; for some it was their first new site and they coped extremely well. Alan Clark and Jordan Richards managed to creep into some wave up to about 7,000ft while

others played on the ridge. Matt and Megan are getting ever closer to going solo, whilst Dan and Ash have both converted to the K-8 and K-6.

Zoe Mallam

SEAHAWK (RNAS CULDROSE)
WWW.SEAHAWKGLIDING.CO.UK
500509N 051520W

THE club's 50th anniversary went very well with around 60 guests attending. George Kosak's contribution over the years was formally recognised with a BGA citation. Thanks to everyone who helped make the event such a success. Well done to Harry Randle on his first solo and Lawson Tickell for his re-soloing. Our club comp superstar Jordan Richards is still going strong having just completed the Club Class Nationals and now competing in the 15m Nationals. In other news, we are just about to start the first week of our Fleet Air Arm Officers Association Gliding Courses and work is well under way to make those a success.

Jake Matthews

SHALBOURNE (RIVAR HILL)
WWW.SHALBOURNEGLIDING.CO.UK
512014N 0013239W

SUMMER is in full swing and we are making the most of the fine weather (although if the God of Global warming could send a little more gliding weather that would be great). We have continued to welcome our enthusiastic SUGC members, who are keeping the instructors busy and helping on the field. Extended opening is planned over the August bank holiday. Thanks to Ken for volunteering to winch. In other news, congratulations to Andrew for completing five hours in his "stubby" Nimbus and Stan for being signed off checks. As always, many thanks to the many people (too numerous to list) whose hard work keeps our club running.

Claire Willson

SHENINGTON (EDGEHILL)
WWW.SHENINGTON-GLIDING.CO.UK
520507N 0012828W

CONGRATULATIONS to Rob Felton (re-solo and Bronze flights). Colin Hales is still in Alaska with his KR2 waiting for permission to cross the Bering Straits. Mary has published a book *Gliding Granny on Final Glide* and is selling them on site and online. Various members are competing in competitions and our regionals were in June, with four flying

days and a very enjoyable week. As a special treat we had two Red Arrows fly-pasts, one to close the competition. Tim Fletcher flew brilliantly to win and retain the Meagher trophy. Come and see us - there's always someone to welcome you.

Tessa Whiting

SOUTHDOWN (PARHAM)
WWW.SOUTHDOWNGLIDING.CO.UK
505532N 0002828W

OUR midsummer solstice flying weekend met with some indifferent weather. After some challenging flying the sun came out, and our evening BBQ was a great success. Many thanks again to Maggie Clews and her willing scullions. The Intro to Gliding course coincided with ideal flying conditions, with northerly winds and strong thermals, and it also attracted visitors from Nympsfield, Lasham and Bicester. Our Aston Down trip gave us some welcome winch launch experience and Mike Tinkler gained his Silver height off the wire. Meanwhile twins Alex and Scott Munnoch, 15, soloed back at Parham, and Graham Smith gained a creditable fifth place in the Lasham regionals.

Peter J Holloway

SOUTH WALES (USK)
WWW.USKGC.CO.UK
514306N 0025101W

WE are enjoying a good soaring season with some members also flying in the Alps from Gap in our Grob two-seater. We hosted a successful two-week Air League course, thanks to hard work by Dave Jeffries and a keen team of other instructors and helpers. We flew every day in varied conditions and six young pilots, using our tug and our winch, enjoyed soaring as well as circuits with Jem and (on the very last flight) Tom going solo and Joe reaching solo standard. We also congratulate Ed Garlick on going solo and almost immediately progressing to the Astir.

Stuart Edinborough

STAFFORDSHIRE (SEIGHFORD)
WWW.STAFFORDSHIREGLIDING.CO.UK
524940N 0021212W

PAUL Whitters hosted the fourth summer flying week in mid-July with good attendance. Wednesday was the busiest day, with club flying and evening groups. Andrew Cowey re-soloed after 25 years, and Peter Gill sent Tony Hill solo during Derek Heaton's flying week. Alison Walton-Smith completed her Bronze

(Left to right): **Staffordshire's** Peter Gill sent Tony Hill solo in the K-13; Muriel Beattie (91 years young) enjoys her first soaring flight at **Welland** (Baz Wood); Jim Hughes, sent solo at **Wolds** (Joel Hallewell); Ben Cummings gets the close attention of **Wrekin** CFI Ian Gallacher



and cross-country endorsement during July and, in addition to providing excellent flying for Wednesday's Air Experience groups, Rob Kameny soloed in Nick Peatfield's Janus. We will shortly bid goodbye to our Venture, Tango Zulu, and the Rallye engine has found a new home. The K-8 has been reconfigured by Neil Frost as a cabrio, with several eager members looking forward to fresh-air soaring.
Malcolm Taylor

SURREY HILLS (KENLEY)
WWW.SOUTHLONDONGLIDING.CO.UK
511820N 0000537W

IN June we hosted a Vintage Glider Week and had 10 vintage gliders flying. Despite some flash flooding on day two, it was a great success. The next week, 10 club members and three gliders made the trek up to Sutton Bank for the aborted Northern Nationals – such a shame the weather was against us. In July, Marc Corrance took part in Competition Enterprise at Shobdon and finished a very respectable fourth – congratulations to Marc. The club has just purchased a Pirat to add to the club fleet and seven days later three club members took it away for a week to enjoy.
Chris Leggett

THE GLIDING CENTRE (HUS BOS)
WWW.THEGLIDINGCENTRE.CO.UK
522626N 0010238W

AFTER a slow June and July, August is looking much more promising. At the time of writing, we are mid-way through the Challenge Cup and Inter Services Cup, with three task days out of the first five and a promising forecast for the rest. We've received a grant from Sport England for 833mhz radios in our glider and motor glider fleet. Many thanks to Sport England for their support and to Jonathan Walker for leading the application. The club website has just been relaunched, and improved, thanks to Jonathan Pickering. Why not visit us?
Steve Wilks

TRENT VALLEY (KIRTON IN LINDSAY)
WWW.TVGC.ORG.UK
532745N 0003436W

WHILE we may not have been very busy flying, we have been upgrading our fleet of vehicles. We have a new launch point control vehicle, converted by a team of members, so thank you to them for a job well done. The tow-out vehicles have been replaced, and we have purchased a new tractor and grass

cutter with the help of a grant from North Lincs Council. Bob Kmita has resigned as treasurer and general dogsbody to spend more time flying. Well done Bob, your many years of loyal service are much appreciated! Alan Spencer has agreed to become treasurer – thank you.
Dave Bieniasz

