

SAILPLANE & GLIDING

VOL. 68 NO.4



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Our team: Mike Pettican: 01280 811509, mike.pettican@lxavionics.co.uk Nick Kelly: nick.kelly@lxavionics.co.uk

Gail Stevens 01280 700020 info@lxavionics.co.uk John Delafield 07850 950349 john.delafield@lxavionics.co.uk

Derren Francis: derren.francis@lxavionics.co.uk

VAT: GB 793 1777 86 Company number 4417407 E & OE



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Do you rely on GPS when flying cross-country? Well, it just works, doesn't it? **David Innes** highlights some potential pitfalls



MEMBER OF THE ROYAL AERO CLUB AND THE
FEDERATION AERONAUTIQUE INTERNATIONALE



 **THE MAGAZINE OF
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EDITOR: SUSAN NEWBY
C/O BRITISH GLIDING ASSOCIATION,
8 MERUS COURT, MERIDIAN
BUSINESS PARK, LEICESTER LE19 1RJ

EMAIL EDITOR@
SAILPLANEANDGLIDING.CO.UK

TEL: 01763 246657



COVER STORY

Seventeen UK pilots took part in Hahnweide 2017. Steve Jones came second in the 18m Class, while Phil Jones took third in the 15m Class (Max Kirschner)

DEADLINES

Oct/Nov 17
Articles, Letters, Club News: 7 Aug
Display advertisements: 21 Aug
Classifieds: 7 Sept

Dec 17/Jan 18
Articles, Letters, Club News: 6 Oct
Display advertisements: 20 Oct
Classifieds: 6 Nov

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PUBLISHER

British Gliding Association,
8 Merus Court, Meridian Business
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tel: 0116 289 2956 fax: 0116 289 5025
www.gliding.co.uk
email: office@gliding.co.uk

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> The 2017 BGA Club Management Conference will be held on Saturday 11 November at Highgate House, Northamptonshire. There will be dedicated sessions for chairmen and club managers, treasurers, CFIs, and junior gliding activity leaders and co-ordinators.

> Lasham's Jon Gatfield won the second round of the 2017 Sailplane Grand Prix series, held at Santa Cilia, Spain, in May. His consistent run of top five placings throughout the event culminated in a final day win. This impressive result against a strong international field qualifies Jon for the FAI SGP World Final next January in Vitacura, Chile.

> The Air League has awarded a number of gliding scholarships for 2017. Recipients include: J Ali, D Edwards, S Franklin, H Geeson, T Willson, I Bennett, A Cunningham, L Macharla, F Turner, D Callan-McGill, L Wootton and D Weston.

> The first round of the Juniors 2017/18 Winter Series will be at Llewini Parc from 6-8 October. For more information see: www.facebook.com/events/146699689219712/

> The summer edition of *Clued Up*, the CAA safety magazine for GA pilots is now available. Features include an analysis of the Self-Declared Maintenance Programme for ELA1 aircraft, including sailplanes, by BGA Chief Technical Officer Gordon MacDonald. You can download from <https://content.yudu.com/web/fiqy/OA41qcO/CluedUpSum17/html/index.html>

> The story of how the BGA has turned a small group of enthusiastic junior pilots into a thriving brand that has flying associations from around the world seeking to copy the model was told in the 2017 Ann Welch Lecture. Brian Birlison and Steve Pozerskis delivered the lecture at the Royal Aeronautical Society on 25 May. A podcast of the lecture is available at: www.aerosociety.com/news/audio-ann-welch-lecture-2017/

> The CAA has launched the Skyway Code - a guide to private flying rules, regulations and best practice, providing quick access to the key information private pilots need. The Skyway Code can be viewed online, or downloaded for later use, at www.caa.co.uk/General-aviation/Safety-information/The-Skyway-Code/

> In Bernard Eckey's article on Hydraulic Jump in our last issue, the photo of a pseudo lenticular on p45 should have been credited to Jean-Marie Clement, author of *Dancing With The Wind*. Jean-Marie has had several articles on this subject published in French gliding magazine *Vol A Voile*: N°114 (2004), N°124 (2007) and N°137 (2009).



Accepting a Certificate of Merit from Sqn Ldr A P Mullikin (right) for the Heritage Gliding Centre are (l-r) Tony Newbery, Julian Ben-David and Gary Pullen (Photographs by Martin Gammon)

WORTHY COMPANION

DR PETER Saundby was made a Companion of the Royal Aero Club at the annual awards ceremony, held at the RAF Club in London on 18 May. The award recognises his contribution over many years providing aviation advice to countless pilots from across air sport disciplines, including gliding.

BGA Technical Officer Howard Torode was awarded a Silver medal, as was Tom Hardie. Certificates of Merit were awarded to the Gliding Heritage Centre, John Bridge and Peter Gray. The Cowburn Old & Bold Trophy was awarded to Roy Cross, an ex-chairman of Lasham.



BGA medical adviser Dr Peter Saundby (left) is made a Companion of the Royal Aero Club

New champions

CONGRATULATIONS to Polish pilot Sebastian Kawa, winner of the second World 13.5m Class. Sebastian was flying a GP 14 Velo in the competition, held in Hungary in July.

Steve Jones has won the 18m Class Nationals flying the new Ventus. Tim Fletcher is the new Club Class champion. The 18m and Club Class Nationals were held at Hus Bos in June.

Second and third places in the 18m Class went to Pete Harvey and Richard Browne. In the Club Class, Ian Macarthur and Brian Spreckley took second and third. Junior World Club Class pairing Jake Brattle and Tom Arscott finished just behind in fourth and fifth places.



■ Will Jones (right) receives his trophy from Nick Buckenham, president of CIVA (FAI Aerobatics Commission). Will was the winner of the Saltby Open in his first season of competing in aerobatics.

Gliding goes on UK tour

AS WE go to press, the Glide Britain gliding tour gets under way. Glide Britain is a BGA-backed project to create a book, documentary and series of short videos that will show a non-gliding audience what our amazing sport is all about.

More than £16,000 has been pledged to date through sponsorship and donations.

The project kicked off with a gliding tour of 14 participating clubs across the country, starting from Rattlesden on Friday 15 July.

It aims to deliver:

- a series of videos introducing all aspects of gliding from different launch



methods, types of lift, vintage, aerobatics and cross-country flying

- a hardback coffee book with stunning photos of gliding across the UK
- a series of videos introducing participating gliding clubs
- a broadcast quality documentary of the gliding tour of these clubs.

Lasham has provided a K-21, which is making its way over a 1,200km journey across the UK. Thirteen gliding clubs will be visited over a two-week period.

The project is being overseen by Dave Latimer, chairman of the BGA development committee and the team includes Jago Roberts, Alex O'Keefe, Ben Jacobson and Simon Grice (the instigator of Glide Britain).

Videos, photos and interviews will be posted along the way. The biggest challenge the team expects to meet is the British weather, which may mean a modified route.

■ www.facebook.com/glidebritain

(Left: Jago Roberts has fun in the evening at Lasham during the Glide Britain tour)

Duke says 'keep off the grass'!



Dave Latimer and his father on the the lawns of Buckingham Palace

THE Duke of Edinburgh advised Dave Latimer "not to land on the bloody lawn" at Balmoral, as it "gives the police a heart attack". The light-hearted advice was given as the chairman of the BGA development committee discussed his love of flying over Deeside with the Duke at a Buckingham Palace Garden Party. Dave, who was representing the BGA, was accompanied by his 90-year-old father Keith. BGA Child Protection Lead Karon Matten also attended the Garden Party, which was held on 1 June.

DATES

NATIONALS, REGIONALS AND OTHERS

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
20m multi-seat Class Nationals	Aston Down	22-30/7/17
Standard 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		
Junior Championships	Nympsfield	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
Aerobatic nationals	Saltby	24-27/8/17
World Glider Aerobatic Champs	Torun, Poland	27/7-5/8/17

HUS BOS CHALLENGE CUP

22-30/7/17

COTSWOLD REGIONALS

22-30/7/17

INTER-SERVICES

29/7-6/8/17

BIDFORD REGIONALS

5-13/8/17

DUNSTABLE REGIONALS

5-13/8/17

BIDFORD REGIONALS

5-13/8/17

BICESTER REGIONALS

5-13/8/17

NORTHERN REGIONALS

13-19/8/17

Representing GB around the world

THE 19th FAI European Championships (Standard, Club and 20m Classes) and the 10th FAI Junior World Gliding Championships begin at the end of July. Team GB for the Europeans comprises George Metcalfe and Howard Jones (Standard); Ayala Truelove and G Dale (Club); and the pairing of Steve Jones and Garry Coppin (20m). The championship runs from 23 July to 5 August in the Czech Republic.