UPWARD BOUND TRUST (HADDENHAM)
WWW.UBT.ORG.UK
514635N 0005630W

WE'VE had a busy period recently, with several groups attending the Saturday courses, and thankfully the weather has been mostly flyable. A warm welcome to our newest students on the solo course: Fabio, Sergey and Annika. We were able to provide some aerotows in July, a big thank you to Jonathan May for the loan of his Ikarus tug plane and tug pilot. Dave Bramwell has once again been helping with the flying display at Shuttleworth, this time dual towing the Haddenham Kite 1 and Grunau Baby. A primary glider was also displayed. We have a flying week planned for the last week in August so fingers crossed the weather is more favourable than last year.
Chris Scutt

WELLAND (LYVEDEN)
WWW.WELLANDGC.CO.UK
522758N 0003430W

AFTER a long break we returned to the East Mids ICL. The Hus Bos weekend left us slightly bewildered in second, but normal service resumed at Gransden where we proudly brought up the rear. We're now cheering for Hus Bos in the final. We warmly welcomed Baz Wood's mother-in-law Muriel Beattie to the club, who, at 91 years young, decided that she would like to fly in a glider. Muriel enjoyed the experience immensely, which is encouraging as we're always looking for female members! Other achievements include Becky Hart converting to the Junior and Mark Rushton celebrating 3,000 launches.
Rebekah Hart

WOLDS (POCKLINGTON)
WWW.WOLDS-GLIDING.COM
535541N 0004751W

OUR own Derrick Roddie won the Club Class Nationals, much restricted by weather, at Pocklington. Congratulations go to new solo pilots Jim Hughes and Steve Nolson, and to Lee Nicholson, solo again after a break from gliding. Graeme Cooksey gained his Bronze,

and young Joel Hallewell two Silver legs. Paul Conran instructed for a well attended aerobatics course, with several local and visiting pilots qualifying for badges. The open day saw good weather with nearly 120 visitor flights and now we look forward to the 31st Two-Seater Competition. Sadly we have to report the passing of Les Cooper, a founding member of Wolds Gliding Club and visionary leader of its development over many years (see obit p69).
George Morris

WREKIN (RAF COSFORD)
WWW.WREKINGLIDINGCLUB.CO.UK
523824N 0021820W

THE celebration of the club's 50th Anniversary in June was a great success. Some 50 past and present members, together with family members, enjoyed two days of reminiscing and flying. Summer weekday evening flying has seen numbers of RAF Cosford trainees join us to fly after work. With three solos already this year, our investment in them at this stage of their career provides the platform for many to go on and enjoy the training and facilities offered by the RAFGSA. We are often reminded that this is an active airfield; the arrival of Chief of the Air Staff (Designate) in a Tucano and a flypast by a Typhoon demonstrates that our flying days are never dull here.
Geoff Catling

YORK (RUFFORTH)
WWW.YORKGLIDINGCENTRE.CO.UK
5357100N 00111332W

WELL the big news is that our EuroFOX has arrived and is in the workshop for its final fitting. Club flying has continued a pace, despite the summer being missing in action. As well as welcoming several new junior members, we must pass on congratulations to John Masheder and Owen Glew, who have achieved their Bronze badges, and to Matt Oakley for qualifying as a BI instructor. One of our older new members, Trevor Dale, won a Silver medal in the Sports Class in the recent British Aerobatic Championships at Saltby, flying his Pilatus B4. In July we ran a very successful course week, with 93 aerotows and 24 winch launches – congratulations to Pete Tough on his first solo.
Andy Carden

S&G's thanks as usual to Debb Evans for editing Club News – Susan Newby, editor



Photos: Colin Weyman

> CLUB FOCUS DORSET

AT A GLANCE

Membership:

Full: £384
Senior: £307
Junior: £192
Day: £10

Launch type:

Winch - £8
Aerotow - £20 (2,000ft)

Club fleet:

3 x K-13, 2 x K-8, K-18, Astir

Private gliders:

9, Super Falke motor glider

Instructors/Members:

8/70

Types of lift:

Thermal

Operates:

Saturday, Sunday, Wednesday.
(flying available seven days a week as required)

Contact:

01929 405599 Club house
07784 732648 9am-5pm 7days
www.dorsetglidingclub.co.uk

Long and Lat:

504233N 0021310W

DORSET GC is based in Southern England at the heart of the Jurassic Coast. Our site is called Eyres Field. We are next to the famous Monkey World Sanctuary and Bovington Tank Museum, which means we attract drop-in visitors as they see the gliders flying when visiting these attractions.

We operate mainly on Saturday, Sunday and Wednesday during the year, and weekday flying is available as the field can be used seven days a week when required. We have started Friday afternoon flying during the summer, offering trial lessons as these are becoming more popular.

We offer one-day courses for £199, consisting of full briefing and two 3,000ft aerotows; trial lessons for £99; and a "Jurassic Coast flight" for £150, aerotowing to 4,000ft to the coast before release. These flights last for around 25 minutes and have stunning views along the South Coast.

Our main flying is done off a north-south strip, with a shorter south-west strip available. The site is all grass. We use a Skylaunch winch and aerotow with

our new EuroFOX aircraft, which has given us fast turn around times between towing and reduced aerotow charges for our members. We have a large area of uncontrolled airspace around us and our only disadvantage can be from the sea breeze that can cause a lack of soarable conditions later in the day.

We have a selection of memberships available from full flying, senior, country and junior. Our junior membership offers a 50 per cent discount on membership fees, winch and aerotow launches and no air time charges, allowing juniors to learn to glide before becoming full flying members. These are very popular.

Whatever your level of gliding, our small friendly club can cater for your needs and welcomes visitors any time.

Tim Ambler



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PHILIP WILLS MEMORIAL FUND

SUPPORTING GLIDING IN THE UK



The Philip Wills Memorial Fund has cash available now to lend to gliding clubs for capital projects. Key features of the loans are:

- **Negotiable as to length and amount of loan**
- **Requirement for a "business case" to be presented to trustees**
- **Security usually taken on asset bought + personal guarantees**
- **LOW interest rates – lower than you would pay to a bank**
- **Early repayment not a problem**
- **Minimal legal costs**
- **Easy access to lenders for discussion**

More information is available on the BGA website. If you want to just discuss informally, please email Steve Lynn at Stephen@srlynn.co.uk, or please just download the application forms at <http://www.gliding.co.uk/forms/clubmanagement/PhilipWillsMemorialFund-ApplicationForm.pdf>

We look forward to hearing from you.

In conjunction with the



SOARING THE SHENANDOAH

Debb Hackett reports from Virginia in part three of Willy's Schweizer saga



Willy Hackett is an RAF fast jet test pilot, who began gliding at 12. He is a Full Cat instructor and member at Bannerdown GC when in the UK. He and his family currently live outside Washington DC, where he works on the Joint Strike Fighter Program. Debb is a journalist, BGA Diploma recipient and long-time member of the S&G team

My husband Willy Hackett has been gliding since he was 12 – that's 37 years. I've been gliding since I met him, so that's a combined total of almost 60 years. The reason that I tell you this is to drive home the point of how unusual this trip to visit a new club was for us. Despite nearly six decades of experience at numerous clubs across the UK and US, we had a totally new experience. With that many years of gliding between us, we've seen our share of cancelled or postponed launches due to incoming aircraft, winch problems, tug re-fuelling, or the weather. We thought we'd seen it all, but no. As Willy prepared to take off for his check ride, they had to halt the launch to wait for a decent-sized black bear to clear the end of the runway. We've never had to yell "stop" for fear of a bear strike before.

Back in March, Willy set himself a goal – to fly as many types of Schweizer glider as is practically possible. We currently live just outside of Washington DC and on this side of the pond you see a lot more Schweizers than in the UK, so he's striking while the iron is hot.

The challenge has afforded us the opportunity to take some very long road trips and see parts of the US we would've otherwise, in all likelihood, missed. In this third instalment, the search for a Schweizer takes a new turn – flying a single-seater.

Up until now, Willy has flown two-seaters.

That's easy to do as a visitor because you have an instructor with you. At Chilhowee Soaring Association in Tennessee (pp62-65, June/July 16) Willy flew a 2-32 as P2. Then we cheated a little bit at Mid-Atlantic Soaring Association (pp48-49, Aug/Sept 16) – our own club in the Allegheny Mountains of Pennsylvania – and flew a 2-33 together (I was P2 that time).

Then in late June we travelled just over an hour from home to the Skyline Soaring Club, just outside Front Royal, Virginia. The area itself is fairly famous along the eastern seaboard for being the northern entry point into Skyline Drive, a 103-mile-long road that runs through Shenandoah National Park in the Blue Ridge Mountains. It is beautiful in all weathers, but in the autumn when the leaves are turning it offers breath-taking views. So the drive out there wasn't exactly a great hardship. In autumn you'd need to take a back road to get to the club, as the traffic is the stuff of nightmares.

The leadership at Skyline Soaring was extraordinarily kind to us. They have a 1-36 Sprite as part of the club fleet, but it's only covered by insurance for members and Willy isn't a member. The board offered him a temporary membership, lasting a month, and welcomed us with open arms. Skyline Soaring shares an airfield with Warren County Airport. It's one of the smaller clubs we have visited here – they operate four gliders: a Grob 103, K-21, the Schweizer 1-36 Sprite and a Cirrus. There are also a number of privately-owned ships living there.

The 1-36 Sprite was designed to take over

from the SGS 1-26 in the one-design class and fill the void between training aircraft and the competition aircraft available in the 1970s. This was not to be the case; Schweizer gliders could not compete on performance or price terms with European gliders, and so production ceased in 1982 after 43 examples. This was the last glider type produced by Schweizer and marked the end of an era of 45 years of continuous glider production by the American glider manufacturer. Unlike the other ships Willy has flown so far, Ernie Schweizer didn't design the 1-36. The Sprite was the brainchild of his son, Les, who grew up to become the firm's chief engineer.

Skyline Soaring was formed in 1991 after the Washington Soaring Center, which began in 1946, closed down following the death of the owner. Some of the staff and students bought certain assets and started over, with the Blue Ridge as a backdrop. Much like other non-commercial clubs, Skyline uses a team of volunteers to instruct, fly the tow planes and run the field. They don't have their own clubhouse so there's not really the option for the post-flying cookout, but with several great restaurants within a 10-minute drive there's still plenty of opportunity for socialising over a cold one.

But back to the flying. After trading emails with the impressively efficient membership secretary, we were invited for Willy to have a check flight in the K-21 to make sure he wasn't going to bend the 1-36 around the nearest tree (and there are plenty of those to choose from). After a thorough airfield brief, Willy jumped in with David Dawood and off they went, literally into the wild, blue yonder – after the bear had first departed the end of the runway! The check flight complete, Willy was quizzed on his knowledge of the 1-36. Having scoured the manual for several days, the subsequent verbal test on operating it went well and off he went.

This is where I should again point out how helpful the Skyline club was to invite him to do so. Anyone can buy a FAST (Fly A



The club uses the verandah of the airport building to get some much needed shade on hotter days (Debb Hackett)



Sailplane Today) certificate from the Soaring Society of America (SSA) for \$139 and then exchange that at any participating club for a two-seater flight. But single-seaters are for club member use only and Willy told me he'd never anticipated being this fortunate.

Anyone who knows him won't be surprised that, as he gets strapped in, Willy is beaming. He can't really believe his luck. He never imagined he'd get to fly any single-seater unless he knew the owner! So while three club members help him get positioned at the launchpoint, the Pawnee fires up and he's ready to go. Meanwhile I'm stood in a shady spot (it was a very warm day) revelling in the glorious views of the Blue Ridge Mountains of Virginia. For those of you who are now wondering, I should be honest and state I didn't spot any lonesome pines. Sorry, couldn't resist.

Finally airborne, the views were well worth the drive. As mentioned earlier, the club is nestled on the edge of Shenandoah National Park, where you can feast your eyes on wave after wave of beautiful deciduous trees. In the spring and summer, you'll see a sea of green, reaching as far as your eyes can see. On a sunny day in the autumn you might need sunglasses to protect your sight from the brilliant array of colours on offer.

By UK standards this is a long-flight club, with members regularly clocking up hundreds of kilometres. By US standards there are places with bigger lift, but the views probably won't be a patch on Skyline. There's a reason that more than a million people visit this area each year – from the ground it really is lovely, but from the air it's stunning – rugged ridge lines with rocky outcroppings, Eagles joining you in the thermals and mountains running for hundreds of kilometres north and south.

■ <http://skylinesoaring.org>

■ Join us again when we make the long drive north to the very heart and home of Schweizer – Harris Hill, New York, also known as the soaring capital of the USA.

Above: Willy gets the cockpit brief before jumping in the Sprite
Facing page: setting off into the wild, blue yonder (Debb Hackett)

FLYING THE 1-36 SPRITE:

Designed by Leslie (Les) Schweizer

Seats: just the one

Number made: 43

The aircraft is rugged and has a very solid feel, so is well suited to club use, and is easy to manoeuvre on the ground. It is an honest aircraft, straightforward to fly and suitable for a very early solo pilot. The cockpit is comfortable and it has an excellent field of view.

Aerotow launches are simple with the controls being very effective, but not over sensitive. However, the pitch trim (which is usually a weakness in Schweizer designs) needed to be set before take-off and not used during the launch. Use of trim on aerotow launch can lead to over-controlling, so needs to be avoided.

Controls are well harmonised and allow for accurate centring when thermalling, with control forces that would not tire a pilot on a long flight.