In the Junior Worlds in Lithuania, defending champion Tom Arscott is representing GB with Jake Brattle in the Club Class. Finn Sleigh and Mike Gatfield are competing in the Standard Class. The competition runs from 29 July to 13 August. www.britishglidingteam.co.uk

■ **BGA Club Management Conference, 11 November, 2017 at Highgate House, Northampton**
■ **BGA Conference and AGM, 17 February 2018 at the Belfry Hotel, Nottingham**

WHEN A WINCH LAUNCH FAILS

FOR no particular reason (translation: I marked it at the time, forgot about it, and then recently stumbled on it again!), I've been re-reading your piece *When a Winch Launch Fails* (pages 24-25, Feb/March 13). At one point, you recommend turning "normally downwind" after a launch failure at such a height that the best option is to fly a semi-circle and land downwind. This bothers me a bit, and I'd like to discuss it.

Since I've been living in metric Switzerland for a long time, I hope you will allow me to use the example of a glider of best L/D speed, in a 45 degree turn, of 126km/hr, or 35m/sec, in a place where the gravitational acceleration is 9.8m/square sec. (These numbers are carefully chosen.) In still air, this glider will circle with a diameter $2 * (35\text{m/sec})^2 / (9.8 \text{ m/square sec})$, or exactly 250m. Further, it will take $\text{PI} * 125\text{m} / (35\text{m/sec})$ or about 11.2 sec to fly around a half-circle. (I hope this semi-coding style is clear enough.)

In a strong crosswind, it can be blown quite a long way downwind in that time - perhaps a couple of hundred metres. The hapless pilot, already under some stress, has to penetrate this distance, plus

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 August

the 250m, back to the runway. Had the turn been made in the upwind direction, the 250m diameter would be partly cancelled by the crosswind push, and the glider would be much closer to the final approach path. (If our HP is really in luck, the cancellation is exact, and the glider basically rotates over the approach path.)

Incidentally, it might be worth stressing that, to get the maximum turn angle per unit of height, which is important here, the best bank angle is 45 degrees.

Finally, I fully agree that playing with it (so to speak) is a very good idea. Years ago, during a normal approach in a good stiff Californian wind, I was instructed to turn final so high that I could not see the runway over the nose of our Schweizer 2-33. "It'll be OK," I was told; and, with lots of spoiler, it was - even comfortable. That

glider came down as if in a lift.

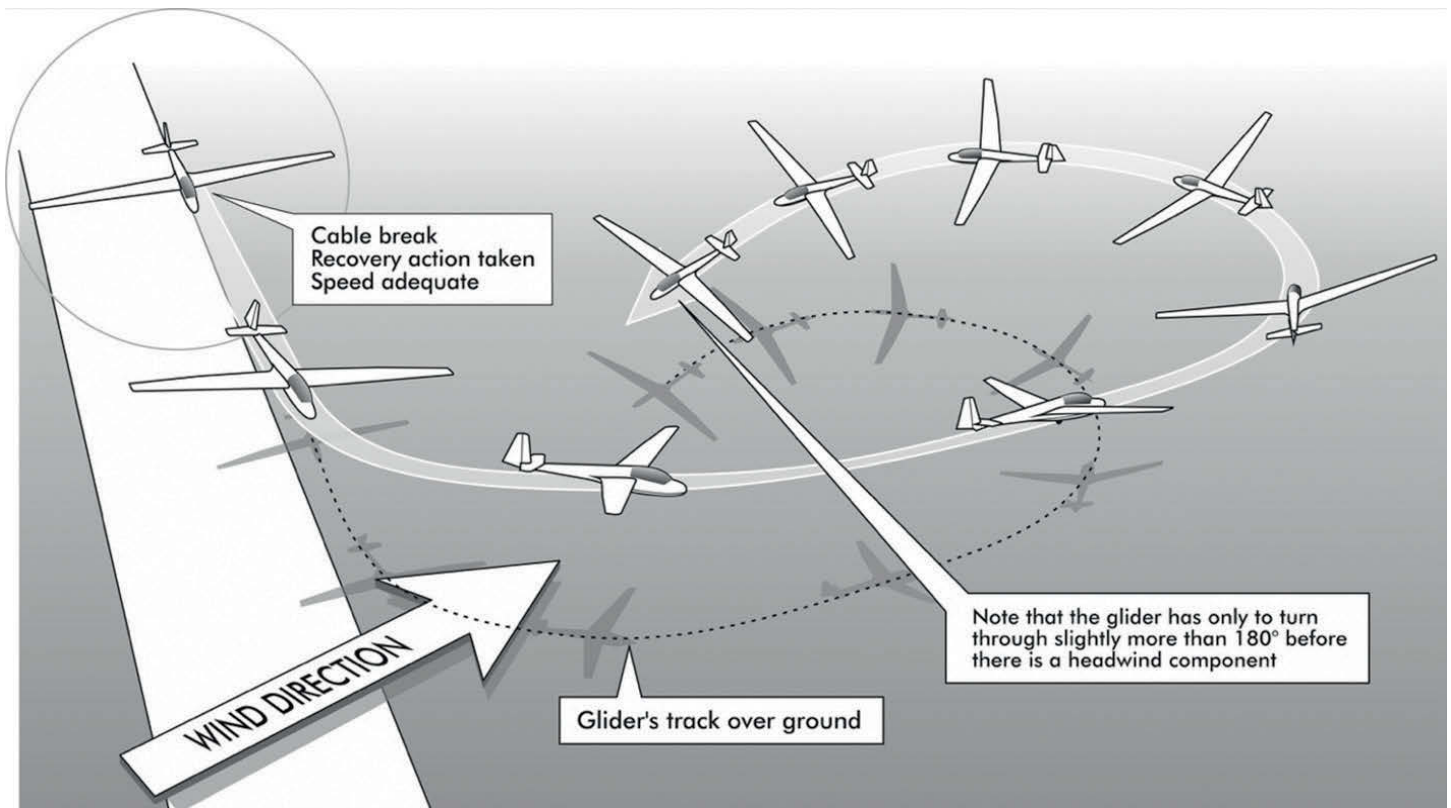
John Crawford, Switzerland

Mike Fox, BGA Training Standards

Manager responds: *It might sound terribly dangerous to turn in the downwind direction after a winch launch failure, but we need to respond to what happens in the real world.*

What is our aim? Surely to end up pointing at a bit of into-wind airfield (or even off airfield landing area in some cases) at a safe height with enough distance to land ahead of us. I can remember Bob Kirbitson writing in my logbook when I was learning to fly 'Remember if you turn too tight it reduces your options'.

Obviously, after a launch failure we need to land ahead if it's safe and sensible to do so. If we are too high to land ahead on the remaining runway, we need to land beyond the runway (land out), or more normally reposition ourselves to land safely on the airfield. If we turn upwind, as John says, we may simply turn 'on the spot', while losing perhaps 50ft of height during the turn (and we will have to turn further to encounter an into-wind component). We



will still be too high to land into wind! If we turn downwind, we will put some distance between ourselves and the into wind landing area, giving us some distance to get the glider on the ground safely.

Have a look at Steve Longland's BGA Instructor Manual diagrams, which illustrate the point (see facing page and below).