The Sprite climbs steadily in thermals, but with only a 31:1 glide angle at 42kts it doesn't go particularly far between thermals. The aircraft sideslips nicely and the airbrakes are quite effective; this combined with the good view on the approach, allow for easy and accurate landings. Overall, a pleasant glider to fly that is well suited for early solo club pilot use.

BGA accident/incident summaries

AIRCRAFT

Ref	Type	Damage	Date, time	Place	Age	PILOT Injury	P1 hours
29	K-21	substantial	02/04/16, 15:55	Southdown GC	35	none	5
<p>Glider crashed while turning following an aborted aerotow. The pilot struggled to maintain a safe vertical position during the take-off, the airbrakes came open and the pilot shut them before releasing the rope at an estimated 100ft agl. Judging this to be too high to land ahead, the pilot started a turn during which the wingtip caught on the ground. The ensuing groundloop snapped the fuselage aft of the wing. The pilot had done his training using the winch at a different club; the safety officer's report suggests more emphasis on dealing with low aerotow launch failures for pilots new to the club.</p>							
30	K-13	minor	03/04/16, 12:15	Bidford GC	65/61	none/none	600+
<p>Weld failure meant that the airbrakes could not be locked shut. The glider had just done two dives to V_{NE} to check that the brakes remained closed at V_{NE}; it was only after operating the brakes at lower speeds that the pilots were unable to lock the brakes shut.</p>							
31	Dimona	destroyed	05/04/16, 15:00	South Wales GC	64/17	serious/serious	2296
<p>TMG crashed in field during field landing training. After the student made a successful simulated approach into a field the instructor took control and opened the throttle to climb away, but the Limbach engine did not respond. Too low to clear trees and power lines at the end of the field, the instructor started a turn. The wingtip caught on the ground during the turn and the subsequent crash broke one pilot's collarbone and the other pilot fractured a vertebra. The undercarriage of the TMG broke off and the fuselage snapped.</p>							
32	K-7	substantial	06/04/16, 13:25	Midland GC	66/32	minor/none	1785
<p>Visiting glider blown over after failed bungee launch. The wingtip holder reported difficulty holding the wings level in the 40kt wind and had to let go just as the glider started to move forward to launch. The left wing fell to the ground, yawing the glider through 90° leaving the right wing pointing into wind. After about 20 seconds, the wind blew the glider over, damaging the fin, canopy, fuselage and wingtip.</p>							
35	K-13	minor	08/04/16, 14:00	York GC	42/-	none/none	66
<p>Heavy landing after an aborted aerotow. After a partial power failure below 100ft, the tug pilot released the glider and the tug climbed away into an abbreviated circuit. The glider pilot thought that the tug would land ahead and so turned to land on a cross runway, opening the airbrakes as he did so. During the turn he noticed that the airspeed was low; witnesses report the wing dropping and contacting the ground before the glider landed heavily on the mainwheel and nose skid.</p>							
37	K-23	destroyed	14/04/16, 17:05	La Cerdanya, Spain	49	serious	-
<p>Glider crashed on mountain. The injured pilot called the club CFI (who had already left the expedition and was seven hours drive away) and the CFI contacted the local club to arrange rescue. Fortunately, local pilots had seen the wreckage and help was already on its way. Analysis of the FLARM trace suggests that, after releasing from tow, the pilot flew the glider over a flat area behind the ridge and was unable to glide back over the crest. The pilot suffered a broken pelvis, leg and elbow in the crash.</p>							
39	Ventus	substantial	17/04/16, 13:30	Burn GC	51	none	115
<p>Wheel-up landing. Just as he was about to round out, the pilot realised that the wheel was still up, swapped hands on the controls and tried to lower the undercarriage. Engineering examination suggests that the pilot was able to lower the wheel, but not lock it, before making a heavy landing, bouncing into the air and eventually landing on the grass beside the runway. The wheel housing, a wheel strut and the fuselage were damaged. The pilot had been attempting to thermal away from a neighbouring airfield before giving up his attempts halfway along the downwind leg and omitted his usual pre-landing checks. It was only after the final landing that the pilot heard the undercarriage warning buzzer.</p>							
48	Junior	substantial	24/04/16, 15:30	Cambridge GC	38	none	1
<p>Heavy landing after ballooned roundout. As the glider ballooned, the pilot closed the airbrakes and then lowered the nose before landing heavily, bouncing and groundlooping. Suspected fuselage delamination at the impact area under the nose.</p>							
49	LS4	substantial	25/04/16, 15:00	Bicester GC	44	none	700+
<p>Field landing groundloop broke fuselage, tailplane and canopy. On final glide at 70kts into a 15kt wind, the pilot assessed that 1,500ft aal with 13km to go and 950ft aal with 7km to run was high enough to allow for a straight in approach to land on the airfield. At 300ft aal, 2km from the airfield, the pilot flew through strong sink and made a hurried approach into a field bordering the club. The pilot was unable to level the wings before landing, one wingtip touched the ground and the glider groundlooped.</p>							
51	Ventus	minor	13/04/16, 14:00	Llewenni Parc	66	none	700+
<p>Wheel-up landing onto tarmac runway. The visiting pilot returned after a cross-country flight at 2,300ft QFE and radio'ed that he would be landing soon. A TMG replied that they were doing circuit training. The glider pilot advised that he would keep them informed and opened the airbrakes and spiralled down to lose height quickly. In doing so he omitted his usual pre-landing checks and forgot to lower the undercarriage.</p>							

Incidents

28	Marianne	minor	31/03/16, 12:00	-	-	minor	-
<p>After breaking the cable for the second time during the winch launch ground run, the glider was pushed forward onto more solid ground. The broken cable was attached to the tow car to tow it to the winch for repair and a radio call was made to the launch point to check that it was safe to pull the cable in. This message was not passed on to others at the launch point and when the cable was towed the parachute hit a club member standing behind the glider, knocking him onto the glider's wing. The club member was bruised and the wing trailing edge was damaged.</p>							

BGA accident/incident summaries *continued*

AIRCRAFT		Damage	Date, time	Place	PILOT		P1 hours
Ref	Type				Age	Injury	
33	K-13	none	02/04/16, pm	-	-	minor	-
Pilot hit by wing leading edge just above an eye, causing a large lump and leading to two black eyes. The glider had been hooked up to a retrieve buggy and the driver moved off before the pilot was ready.							
34	ASH 25	minor	08/04/16, 18:00	-	-	-	-
Wingtip clipped parked van while being towed behind a car.							
36	Puchacz	none	27/02/16	-	-	-	-
Front cockpit cable release handle detached from cable. Investigation revealed previous undocumented replacement of that part of the release cable using inadequately sized cable and a poor technique fastening the handle retaining nipple to the end of the cable. See also incident no 42							
38	PA 18	minor	16/04/16, 14:00	-	-	-	-
Prop strike while taxiing after an aborted aerotow.							
40	Junior	none	18/04/16, 20:30	-	-	-	-
When the pilot adjusted the trim for his circuit speed the trim button separated from the mechanism and hit the canopy before lodging in the airbrake lever slot, leaving the airbrakes unusable. The trim lever spring was later found at the base of the control stick. The pilot reported limited aileron control and was unable to prevent a ground loop after an otherwise safe landing.							
41	K-21	none	20/04/16	-	-	-	-
Glider wingtip brushed top of boundary trees on approach at the end of an introductory flight.							
42	Puchacz	none	28/02/16	-	-	-	-
Front cockpit cable release handle detached from cable. Investigation revealed previous undocumented replacement of that part of the release cable using inadequately sized cable and a poor technique fastening the handle retaining nipple to the end of the cable. This was a different incident to a different aircraft at the same club as incident no 36.							
43	Ventus	none	20/04/16, 14:30	-	-	-	-
Glider groundlooped on landing.							
44	ASW 19	substantial	10/04/16, 12:30	-	-	-	-
Vehicle reversed into the rudder of a parked glider. A cracked door mirror presented the driver with an inadequate view behind the vehicle.							
45	T-61	minor	13/04/16, 12:15	-	-	-	-
A member of the TMG syndicate helped the aircraft start moving on soft ground by pushing on the wing. As the TMG moved, the helper was hit by the tailplane, causing slight damage to a leading edge bracket.							
46	SF 25C	substantial	21/04/16, 17:10	-	-	-	-
While packing the hangar, club members noticed a burning smell and saw smoke coming from a nearby TMG t-hangar. After opening the t-hangar, a water/foam fire extinguisher put out an engine fire. The TMG had flown four flights, its last landing nearly three hours earlier, before taxiing 300m to its hangar, being cleaned and put away.							
47	K-21	none	23/04/16, 15:30	-	-	-	-
Glider became high on aerotow and the tug pilot released the rope at about 1,200ft as the tug's tail was being lifted. The glider pilot was pointing out landmarks to the introductory flight passenger and had taken his eye off the tug. After looking forward again the pilot could not see the tug so pulled the release, dropping the rope over the countryside.							
50	Puchacz	none	09/04/16, 17:00	-	-	-	-
Glider exceeded V _{NE} during an aerobatic flight. The handling P2 was an experienced power pilot, who had not flown gliders for "some time". The report notes that the ASIs in the glider had never had colour coded speed bands; the club intends to have the ASIs modified.							
52	Astir	none	22/04/16	-	-	-	-
During the DI it was discovered that both the rear locking collars securing the wing pins were unlocked. The glider had flown 11 flights over three days since being rigged before this misrigging was discovered.							

In an S&G survey, you told us that you would like to see more in-depth coverage of accidents and incidents. Edward Lockhart is now providing a little extra detail, where available, in the listings on these pages. We would also like to publish (anonymously) your stories of particular flights that have taught you a valuable flying lesson. Please send details to editor@sailplaneandgliding.co.uk or by post to the address on p3.


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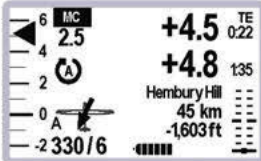
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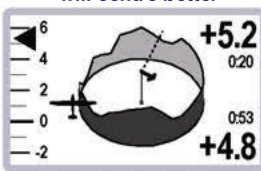
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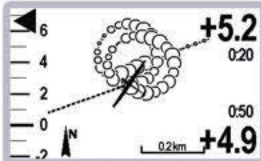
Vario – better decisions, better climbs



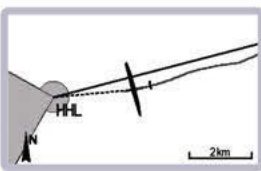
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AAIB BULLETIN: 7/2016

THIS is an abridged report of the UK Air Accident Investigation Branch report into a Silent 2 Electro accident. The full report can be found in the AAIB Bulletins at www.aaib.gov.uk/publications/bulletins.cfm

Aircraft Type and Registration: Alisport Silent 2 Electro, G-CIYA

Year of Manufacture: 2015 (Serial no: 2075)

Date & Time (UTC): 19 October 2015 at 1457hrs

Location: Husbands Bosworth Airfield, Leicestershire

Injuries: 1 (serious)

Nature of damage: aircraft destroyed

Summary

During the initial climb following a self-launch, the aircraft entered an incipient spin. One wing struck the roof of a farm building before the other wing and fuselage impacted the ground. The pilot was seriously injured. The investigation did not reveal any malfunction or defect to account for the accident.

Although the pilot was experienced and current in light aircraft, gliders and motor gliders, he had not flown the aircraft type before. The aircraft was fitted with a ballistic parachute recovery system (BPRS), which had not been activated. The investigation highlighted a number of issues concerning such systems, which represent a risk to the aircraft occupants and first responders following an accident. One Safety Recommendation has been made.

The witness who helped to launch the aircraft reported that the take-off initially appeared to be normal, but the aircraft then adopted a steeper than expected pitch attitude before it reached a height of around 100ft, when it appeared to stall and enter an incipient spin to the left.

Possible causes for the excessive pitch attitude

The weather conditions were benign, and the pilot was suitably qualified and experienced on both gliders and SLMG aircraft. Having considered the possible options for his first take-off in the Silent 2 Electro, he had elected to carry out a self-launch from the paved taxiway. This was a viable alternative to the more dynamic winch launch alternative, and suited the fact that he had previously aerotowed only on gliders equipped with nose-hooks.

The aircraft had successfully completed a 70-minute factory flight test 11 days prior to the accident. The pilot had also rigged the aircraft and undertaken a taxi test the day prior to the accident with no reports of any problems. The witness, who assisted the pilot on the day of the accident, reported that the pilot appeared to be able to reach all the controls and that, in his opinion, the cushion in the cockpit was unlikely to have moved, or deformed, in a manner that would have affected the pilot's ability to control the aircraft.

Examination of the aircraft determined that it had been correctly rigged and, outside the cockpit area, there was no evidence of a mechanical failure or control restriction having occurred prior to the accident. However, due to the damage to the cockpit area and the disruption caused by the rescue operation, the possibility that something in the cockpit had restricted the movement of the control column could not be eliminated.

The Mass and Balance were within the aircraft limitations and the flap setting of +1 was in accordance with the self-launch procedure in the flight manual. The damage to the instruments and pitot/static system made it impossible to determine if the ASI had been reading correctly. However, the ASI had functioned correctly during the test flight carried out 11 days prior to the accident. Although the multi-probe had been removed while the aircraft was transported by road, there had been no disruption to any other part of the pitot/static system; all the connectors were found to be intact and there was no evidence of any pre-impact damage to any of the flexible pipes.