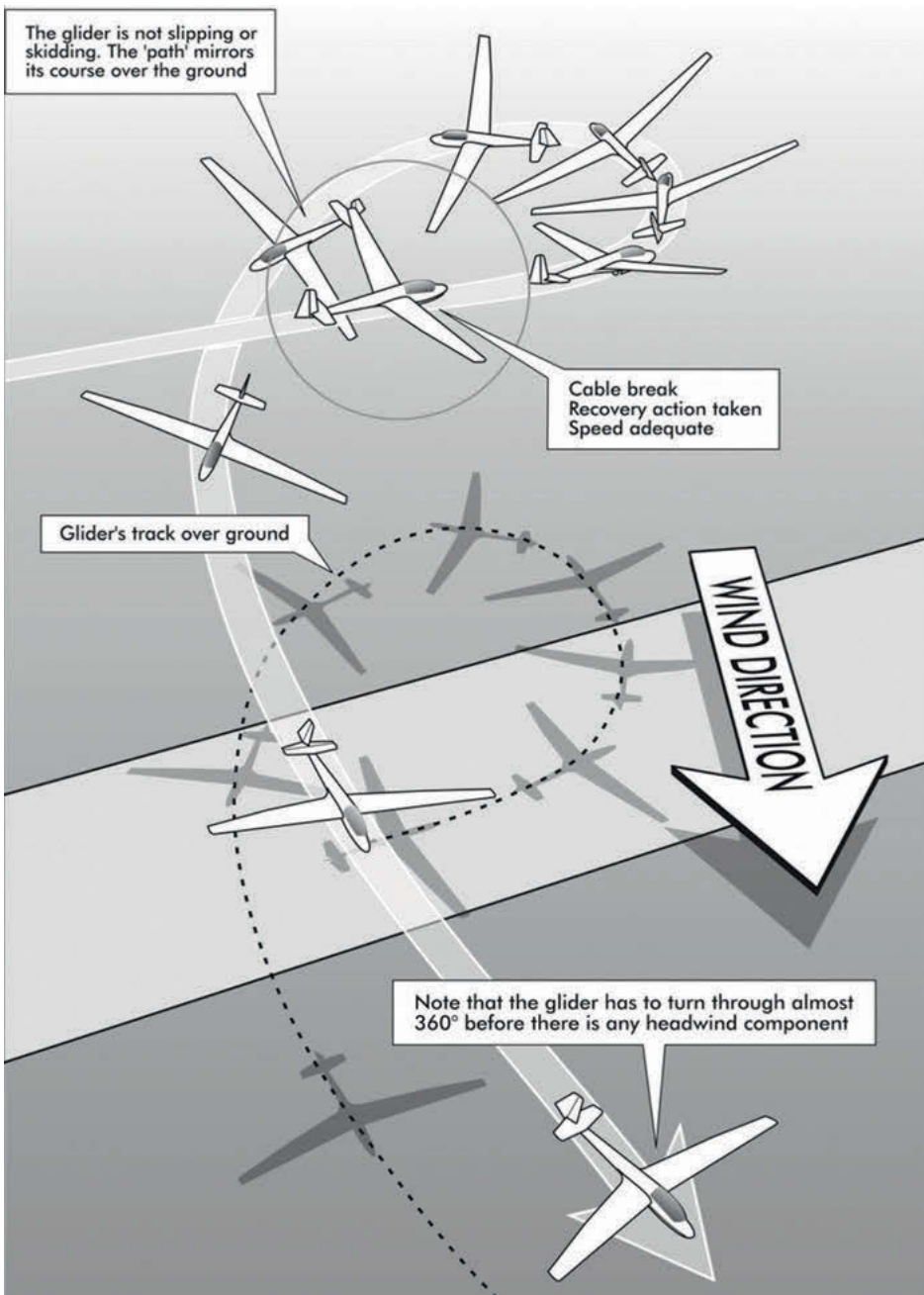
There are times when turning downwind is a bad idea - strong sink from a ridge line, perhaps orientation of cross-runways or obstructions can make it better to turn into a cross wind. Always, as I still do, ask for local advice at new sites in case the worst happens on your flight!

Venture in Australia

THE comments on the second Hawkridge Venture in recent S&Gs are off the mark. It did not go to South Africa (*Reflection on Lakes gliding*, page 28, April/May 17) or to New Zealand (*letters*, page 7, June/July 17).

It was built in 1953 by Dubbo Gliding Club in New South Wales, Australia, from plans supplied by Hawkridge. Registered VH-GDU, it was based at Narromine, NSW when I was there in the mid-1980s. I regret not managing to scrounge a flight in it. It subsequently went to the Narromine Aviation Museum.

Ged Terry, Bowland Forest GC



SAILPLANE & GLIDING



Andy Davis
Competition flying



Paul Whitehead
SLMG



Howard Torode
Airworthiness



Derren Francis
Tugging



Mike Fox
Instructing



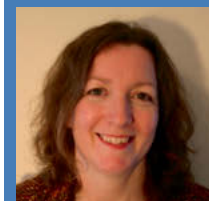
Dr Peter Saundby
Medical



Andy Holmes
Winch operating



John Williams
Airspace



Alison Randle
Development



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

SEE AND BE SEEN AND BEWARE INTUITIVE ASSUMPTIONS

HOW TO SHARE THERMALS SAFELY...

Tony Cronshaw talks to leading coaches about techniques needed to mitigate the risk of collision

SHARING a thermal with other gliders means we can locate and exploit lift more quickly. But flying in close proximity with other gliders is very demanding. Tony Cronshaw talks to leading coaches Mike Fox and Kevin Atkinson about the sometimes counter-intuitive techniques needed to mitigate the risk of collision



The K-18 on the right is on a good line to finding lift. As the K-18 turns left ahead (potentially into me), you can already see that the Duo right wing is moving down (below the horizon) to turn behind and to the outside. The K-18 is leading and is given right of way (Kevin Atkinson)

YOU HAVE TO REALLY TRUST THAT OTHER PERSON WITH YOUR LIFE IF YOU LOSE SIGHT OF THEM

TONY: *When we are searching for lift, one of our best bets is seeing another glider (or birds!) working a thermal. But does sharing a thermal mean an increased risk of collision?*

MIKE: Unfortunately collisions between thermalling gliders continue to occur every one or two years in the UK on average.

BGA statistics (with thanks to Hugh Browning for collating the data) show 27 glider-glider collisions in thermals, including seven fatalities, over 41 years to 5/4/17, divided evenly between competition and non-comp flying.

Over many years the BGA has developed a training syllabus and rules for safe thermalling (see facing page) and the BGA Instructor Manual [1] also contains further teaching on safe thermalling. However,

we all want to improve matters further of course!

TONY: *Are there any clues in the historical data about why people collide?*

MIKE: In half of collisions – and probably more than half as the data is incomplete on this – one pilot had previously seen the other glider.

Sometimes both pilots had seen each other shortly before colliding. But having lost visual contact they apparently continued to thermal. I think that fact is pretty shocking. I used to think that it was the aircraft you hadn't seen that was going to get you. It seems that, for some of us, it's also the one we saw a few seconds earlier!

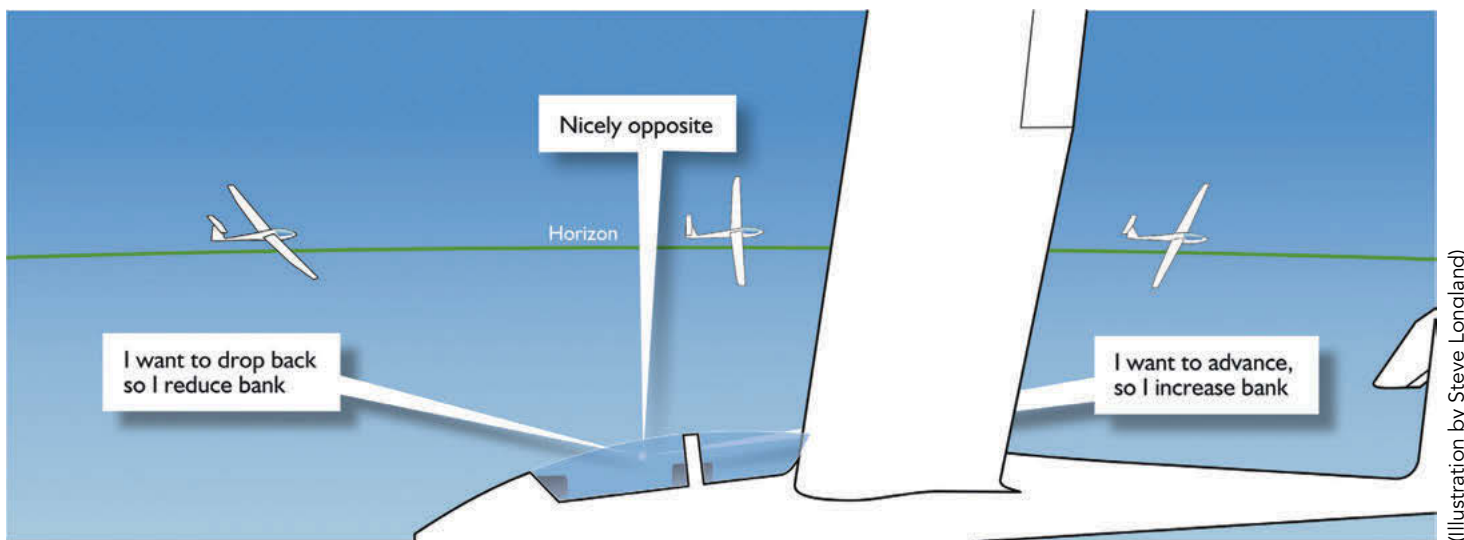
TONY: *Perhaps they had assumed that the other glider had left the thermal, but, in fact, the two gliders were now thermalling in each other's blind spots?*

MIKE: It does seem pretty risky on the face of it, and of course we won't discuss individual incidents here. However, I think we can learn one clear message from these lucky pilots who can tell us their story: If you lose sight of another glider in your thermal, you are running a very real risk of colliding with it. Look under the upper wing and smoothly roll level to get out of there while continuing to try to identify the location of the other glider.

TONY: *Can I mention a story about making assumptions? A glider once headed towards my thermal, evidently on its way to join me. I continued to circle, turning my back on the other glider for a few seconds. When I re-sighted the other glider, we were very close to colliding. The other pilot apparently hadn't seen me due to the position of the sun. My assumption that he could see me – because I could see him very clearly – turned out to be false.*

MIKE: As tempting as it seems (I am in plain view – the other pilot MUST have seen me), you must never – ever – assume that the other pilot has seen you. Even if you do get confirmation with a wave or a radio call, you have to really trust that other person with your life if you lose sight of them. I trust only a few.

TONY: *Hence Derek Piggott's wise words [2]: "Never assume the other glider has seen you... always leave the thermal if you lose sight of a nearby glider for more than*



(Illustration by Steve Longland)

a few seconds.”

If I can turn to you, Kevin, what are your recommendations on how to share thermals safely?

KEVIN: My golden rule is SEE AND BE SEEN when circling with others. This means keeping separated from other gliders, ideally at the opposite sides of the circle, including taking into consideration gliders just above or below our altitude because the vertical separation can quickly be lost. In order to maintain see-and-be-seen, we must avoid catching up another glider, or being caught up by another glider, either of which would mean loss of mutual visual contact.

TONY: You say “mutual” contact because it’s not sufficient for one glider to simply see and monitor the other?

KEVIN: Without mutual visual contact, one glider is blind and could assume it’s safe to manoeuvre in a surge. The other pilot might temporarily be looking elsewhere, or be unable to respond quickly enough and a collision results. So keeping mutual visual contact is a must.

TONY: What techniques can you recommend to maintain station in the circle relative to another glider?

KEVIN: That’s a good question because many pilots instinctively slow down if they are catching up another glider, or speed up if they are being caught up. Unfortunately, this is totally the wrong technique and will only make matters worse. I discuss this at Aim Higher ground schools, working through the figures on flying speed, angle of bank and rate of rotation in the turn. The maths shows

that slowing down increases the rate of turn because you cut inside the circle a bit, so instead of falling back as you had hoped, you actually catch up. The converse is true: When speeding up, the glider behind you will then be on a smaller radius and will catch you up. Within seconds you will lose visual contact as the glider behind enters your blind spot.

TONY: So what is the correct technique to maintain station?

KEVIN: It’s quite simple: Keep your airspeed/attitude fixed, but change your angle of bank. To avoid catching up another glider, reduce your bank a bit. The slightly wider turn will cause you to drop back in the circle. Conversely, if you need to catch up a bit, then tighten up the bank a bit and you will find your relative position with the other glider catches up (figure 1, above).

TONY: However, what happens when another glider decides to re-centre?

KEVIN: As discussed recently [3] there are several techniques for centring thermals, typically adding bank, or reducing bank when the glider passes through a surge. The glider that changes bank is effectively saying “this is where the lift is!” and if there is a good surge we will see the glider rise up relatively. This disrupts the circle that both gliders had previously been following, so you will need to adjust your circle to follow the modified circle, otherwise the old and new circles will intersect and conflict.

TONY: Are there any indications when one is generating a difficult or dangerous situation?

KEVIN: We can use the simple concept of

BGA THERMALLING RULES

Joining a thermal:

- Gliders already established in a thermal have right of way
- All pilots shall circle in the same direction as any glider(s) already established in the area of lift
- If there are gliders thermalling in opposite directions, the joining gliders shall turn in the same direction as the nearest glider (least vertical separation)
- The entry to the turn should be planned so as to keep constant visual contact with all other aircraft at or near the planned entry height
- The entry shall be flown at a tangent to the circle such that no aircraft already turning will be required to manoeuvre to avoid the joining aircraft

Sharing a thermal

- Pilots shall adhere to the principle of see and be seen
- When at similar level to another aircraft, never turn inside, point at, or ahead of it, unless you intend to overtake and can guarantee safe separation
- If, in your judgement, you cannot guarantee adequate separation, leave the thermal
- Look out for other aircraft joining or converging in height

Leaving a thermal

- Look outside the turn and behind before straightening up
- Do not manoeuvre sharply unless clear of all other aircraft



Tony Cronshaw is an Ass Cat instructor at Cambridge Gliding Centre with over 1,500 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



Mike Fox is the BGA Training Standards Manager. He flies an LS4 from Seighford



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 4,500 hours gliding, including competing in UK national and regional competitions. He also has more than 7,500 military jet hours (Tiger Moths to Typhoon)

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

☞ "lead" and "lag".

● Lead – if your nose is pointing ahead of the other glider, you will overtake or collide (no matter if you slow down or try to cut inside).

● Lag – if your nose is pointing to a point behind the rudder of the glider ahead, you will miss.

This can be applied not only when circling, but, as shown in the photograph on p8, to safely join with another glider ahead of you that's just starting to turn into lift.

TONY: *Given all of the above discussion, what are the implications for pilots in the early stages of learning to share thermals with others?*

KEVIN: Obviously we teach see-and-avoid for the most part prior to solo. If we're lucky with the weather, we might get a few opportunities to soar close to another glider and be taught how to accommodate both parties. But once the pilot is solo, in an effort to improve our soaring time, the pilot will be attracted to join any climbing and circling glider. The concern is that the pilot may not have had sufficient briefings on thermalling techniques beyond the basic rules such as all gliders in the thermal shall turn in the same direction.

TONY: *What would you recommend for inexperienced soaring pilots?*

KEVIN: The early solo pilot would be well advised to share a thermal with an experienced pilot, not another newcomer, and avoid sharing thermals with multiple gliders initially. The issue on this last case is that whilst you may manoeuvre to avoid the glider ahead, you may generate difficulties for anybody following and avoiding you.

As a newcomer sharing a thermal with someone more experienced, you can assume the role of follower, and allow the senior pilot to be the leader. Practise sharing the same circle that the leader is showing you and adjust your circle by ensuring you match the spacing with small adjustments to lead and lag. Never cut inside the leader's circle. If you do, you will quickly lose sight of the leader and risk a collision as you may be approaching from his blind spot, potentially a double blind situation.

Keep a good lookout for a possible third glider joining, including when you are about to leave the thermal: The third glider will be outside the turn and your lookout could be blocked by your raised wing.

TONY: *Mike, what are your recommendations on training?*

MIKE: I think it's pretty important that instructors seize opportunities to join other climbing gliders and teach pupils how to thermal with others. It's by far the best way to train efficiently and safely. If you know that there will be an opportunity, then brief beforehand. But in any case try to explain in the air and then reinforce with a briefing afterwards.

By the way, as a training aid, I have created a video showing how to maintain station with another glider [4].

TONY: *Finally, what are your thoughts on FLARM when thermalling?*

MIKE: FLARM used wisely can provide the pilot with valuable extra audio information (I wouldn't be looking in the cockpit!). Perhaps another, unseen glider joins the gaggle behind you. FLARM may alert you to this with a bleep. You may be visual with other FLARM-equipped gliders very close to you in a crowded thermal. If the FLARM gives a full alarm, it might tell you that the glider you can just see behind you is getting closer. I would rather use this information than dismiss it.

What's the alternative? Turn FLARM off or silence it because you are getting overloaded? If you are overloaded, it means you can't process all the information; you should leave. Obviously, you should never forget that many gliders do not have FLARM fitted or it may not be working for some reason: Remember the signal could be attenuated by glider materials and drop out in certain orientations leading to an incorrect and dangerous assumption that the other glider is no longer there.

[1] *BGA Instructor Manual* - Available for all to read through clubs or BGA instructors

[2] *Gliding - A handbook on soaring flight* Derek Piggott p155 (4th edition 1976)

[3] *Solutions to thermal centring part 3* - S&G Jun/Jul 2017

[4] <https://www.youtube.com/watch?v=HAPP2z7YO4E&t=1s>

■ In the next *Ask the Coach*, Tony talks to coaches at leading UK clubs about how they are increasing support for up-and-coming pilots developing their soaring and cross-country skills – and hence address the post-solo "black hole" of membership drop-out.

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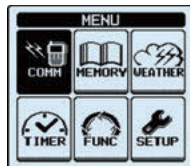
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The daily queue for weighing at Zbraslavice

TIGHT MARGINS AT ZBRASLAVICE

Alison Randle, media manager for Team GB at the Women's Worlds in the Czech Republic, introduces reports from the pilots

MID-MAY in Central Europe and 48 pilots from 12 countries gathered at Aeroklub Zbraslavice in the Central Bohemian region of the Czech Republic to contest the World Championship crowns in the Standard, 18m and Club Classes. The British Team comprised Ayala Truelove, Claudia Hill and Liz Sparrow, all flying in the Club Class. They were supported by team captain Mel Andersson and their crews: Hugh, Mike, Nick, Alan and Conny. Crews form a vital part of the team. As we had entered only one class, the British Team was not eligible to compete in the Team Trophy

here. That was eventually won by France.

There was a great deal of flying – two unofficial practice days, three official practice days and 12 contest days. The weather was very interesting, with a different air mass every day, providing a broad test of pilots' skills, including: weak, strong, low, high, showery, blue, windy, still, long, short, and absolutely perfect with cumulus.

After 11 days of flying, there were no clear winners in any of the classes and the 12th day was intense, with impressive speeds in glorious conditions on a final assigned area task (AAT). Day winner Amelia Audier flew 331km at 107km/h and, not for the first time in the contest, pilots reported having to break off from strong climbs to avoid going into FL95 airspace.