The witness reported that at the start of the flight the electric propulsion system appeared to be operating normally. From the ground marks, it was established that one of the two propeller blades had cut deeply into the ground, indicating that the propeller was rotating under power. The available evidence suggests that the propeller was being driven under power from the electric motor at the time of the accident.

The investigation could not determine why the excessive pitch attitude was maintained.

BPRS regulatory requirements

Unlike light aircraft that operate in the UK on an EASA Certificate of Airworthiness

or a Permit to Fly, aircraft operating under SSDR are not required to conform to aircraft design standards, including those specified in ASTM F2316-12, for BPRS. While owners of SSDR aircraft are required to comply with the Air Navigation Order (ANO), it may not be obvious that Article 38 (2) and (5) of the ANO also apply to a BPRS fitted to SSDR aircraft. These articles state:

(2) The position of equipment provided for emergency use must be indicated by clear markings in or on the aircraft.

(5) All equipment installed or carried in an aircraft... must be installed or stowed and maintained and adjusted so as not to be a source of danger in itself.

The potential risk to third parties responding to an accident involving an aircraft equipped with a BPRS is the same irrespective of the requirements under which the aircraft is designed and operated. Therefore with regards to a BPRS, SSDR aircraft should conform to the same requirements as aircraft operating on a UK Permit to Fly. The following Safety Recommendation is made:

Safety Recommendation 2016-048

It is recommended that the Civil Aviation Authority require that Ballistic Parachute Recovery Systems fitted to Single-Seat Deregulated Aircraft comply with Article 38 of the Air Navigation Order and that the installation and placarding meet the same requirements as for aircraft operating on a Permit to Fly.

Safety action taken

The UK agent of the Silent 2 Electro has advised the AAIB that the aircraft manufacturer has taken action to attach the correct BPRS placards to their aircraft and trailers prior to delivery.

The BGA has also stated that it will act on this report to inform the gliding community of the potential dangers from gliders fitted with BPRS that have been involved in an accident.



Warning sign affixed to BPRS compartment access panel

BGA BADGES

No.	Pilot	Club (place of flight)	Date
Diamond Badge			
	Christopher Gough	Cotswold	18/04/2016
Diamond Distance			
	James Pengelly	Booker (New Tempe, SA)	12/02/2016
Diamond Goal			
	Alexander Maitland	Angus (Hus Bos)	14/05/2016
	Stephen Rae	Borders	14/05/2016
	Guy Dutton	Imperial College (Nympsfield)	17/04/2016
	Peter Joslin	Cambridge	03/07/2016
	Miles Porteous	Cambridge	21/07/2016
Diamond Height			
	Christopher Gough	Cotswold (Portmoak)	18/04/2016
Gold Badge			
	Paul Moslin	Chiltern	25/04/2016
	Michael Hunton	Cranwell	24/04/2016
	Stephen Rae	Borders	14/05/2016
	Guy Dutton	Imperial College	17/04/2016
Gold Distance			
	Alexander Maitland	Angus (Hus Bos)	14/05/2016
	Stephen Rae	Borders	14/05/2016
	Guy Dutton	Imperial College (Nympsfield)	17/04/2016
	Peter Joslin	Cambridge	03/07/2016
	Miles Porteous	Cambridge	21/07/2016
Gold Height			
	Paul Moslin	Chiltern (Sisteron)	25/04/2016
	Michael Hunton	Cranwell (Sisteron)	24/04/2016
	Jonathan Hunt	Oxford (Serres La Batie, France)	09/06/2016
Silver Badge			
	Mark Brooks	Oxford	09/04/2016
	Joshua Wood	Cranwell	28/05/2016
	Iain McIver	Dumfries & District	14/05/2016
	Andy Smart	Cotswold	14/05/2016
	Zeljko Livancic	Booker	27/05/2016
	Christopher Tilley	Kestrel	15/05/2016
	Kevin Russell	Cotswold	19/04/2016
	Justin Brister	Cambridge	06/07/2016
	Peter Capron	Stratford On Avon	03/07/2016
	Danny Richmond	Anglia	23/07/2016
	Charles Portway	Rattlesden	06/07/2016
	Simon Roberts	London	22/07/2016
	Iain Butler	Cambridge	21/07/2016
	Miles Porteous	Cambridge	21/07/2016
	Michael Tinkler	Southdown	14/07/2016
Silver Distance			
	Mark Brooks	Oxford	09/04/2016
	Joshua Wood	Cranwell	28/05/2016
	Iain McIver	Dumfries & District	14/05/2016
	Andy Smart	Cotswold	14/05/2016
	Richard McNeill	London	16/05/2016
	Roger Rhodes	London	16/05/2016



KAY DRAPER (1956-2016)

KAY was one of those rare personalities that lit up the room when she entered. Her infectious smile and laugh lifted anyone fortunate to share her company. These words will go nowhere near reflecting the positive effect she had on people, but I know she'd want us to keep our spirits high.

I met Kay on her first day's flying – hang gliding hops from Milton Keynes bowl in 1979. She was a contemporary of world famous aircraft designer Billy Brookes at the Dunstable hang gliding school.

Quickly progressing, by 1986 she'd won her first ladies hang gliding competition and represented team GB for the first time in the European Championships in France. The next few years saw her competing around the world, collecting trophies and the respect of her fellow pilots.

It was awesome to see this slim, attractive, ever-smiling lady lugging some 50kg of equipment up the hill to take off. No wonder she married Dave, the biggest chap on the hill. She could help carry his heavy stuff too! In over 30 years together, the only minor 'domestics' I recall were around task setting and routes, although her surprised look during the wedding ceremony was priceless when Dave fitted the generous sized ring. A look apparently matched by the Marlborough jeweller when two big blokes in suits burst in and one shouted: "Help, I'm getting married in 20 minutes and forgot the ring!" "What size sir?" "No idea – better make it large..."

Other notable flights included being the first lady to soar across the Solent (that's a big stretch of water in a 1980's hang glider) and her 134km epic from Malvern to Ruthin.

Unsurprisingly, she put time and energy back into the sport. Elected to BHGA council as the emerging paragliding

movement merged to form the modern day BHPA. Organising the 'All Out' flying festival and supporting the local Thames Valley Club.

Of course, her day job was helping others. Kay was a much respected and highly skilled Occupational Therapist, working with people who'd sustained serious and life-changing injuries. Her expertise and commitment enabled people with complex orthopaedic injuries, spinal injuries, amputations and acquired brain injury to rebuild and explore different ways of living fulfilled and independent lives.

She was a professional who enthused about her work and inspired others to do the same, whether they were clients, commissioners or colleagues. She looked far and wide finding solutions to obstacles she'd identified and sometimes found them in unexpected places.