In the Club Class, margins were tight and had seen a number of high profile pilots make errors that dropped them down the field, sadly including both Ayala and Liz, who each landed out on high scoring days. As the contest went on, stamina became an issue, with more errors and physical ailments affecting the outcome. Racing gliders can be an unforgiving business. Not just a test of skill, the flying standards were high, or even a question of good fortune, WWGC 2017 was all about mental and physical resilience. In the end, Sabrina Vogt (Germany) successfully defended her title, winning by 107 points to Sarah Arnold (USA), who was only 77 points ahead of Sarah Drefenstedt



Claudia, Mel and Alan chilling before flying on Day 11



Representing Great Britain (l-r): Claudia Hill, Ayala Truelove and Liz Sparrow, with team captain Melissa Andersson (photographs by Alison Randle)

(Germany): 458 points covered the top five, and 796 the top 10. Claudia focused on each day as a separate event, and put in a neat set of consistent results, including her first ever day win, to achieve 9th overall, just 23 points behind her overall 7th place on Day 11. She had at one stage been 6th. It was a joy to witness her getting so much out of this competition.

Sometimes the Brits flew as a group of three, but not always. International gliding competitions are individual competitions and team flying is one of the ways that pilots can cooperate to increase their flying performance. Quite simply, a group of pilots can search a larger area for the best conditions. However, in much the same way that during a cross-country flight the canny pilot changes gear to match changing flying conditions, pilots team flying need to be able to recognise when making a set of individual decisions is more appropriate for the conditions than continuing to fly together. It is a challenging art and one that is hard to get right.

Claudia reported that on some days she had ended up flying with fellow leading pilots – circumstance bringing them to the same part of the sky at the same time where they worked together, hunting in a pack for lift. Out on task it can be hard to tell who is where for the day, especially on an AAT, but flying collectively has its advantages regardless of the competition. There were

often big cheesy grins in the glider park after flying – these pilots were having a lot of fun and relishing the challenges.

As we departed to begin our long journey home immediately after the excellent closing ceremony, conducted in the impressive hangar at Aeroklub Zbraslavice, the abiding impressions were the humour and warmth of our hosts' hospitality; the intensity of the competition between rivals old and new; and friendship without borders.

Claudia Hill's impressions from the 9th Women's World Gliding Championship in Zbraslavice, Czech Republic

What a comp it was! We had 12 contest days and very varied conditions. On one day we would creep along in blue thermals up to a measly 3,200ft above airfield height, the next day we had to break off our 9kt climb because we were getting close to the ceiling of FL95.

In the beginning we flew as a team of three, which turned out not to be working all that well. In hindsight I think we might all have delegated some of the decision-making and responsibility to each other or spent too much time trying to agree on a plan, which slowed us down – especially in AATs. In straight racing tasks, where we were all heading to the same point, it wasn't quite so detrimental.

So after a few days we started flying as a more loosely connected team, which

■ The excellent and apparently effortless competition organisation was led by Jan Hýla, and directed by the highly experienced Vladimír Machula – we were in very good hands.

The civic pride to be hosting was clear, as the opening ceremony was attended by the Governor of the Central Bohemian Region, the Minister for Transport and the Mayor of Kolin. It took place in Vlašský dvor, the Italian Court, in nearby Kutná Hora and originally the seat of the Central Mint of Prague. It was followed by a private organ concert in the impressive St Barbara's cathedral. Kutná Hora is a UNESCO World Heritage site.

Once back at Zbraslavice (think spraz-lao-vitsuh) two Saab Gripens from the Czech Air Force performed low passes whilst we tucked into a generous spread of food and drink provided by our hosts. There were three such banquets during our time there.

■ During the competition, team captains, pilots and the competition organisation were using FLARM traces to collectively learn about flying behaviour, especially during gaggle flying.

Pilots would radio when they felt the proximal flying had got too close, and later the traces would be analysed to see what had really happened.

Results were often surprising – pilot perception is not necessarily accurate, and it is clear that thermalling culture varies around the world.

The resulting presentations and discussions at briefing were healthy and resulted in friendlier gaggle flying. Trace analysis clearly has value to add to gliding's 'no blame' safety culture.

LIZ SPARROW WRITES:

MY FIRST international was in 2003, just down the road at Jihlava. I was looking forward to returning to the Czech Republic, which is gorgeous soaring territory – rippling tree-topped ridges guaranteeing a sunny or windward slope and with lots of landable areas between.

I was generally flying well with the exception of the decision to run a convergence which, instead of lifting me briskly to cloudbase, threw me onto the ground, ending my chance of a medal.

With lots of great racing tasks exceptionally well matched to the weather, for me a highlight was day 11. Claudia and I had a reasonable run to the first TP, then a bit of a mince through a difficult area to arrive just as a honking convergence set up into and back out of the western TP. We ran this at Warp Factor 10 without turning, being propelled ever skywards to reach the end of the line at cloudbase. Perfect! Claudia pulled away from me a little, with a particularly good run to the 3rd TP while I had to scratch a bit for height, which meant the French pair split us in the results – but what a hoot of a day!



Claudia Hill lands the LS1-f (photographs by Alison Randle)

✂ worked better – the stress of trying to get together and stay together in the start sector can be surprisingly distracting, and flying by myself was quite liberating!

I never look at results during a competition because there's absolutely nothing I can do about yesterday's flight, and if I worry about either keeping a good placing or making up for a less successful flight I get distracted and forget about flying to the best of my ability – and enjoying myself. So instead every morning I looked forward to a new day, a new task, a fun flight in a lovely glider, and I had faith in the organising team whose weather forecasts and tasks were spot on!

Ah yes, the organisation. They were brilliant. This was such a well organised comp, and it was done with a great sense of humour. Also, I can't remember ever

having been to a gliding site with such great facilities. Plenty of showers and toilets, all modern, all working, all cleaned regularly! A pool! A restaurant with food and drink at extremely low prices! And thoughtful little touches like two fridges in the briefing marquee, one with free bottles of chilled water for the pilots, the other with fresh fruit. Zbraslavice is a large-ish grass airfield, and the launching operation went very smoothly with eight tugs. (OK, seven-and-a-bit, as one of the Zlins was a tad underpowered and kept giving its gliders a scenic tour of the surrounding countryside.)

This was the first time the British Team had a dedicated media manager, which took a lot of the pressure off the pilots because we didn't have to worry about writing blog posts, and it enabled the folks at home to keep up with what was happening in Zbraslavice. Since coming back to the UK I've had lots of positive feedback on the media coverage, so a big thank you should go to Alison Randle, who populated the team website, Facebook, Twitter, Instagram and YouTube with real-time and post-edited content, and to Mel Andersson, who wasn't just our team captain, but also did live videos of the grid launches and of post-landing ice-cream deliveries.

We also made our crews work all day by getting them to provide us with live weather updates and OGN tracking info, which were quite useful especially on AAT days. And then, of course, we had our very own Swedish chef and masseur Conny, whose services were much appreciated – especially after I pulled a muscle in my



Lots of head scratching analysing the traces after the AAT on Day 3



Claudia receiving her day winner's prize from Vladimír Machula; Club Class winners

back when derigging the glider.

It's great when as a pilot you can fully concentrate on your flying – and the ground team the three of us had in Zbraslavice made this very easy by taking care of all non-flying stuff for us.

This was the second time I had qualified for the Women's Worlds, and I felt the standard in the Club Class was quite a bit higher than the last time I took part. I found myself flying and competing with some top pilots, and my 9th place (plus one day win and one second place – beaten on that day on handicap by an incredibly light Libelle) in this comp feels like a bigger achievement than my 7th place in Issoudun.

Finally, I can thoroughly recommend the Czech Republic both for a flying and for a non-flying holiday. It's a breathtakingly



pretty part of the world and people were very friendly.

And, of course, a huge thank you to Claudia and Mike Pettican and Nick Kelly for lending me their LS1-f for this competition!

So what were the highlights for me?

- Gaining about 2,000ft in height on the last 10-20km to and from the turning point by zooming along a cloud street.
- Watching Liz pull up into a 10kt climb ahead and hearing her giggle on the radio.
- Landing out (together with four others, on a mass land-out day) on a little airstrip 25km from Zbraslavice and being greeted by the owner Miloš with offers of freshly brewed coffee and draught beer.
- My first ever day win in any comp!
- Flying over a beautiful country.
- Being in schnitzel heaven for three weeks.