Flying, specifically soaring, defined much of her life. Competitive, yet with kindness, a brilliant sense of humour and a steely determination. Always positive. Dave and Kay travelled the world, competing together and, like so many hang glider pilots, gradually made the transition to gliding in the early 1990s. Different discipline, same result: nationals, records, British Team, competing around the world, respect of her peers and many new friends.

Based at Lasham, she was an avid supporter and role model for Women's gliding in the UK. Kay, Dave and Ella the dog were looking forward to retirement in a couple of years, many more flights, walks with friends, dogs and chasing those elusive butterflies.

Her loss will be deeply felt by her many friends and family. Her sisters, their kids, and mum Nora, who gained national fame when Kay and Dave arranged a glider flight for her 100th birthday. When my wife Christine and I had our first baby, Charley, it was a no-brainer to ask Kay to be god-mum, with her calm, common sense and superb humour. A few years ago Kay had found and connected with her birth mum, Ann, now in North America. This loss we feel spreads worldwide.

Whilst there's often no logic to our coming and going in this world, I know Kay would want us to see our glasses half full. Overflowing indeed. To celebrate her beautiful life, the smiles, the laughter, the positive. The good times. If we're going to shed tears, better make them laughing tears.

Peter Harvey, BGA Chairman

RICHARD ALAN PUTT (1946-2016)



RICHARD Putt, who has recently died at the age of 70, joined us at the Coventry Gliding Club, Husbands Bosworth in 1975. He was a popular and hard working club member, who was on

our club committee for several years and did two spells as our treasurer at a difficult economic time.

Richard took a degree in building and construction management at Aston University and for rest of his working career was employed in the industry. Moving to the Hus Bos area, he became interested in our activities and, following an air experience flight, signed up as a member.

He made rapid progress through our training system and soon took a share in a K-13 (199), which is now at Lasham as L99. He later went into a French Carmam glider and following conversion to a motor glider rating went into a Chipmunk syndicate and a full PPL.

Being in the construction industry and being fully aware of the implications of development close to our busy airfield, Richard greatly helped to fight a proposed 'new' village on our airfield's southern boundary, on the remainder of of the former WW2 airfield. He organised local protest and getting club members to lobby local authorities, as well as members of Parliament. In fact, the only time I ever saw him angry was having visited the local District Council to see how many letters of protest they had received, was told that there were none! He rushed to confront us in the clubhouse and I calmed him down by asking those present if they had written - I had, and about half there also had. I suggested that he go back and request that a search be made, and the missing letters turned up - in drawers, filing cabinets, account books and under blotters!

Richard was a competent and keen musician, playing with a local group in Market Harborough and an opera group in Lutterworth. He was also a marksman with a shooting club. Richard was a respected member of his parish council and indeed the parish chairman gave an address at Richard's funeral.

The tiny parish church in the village of Sibbertoft, just a mile from the east end of our runway, was crowded with his many

friends from our airfield, as well as fellow musicians, riflemen and parish councillors.

Richard leaves behind his charming wife Pam, his son and daughter Simon and Elizabeth, as well as three grandchildren and many, many friends.

Ron Davidson, The Gliding Centre, Hus Bos

LES COOPER (1929-2016)



LES was one of the most popular, inspirational, influential and important members in the history of the Wolds Gliding Club. He joined in the mid-1960s and was a long-term instructor,

chairman and later full-time club manager. Les was extremely motivational in the decision to purchase the freehold of our airfield thus securing the club's permanent tenure; we are now reaping the very rich rewards of his vision. He was very practical and responsible for much of the club's existing infrastructure, forming working parties to build our first clubhouse. This was only recently superseded by our current luxurious brick-built building, the financial foundation for which can largely be attributed to Les's careful guidance years ago.

His career was in the police force and, for over 20 years, he was an officer in the traffic division as a patrol car driver. His driving skills were sufficiently above us normal mortals, such that a trip in a car with Les could be strangely unnerving in an oddly very calm way!

Les was a very talented pilot. He was the first person to complete a Diamond Goal from Pocklington. In April 1980 at Portmoak, on the same day that Dave Benton claimed the British height record, he launched at 8am and achieved his Gold Height. Then, late in the evening he launched again and in the gathering gloom achieved his Diamond Height.

Les was "always there" and often the first person that newcomers to the airfield would meet. Such was his infectious enthusiasm and genial personality they would often leave as fully signed up new members! Of the many tributes to Les, members described him as the "father" of our club (Audrey, of course, is our "mother"). He was superbly articulate, a true wordsmith, with his own endearing style of writing and dealing with external officialism, which in conjunction with

BGA BADGES

No.	Pilot	Club (place of flight)	Date
Silver Distance cont'd			
Craig Allan		Fulmar/ Chiltern (Easterton)	28/05/2016
Michael Keeley		SGU	14/05/2016
Keith Lorenz		Stratford On Avon	21/07/2016
Martin Davidson		Bath, Wilts & North Dorset	18/07/2016
Iain Butler		Cambridge	21/07/2016
Silver Duration			
Henry Inigo-Jones		Lasham	30/04/2016
Paul Field		Booker (Klippeneck, Germany)	26/05/2016
Adam Stach		Bowland Forest	15/05/2016
Richard Slater		York	14/05/2016
Andrew Wilmot		Trent Valley	05/05/2016
Jeffrey Stillwagon		Black Mountains	03/07/2016
Justin Brister		Cambridge	06/07/2016
Peter Capron		Stratford On Avon	03/07/2016
Danny Richmond		Anglia (Lasham)	23/07/2016
Neil Shaw		Deeside	07/07/2016
Charles Portway		Rattlesden	06/07/2016
Steven Jessup		Essex	23/07/2016
Ben Gronow		Chiltern	21/07/2016
Iain Butler		Cambridge	21/07/2016
Miles Porteous		Cambridge	21/07/2016
Michael Tinkler		Southdown	14/07/2016
Lewis Halliday		Staffordshire	14/05/2016
Peter Fabian		Cotswold (Benalla)	22/12/2015
Silver Height			
Henry Inigo-Jones		Lasham	30/04/2016
Alistair Frier		Shenington (Bicester)	05/05/2016
Christopher Mew		Devon & Somerset (Long Mynd)	13/04/2016
Christopher Nobbs		Rattlesden	30/04/2016
Timothy Horner		Lasham	23/05/2016
Nigel Bing		Nene Valley	15/05/2016
Paul Field		Booker (Klippeneck, Germany)	31/03/2016
Adam Stach		Bowland Forest	14/05/2016
David Parsons		Bristol & Glos	24/05/2016
Jonathan Hough		Bowland Forest (Portmoak)	27/04/2016
Zeljko Livancic		Booker (Klippeneck, Germany)	27/05/2016
Dean Buchanan		Lasham	15/05/2016
Christopher Tilley		Kestrel	15/05/2016
Kevin Russell		Cotswold (Portmoak)	19/04/2016
Andrew Wilmot		Trent Valley	17/04/2016
Paul Capitain		Nene Valley	05/05/2016
Oliver Lee		Kent	13/04/2016
Philip Binnee		Booker (Shobdon)	31/03/2016
Jeffrey Stillwagon		Black Mountains	03/07/2016
Peter Capron		Stratford On Avon	03/07/2016
David Woodward		Heron	23/04/2016
Keith Lorenz		Stratford On Avon	21/07/2016
Simon Roberts		London	22/07/2016

cont'd on page 70

BGA BADGES

No.	Pilot	Club (place of flight)	Date
Silver Height cont'd			
	Graham Taylor	Yorkshire	05/05/2016
	Ben Gronow	Chiltern	21/07/2016
	Tim Ward	Nene Valley	14/07/2016
	Michael Tinkler	Southdown (Aston Down)	03/07/2016
100k Diploma Part 1			
	William Lane	SGU (Torquay)	15/05/2016
	Peter Capron	Stratford On Avon	03/07/2016
	Keith Lorenz	Stratford On Avon	03/07/2016
100k Diploma Part 2			
	Juergen Schaper	Stratford On Avon (Darlton)	28/05/2016
Cross Country Endorsement			
	Mark Gilliland	Cotswold	28/05/2016
	Callum Harris	Chiltern	07/06/2016
	Toby Freeland	Channel	11/06/2016
	Adrian Irwin	Dartmoor	05/05/2016
	Borys Kubiak	Oxford	11/06/2016
	Paul Holahan	London	28/05/2016
	David Woodward	Heron	08/07/2016
	Jack King	Bicester	23/06/2016
	Declan Callan-McGill	Lasham	09/07/2016
	Nigel Westlake	Bristol & Glos	13/07/2016
	Jonathan Pring	Imperial College	07/07/2016
	Dorian Bury	Bristol & Glos	24/04/2016
	Peter Sperry	Fenlands	12/07/2016
	Simon Rodgers	Cambridge	13/07/2016
	John Wells	Essex & Suffolk	23/07/2016
	Abenezer Tadesse	Shenington	18/07/2016
	David Edwards	Lasham	24/07/2016
	Samuel Parkes	York	19/06/2016
	Jeffrey Stillwagon	Black Mountains	23/07/2016
	Charles Brooker	Southdown	24/07/2016
	Alison Walton-Smith	Staffordshire	31/07/2016
	Jesal Patel	Stratford On Avon	24/07/2016

his unique relationship with local landowners, businesses and dignitaries formed during his police service was of tremendous benefit to our club. We all have very fond memories of the hospitality and wonderful meals provided by Les and Audrey in the clubhouse over the years.

Whilst no single individual should ever be regarded as being bigger or more important than a club itself, I truly feel that without Les having been there the club would be very much the lesser and poorer today. Our deepest sympathy to Audrey and all the family.

Jon Smith, Wolds GC

JOHN GIBSON (1929-2016)



SADLY, the president of Bowland Forest Gliding Club, John Gibson, passed away earlier this year. Although failing eyesight had kept him from the club recently, over the years he played a vital role in the development and success of the club.

In 1969, he and nine of the founder members of the club formally created the 'Articles of Association and Memorandum of Association of the Blackpool and Fylde Gliding Club', which later became the Bowland Forest Gliding Club. Initially they flew from Samesbury airfield, but, due to increasing security problems, operating on an airfield which was doing Air Ministry work and the minor problem of digging up the chief test pilot's roses and the VASI landing lights with the launching cable,

they decided it would be best to move to a new site.

After a trial at Nicky Nook, a minor hill near the reservoirs northwest of our current location, they found that a farm called Lower Cockhill was available. They brought a portable winch and an Olympia and did some trials there, which led them to attempt to purchase the farm for our new home. This meant obtaining a Sports Council grant and finding an equivalent amount of money themselves. They all loaned money to the club and eventually bought the site. John bought a single-seater Fauvette and allowed members to fly it. Without John and his colleagues, the club would not have been here. He also held the role of chairman for many years, helping us to move forward to where we are today.

John was an aeronautical engineer at British Aerospace, where his first job was to design a control lock system for the Lightning fighter, to halve the control movement when flying at speed, so the pilot couldn't break the aircraft by over-controlling. This led to a career in the design of control systems, leading up to the current fly-by-wire systems. He was awarded a Bronze Medal from the Royal Aeronautical Society for his work in this area. Latterly, he obtained a doctorate from the Delft University of Holland.

At the club, John was always in discussions (heated at times) about aerodynamics and, along with another member, Keith Emslie, he designed the SD 3 metal glider. Unfortunately, this was at the time of the introduction of glass gliders and their design was overtaken by the glass aircraft. John was passionate about accuracy in theory of flight matters and wrote numerous articles for aviation magazines, trying to put right erroneous views about how an aircraft flew. He also had a big input into the current book *Gliding*, on sale from the BGA, and his great interest in winning matters led him to write articles for *Sailplane & Gliding* about the subject.

John was very much part of the infrastructure of the club and his presence has been sadly missed over the past few years. We owe a lot to him and wish him 'Godspeed' in the great aeronautical workshop in the sky. I'm sure angels' wings will be brought up to date in the near future.

Bob Pettifer, chairman, BFGC

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George Metcalfe, Nick Bowers,
Andy Perkins, Lisa Humphries,
Charlie Jordan, Anthony Smith

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Company Secretary

Anthony Smith

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SLMG

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Technical

Howard Torode

Flying Operations

Peter Moorehead

CAA SLMG Instructors and Examiners

A number of CAA authorised SLMG examiners are appointed via the BGA to support SLMG activity under the management of the BGA SRE SLMG. Contact details are at <https://members.gliding.co.uk/pilot-resources-flying-training/examiners/>

Gliding Examiners

BGA gliding examiners are appointed regionally and directed by Senior Regional Examiners. Coaching and tests can be arranged via SRE's who are listed at <https://members.gliding.co.uk/pilot-resources-flying-training/examiners/>

Safety Guidance

There is extensive safety guidance including a toolkit for club safety officers at <https://members.gliding.co.uk/bga-safety-management/>

Airworthiness Inspectors

There are a number of BGA inspectors across the UK. A proportion of them are approved to issue an ARC and are listed by region at <https://members.gliding.co.uk/library/airworthiness/arc-signatories-by-region/> Regional Technical Officers can be contacted via the BGA office.

Airworthiness Guidance

Extensive guidance for owners of non-EASA and EASA aircraft is at <https://members.gliding.co.uk/airworthiness-2/>

Senior Accident Investigators

Chris Heames, Peter Claiden

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Quickfind: MH/415CF **£499.95** F

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