THE STANDARD IN THE CLUB CLASS WAS QUITE A BIT HIGHER THAN THE LAST TIME I TOOK PART. I FOUND MYSELF FLYING AND COMPETING WITH TOP PILOTS

RESULTS OF 9TH FAI WOMEN'S WORLD GLIDING CHAMPIONSHIPS 21 MAY - 4 JUNE 2017

Club Class

- 1 Sabrina Vogt, Germany
- 2 Sarah Arnold, USA
- 3 Sarah Drefenstedt, Germany
- 9 Claudia Hill, GB
- 12 Liz Sparrow, GB
- 13 Ayala Truelove, GB

Standard Class

- 1 Aude Grangeray, France
- 2 Cornelia Schaich, Germany
- 3 Jana Verprekova, Czech Republic

18m Class

- 1 Katrin Senne, Germany
- 2 Alena Netusilova, Czech Republic
- 3 Anne Ducarouge, France

■ www.wwgc2017.cz

■ www.britishglidingteam.co.uk



Team GB (l-r): Ayala Truelove, Alan Sparrow, Liz Sparrow, Claudia Hill, Nick Hill and Mel Andersson



Gold medal for Sabrina Vogt

HOW TO EAT A DRAGON...

Dominic Haughton reflects on how he achieved the first 500km FAI triangle to be flown in Wales



The terrain in Wales may seem daunting (Dominic Haughton)

TWO-THIRDS of Wales lies within 100km of Midland Gliding Club (MGC)'s airfield on the Long Mynd. The mountain ranges in this arc are the UK's highest outside Scotland; each has a different character and orientation that reflects the country's complex geology. With sea on three of its four sides, the remainder of Wales away from the English border is made up of relatively low lying coastwise strips or peninsulas and narrow valleys running far inland (see *Enjoy a Welsh smorgasbord* on facing page).

For cross-country pilots flying from the Mynd, the terrain in Wales may seem daunting and the flying conditions unpredictable; the temptation can be to set tasks into England. However, the location of the club is perfect for exploring the country bit by bit. The soaring potential and outlanding possibilities of specific areas can be learned one at a time. Cloudbase over the hills is typically higher here than elsewhere and on days when it is 5,000ft there should be little chance of ending up low over unlandable areas. Moreover, tasks can be set to take advantage of good conditions in one or more areas of Wales when others may be unsoarable.

The hors d'oeuvre

When I joined MGC, with a newly-earned Silver C in hand, Nick Heriz-Smith was the CFI. He was actively promoting cross-country flying and encouraged me to fly the club Discus in the Inter-Club League, which took

me to Talgarth and Usk, and he led while I followed on my first flight into mid-Wales.

Inspired by Nick's tales of playing in the hills and soaring sea breeze fronts I have, over the years, flown from the Mynd to most parts of the country. The reward has been a variety of flying over spectacular landscapes; soaring the length of the Clwydian range and over the sea at Prestatyn in a westerly wind for a "free" 80km during task week, working up the bowl of Pen y Fan in a northerly below walkers on the ridge to climb away on the strongest thermal of the day, being forced to park on a 300ft high ridge before thermalling into wave to 10,000ft, drifting home over the high ground on the last thermals of the day when in the plains the day had been ended by the sea air. However, my first, albeit accidental, encounter with the mythical sea breeze front on a leg from Carmarthen to Snowdon was the most memorable (see *It's a breeze*, page 18).

Preparing the main course

In 2013, with piecemeal knowledge of different areas of Wales, I started experimenting with setting larger tasks that aimed to combine the best soaring conditions; over high ground, along ridges and parallel to the coasts. Tasks had also to avoid the worst areas. One big downside of the sea breeze bonus, which I had discovered on the way back from Snowdon, is that sea air can come a long way inland, making soaring difficult or impossible over large areas by the end of the day. It is not uncommon for sea air to completely fill the Vale of Clwyd and the Cheshire Plain beyond, or to flood up the valleys from the west into central Wales almost as far as the Mynd.

A bit of work with SeeYou over the winter of 2014/15 produced about half a dozen 500km FAI triangles around existing turnpoints (TPs). With Monmouth, then the most south-easterly BGA TP in Wales, an obvious choice and a leg to the west a necessity to make up the distance, the only significant variation in these tasks was the choice of the northern TP. One option was

Enjoy a Welsh smorgasbord

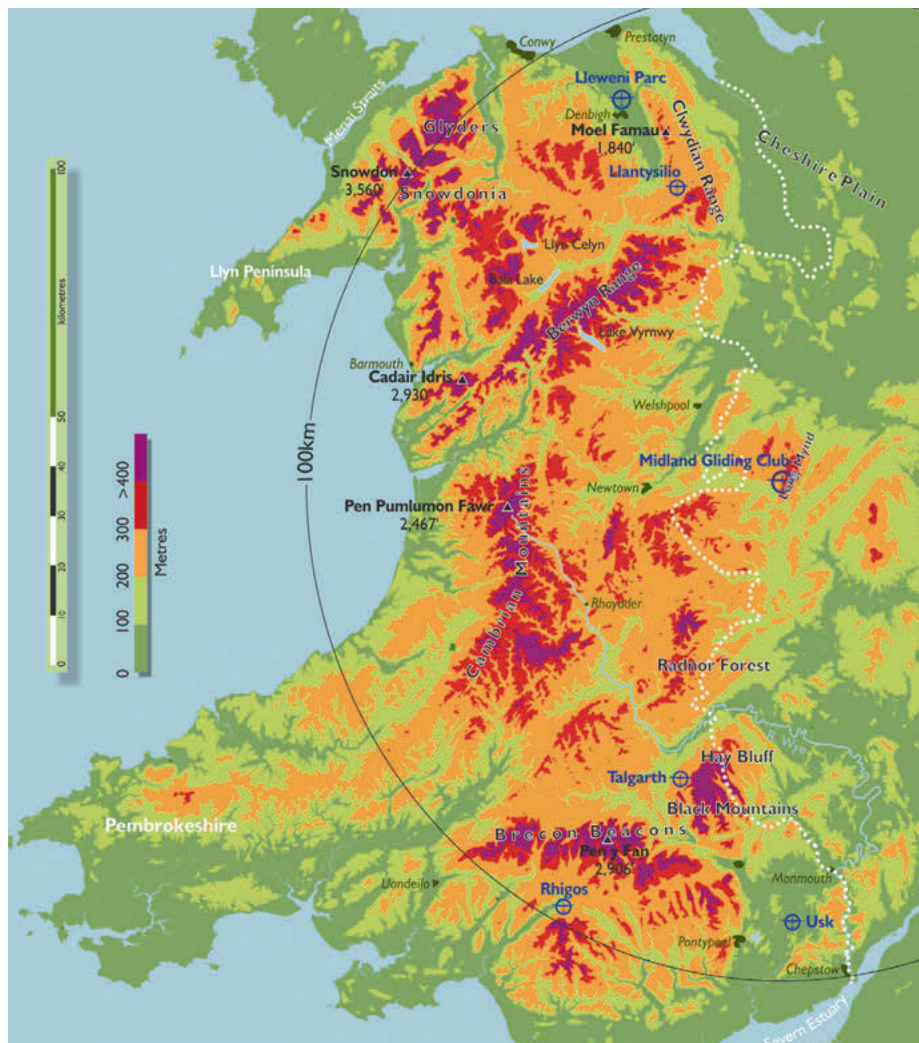
THE Long Mynd is a long, narrow plateau in Shropshire that runs roughly north-south close to the Welsh border. It rises 600-700ft above the ground to the west and, from the site of the Midland Gliding Club on the top of the ridge, much of mid-Wales is visible.

Hay Bluff, to the south, is 55km away. This 2,200ft peak is just on the Welsh side of the border at the north-eastern corner of the Black Mountains and at the end of a ridge that runs south east above the Wye Valley to Talgarth, 8km away. Southwest of the Mynd, the ground reaches more than 2,100ft above sea level at Radnor Forest and, beyond this, the western Black Mountains rise to 2,661ft behind Talgarth.

West of the Mynd, beyond the windfarms at Newtown, the skyline follows the northern end of the Cambrian Mountains, which rise more than 100km away in mid-Carmarthenshire. On most days, the peak of Cadair Idris (2,930ft) can be seen 60km away near the coast at Barmouth. To the north west, the hills between the Mynd and the Welshpool Valley hide the mountains of North Wales.

From the air, on a clear day, most of the rest of Wales can be seen. Southwest, the Brecon Beacons extend west beyond Talgarth to Llandeilo, 103km from the Mynd. At their heart is Pen y Fan, which has a spectacular north-facing bowl and, at 2,906ft, is the highest peak in South Wales. The Cambrian Mountains start beyond, and about 20km north of Carreg Cennan Castle at the end of the Beacons. They are mostly an upland plateau between 1,300-2,000ft above sea level, which runs first north east, then north, parallel to the coast and about 25km inland. The high ground towards Rhayader is barren peat and moorland grass known as the Desert of Wales. Pen Pumlumon Fawr, at their northern end, is the highest point at 2,467ft.

To the north west of the Mynd, the ground rises steadily beyond Welshpool. Reservoirs built to supply fresh water to Liverpool and natural lakes make good landmarks on the way to Snowdon, 101km from the Long Mynd. At Lake Vyrnwy the hills are 1,400ft above sea level, 20km on



All the mountain ranges of Wales, the coast from the border to Conwy and along Cardigan Bay, and Chepstow on the Bristol Channel are all within 100km of the Long Mynd (Illustration by James Maxwell/Steve Longland)

at Bala Lake they reach 2,150ft and by Llyn Celyn, another 10km away, they are 2,600ft. The peak of Snowdon stands in the north west of Snowdonia and, at 3,569ft, is the highest UK mountain outside Scotland.

Snowdonia itself measures about 30km from north to south and 40km from Conwy in the east to where the range peters out on the Llyn peninsula. A series of peaks that include the Glyders run to the north east of Snowdon and the range drops steeply to a narrow coastal strip south of the Menai Straights.

East of Snowdonia, the low-lying Vale of Clwyd is enclosed by the Clwydian and Berwyn ranges. The Clwydians start 65km from the Long Mynd at Llantysilio, home to North Wales Gliding Club, and run north

a further 30km to Prestatyn on the north coast. The ridge, which is local to Denbigh Gliding Club at Lleweni Parc, reaches 1,840ft at Moel Famau and makes a physical barrier between Wales and the Cheshire Plain to the east. The Berwyns, which have several peaks higher than 2,500ft, run south west to the south of Bala Lake.

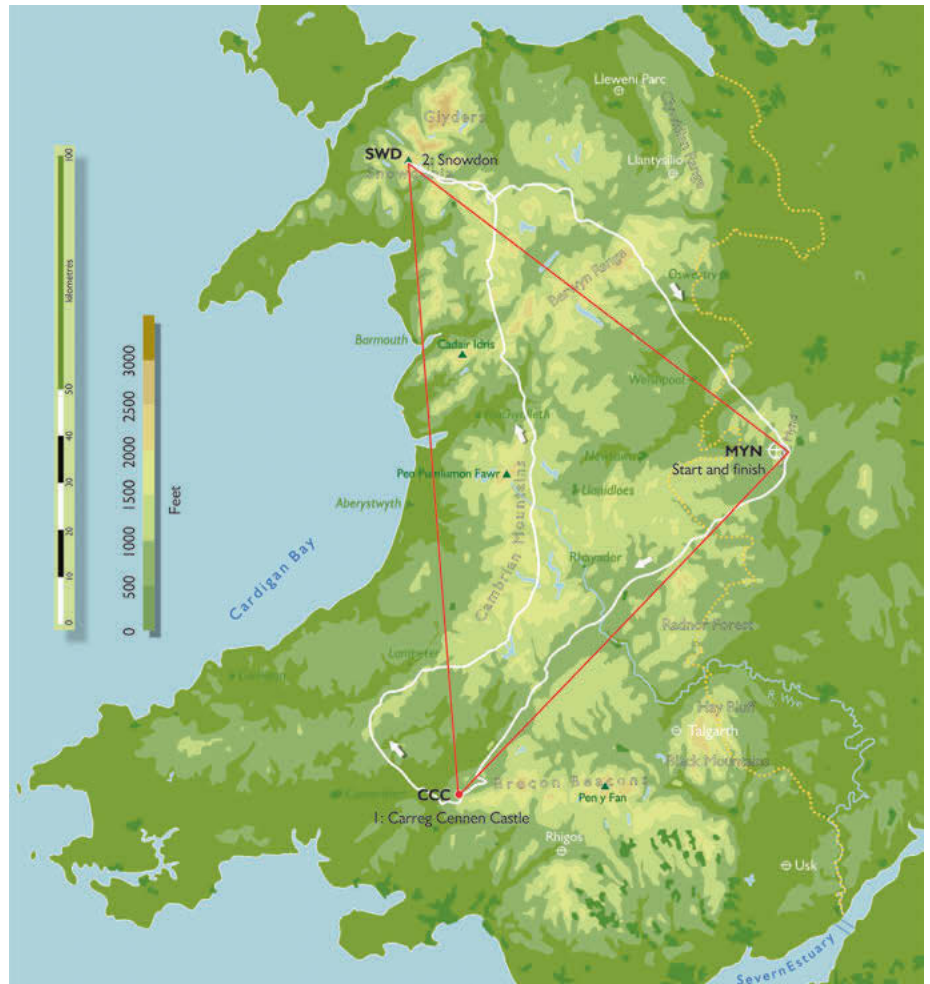
In the west, Pembrokeshire is too far to be seen from the Mynd, as is the south eastern part of the country beyond Hay Bluff. Here the border follows Offa's Dyke for 15km along the top of the ridge on the eastern side of the Black Mountains towards Monmouth then follows the River Wye, past the ruin of Tintern Abbey on the Welsh bank, to Chepstow on the Severn Estuary almost exactly 100km away.

It's a breeze

THE notion of flying a 500km FAI triangle in Wales came after a flight in 2013 that included a 150km run from Lampeter around Snowdon with the help of sea breeze fronts. The task then was a 340km FAI from the Mynd with turn points at Carreg Cennen Castle (CCC) at the western end of the Brecon Beacons, and Snowdon (SWD).

Just before the first TP the climbs, which had been 5-6kts, became 1-2kts. The best chance of staying afloat looked to be towards the coast, 60 degrees west of the direct track to north. Here I blundered into the sea breeze front half way between Carmarthen and Lampeter. I was able to follow it for 75km north along the line of the Cambrian Mountains, taking just six turns on the way and these only to quickly get to cloudbase at 5,800ft. However from there, east of Machynlleth, it was largely downhill.

At 20km out from Snowdon, 900ft below the summit and over difficult country, I was ready to give up, but pushed on a couple of kilometres further under promising looking cloud. This turned out to be on the convergence of sea air off the north and west coasts, which had aligned with the wind to lead northwest right to the TP. I rounded the TP 200-300ft above the summit, passing through orographic cloud on the windward side before heading back the same way. I fell into the sea air when I diverged from the inbound track to get home and struggled low in weak lift before reconnecting with the sea breeze front, now 50km from the north and the west coasts, and climbing to 5,600ft to get above glide for home.



Above: The 2013 flight that inspired Dominic's 500km triangle (Illustration by Steve Longland)

Below: The summit of Snowdon



The satellite picture from early afternoon clearly shows sea breeze fronts on all three coasts. After rounding Snowdon, these were 50km inland.

↪ to turn Snowdon. This made Dale Bridge, about as far south west as it is possible to get in Wales, the only possibility for the south-western TP and put the start/finish at the Mynd, 35km outside the triangle, neither of which was ideal. Moreover, the chance of conditions being favourable for rounding Snowdon as well as getting to, and back from, the south coast at the very end of the Pembrokeshire peninsula seemed small. Turning Haverfordwest would keep the task a bit more inland in the south, but would mean overflying Snowdonia to turn Bangor on the Menai Straights, which had its own potential pitfalls.

Alternative triangles with one leg along the border with England looked more appealing and, in a northerly, would benefit from downwind first and last legs. However, Wales is only so big and finding a TP sufficiently far north of the Mynd without going into the Vale of Clwyd was tricky. A leg between one of the TPs on the Clwydian range and Monmouth put the Mynd almost directly on track and gave options for the third turn point. However, in all cases this had to be in the far west and I did not know much about soaring in Pembrokeshire.

Tucking in

With tasks prepared, I watched RASP and waited for the right day. The wind direction and progress of sea air across the Pembrokeshire peninsula and the Vale of Clwyd and Cheshire Plain were the most important factors; the length of day less so. An earlier start and later end to the day was expected as a result of being able to launch from, and return over, high ground.

One Saturday in June 2015, I set off to in a light northerly to see how big a triangle I could fly. The plan was to turn Monmouth, go as far west as possible and then use the sea breeze front to get as far north as possible. By the time I got to Carmarthen the clouds to the north and west had disappeared and the few that remained were in a narrow and diminishing band close to the coast. Taking what seemed like the last thermal in Carmarthenshire, from 2,200ft overhead Carmarthen's ATZ, followed by a glide over the sea and another climb from 2,200ft over the west of Swansea, I eventually found the N-S sea breeze front far inland near Rhigos and headed north past Vyrnwy then home, a triangle of 340km. This proved the point that getting into Pembrokeshire early would be key to success on the bigger task.

My first attempt at a 500km triangle



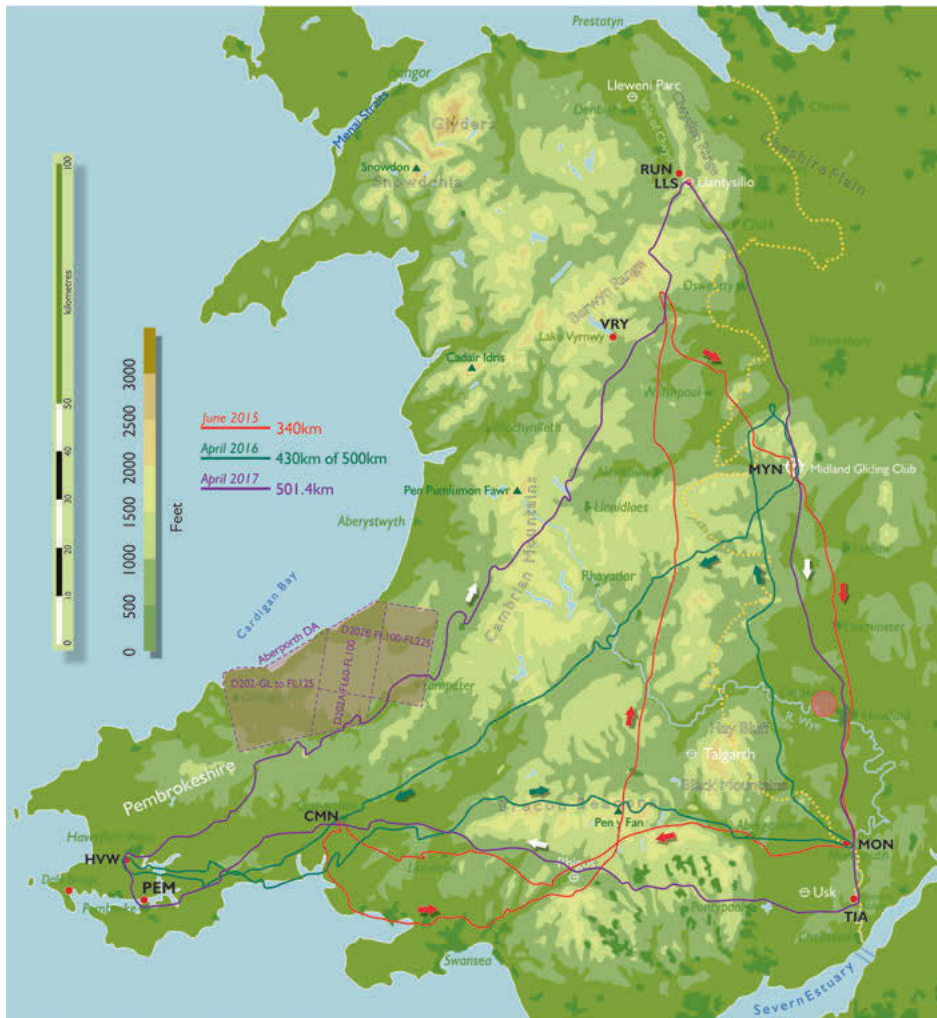
Returning from Haverfordwest in 2016, chasing the last Cu out to sea



On the way to Pen y Fan, helped by the western Brecon Beacon ridges to get away from the sea air

was made in April 2016, on a day with the same wind direction as the Carmarthen outing. The task was Haverfordwest (HVW), Monmouth (MON), Ruthin North East (RUN), the last TP chosen to be on high ground east of the Vale of Clwyd and so hopefully still above the sea air when I got there. I planned for the early start needed to get to Haverfordwest in good time, but launched late and again got pushed over the south coast on the way back from the TP. This time I was helped by the hills, topping up on the Brecon Beacons ridges to Pen y Fan and climbing out of the bowl to resume normal service. I turned Monmouth, ↪

I STARTED EXPERIMENTING WITH SETTING LARGER TASKS THAT AIMED TO COMBINE THE BEST SOARING CONDITIONS; OVER HIGH GROUND, ALONG RIDGES AND PARALLEL TO THE COASTS



Flights in 2015 (red) and 2016 (green) proved the need to get into Pembrokeshire early to avoid being pushed south; the 500km flight in 2017 is in purple (Illustration by Steve Longland)

but in the end abandoned the task north of the Mynd on the way to the last TP, for a total of about 430km, when the day looked like it had already ended further north.

All you can eat

It was April this year before RASP predicted another suitable day. During the winter I had asked the BGA for new TPs at Tintern Abbey and Chepstow South to allow me to move the task south and shorten the distance north of the Mynd at the end of the day. With the wind from due north and RASP showing convection with cloud until early afternoon in Pembrokeshire I set MYN-TIA-PEM-LLS-MYN for 501.4km, with an alternative via HVW and Denbig Ridge S (DRS) in case the coast proved too difficult.

I got the second launch of the day at 11:15, not early but possibly early enough, straight into a 5kt climb to 4,000ft cloudbase and set off on track. I got to Credenhill near Hereford without turning and made the first TP in under an hour at 106km/h.

The aim was to be at the first TP at midday so all looked good until Pontypool, when everything north of the Brecon Beacons disappeared in massive showers. Then showers appeared on track and visibility turned poor, with a few flakes of snow on the cockpit, and I thought about abandoning. Turning for home would have meant, at best, soaring the Beacons, possibly in a deluge, until the showers cleared, but the likelihood was that I'd have ended up on the ground somewhere near Brecon.



A new BGA TP was requested at Tintern Abbey to move the 500km triangle south



While local soaring at the Mynd did not start until 15:30 and showers affected much of mid-Wales, sea breeze fronts produced strong conditions in the south and west of the country



After the rain: approaching Pembroke Dock in a different sky

There was plenty of lift around, I guessed from the northerly wind meeting sea air coming from the south coast and lifting off over the high ground, so for want of a better plan I pushed on.

Emerging from the gloom into a perfect soaring sky over Pembrokeshire was a very welcome surprise and the run into the TP at Pembroke Dock turned out to be easy, with reliable climbs of 5-6kts. I think Dale Bridge, which is even further west than Pembroke Dock, was on, but I'd set the task so turned PEM, but also went round HVW just in case I needed to use the alternative second TP.

The direct route north clipped the coast at Aberystwyth, and the air initially looked good, but I diverted inland to avoid the Aberporth Danger area. That worked out well because sea air had filled in from the coast on track; the edge of the front was working well, but more big showers appeared to the east and then ahead, so I parked up at Llanidloes (east of Aberystwyth) to see what happened next. After about 10 minutes the sky cleared and the run to the TP at Llantysilio looked very possible either via Welshpool and the flat lands of the (English) Cheshire Plain, or the way I went, directly over the high ground of Wales past Vyrnwy.

Llantysilio is 1,800ft above sea level and under a 4,500ft Class A airway, so I was a bit cautious going into the TP and diverted 45 degrees off track to a line of lift coming off the Berwyns about 20km out. That led into the TP and from there a climb to 5,000ft at Chirk got me well above glide with the tailwind. I took a couple of top-ups on the

way home, as there was still plenty of lift around, and got back to the Mynd at 17:30, so the task was probably underset by about 50km.

An invitation to dine

Midland Gliding Club welcomes pilots looking for a base to explore in Wales and offers a prize for anyone who can fly a bigger FAI triangle in Wales from the Long Mynd. Going via Chepstow South and Dale Bridge to Prestatyn is over 580km, so there is room to do it. More may be possible for the imaginative, adventurous and brave!

MORE BIG SHOWERS APPEARED TO THE EAST AND THEN AHEAD, SO I PARKED UP AT LLANIDLOES TO SEE WHAT HAPPENED NEXT



Dominic Haughton joined Midland Gliding Club in 1997 soon after completing his 50km Silver C flight from Portmoak. He has 950 hours, with Diamond goal and distance badges for flights from the Long Mynd



Passing Newtown on the way to Llantysilio, with the Long Mynd in the distance (right) (all photos by Dominic Haughton)



Most of the 125-strong Schleicher team behind a new ASG 29 Es

CELEBRATING NINETY YEARS

Schleicher agent Bernard Eckey looks back over a 90-year history of the company's glider manufacture



Present and past management

THE world's oldest glider manufacturer is turning 90. Not only are Schleicher's 125 employees celebrating the event, but longstanding suppliers, loyal customers, research institutes and aviation authorities are also combining their congratulations with a heartfelt "thank you" for many decades of trustful and pleasant cooperation.

The company's early days

The company's founder, Alexander Schleicher, established the business in 1927.

He based it at Poppenhausen near the famous 'Wasserkuppe' mountain, in gliding circles well known as the birthplace of our sport.

At first the young company focused on the construction of wooden sailplanes, which were designed by a number of well-known external experts. Back in 1951 Alexander Schleicher laid a cornerstone for today's business by employing in-house designers on a full-time basis. Pioneers like

Rudolf Kaiser (ASK...) and Gerhard Waibel (ASW...) are names indelibly connected with this era. Their unrelenting drive to break new grounds, push the limits of performance and improve aircraft handling has made them household names in gliding circles. Their successful designs have dominated the gliding scene for decades and the resulting flood of orders forced Schleicher to expand rapidly. More than 9,500 gliders and motorised sailplanes have since been delivered to enthusiastic pilots and gliding clubs alike. They have turned the dream of flying into reality for countless people around the globe.

In 1969, the management of the company was passed on to Winfried and Werner Schleicher and in 1993 Edgar Kremer carried the company forward along the lines of Alexander Schleicher's original vision. Today the company is already led by the third generation of Alexander's grandsons, Peter and Ulrich Kremer, and it continues as a strong and highly successful family enterprise, still located at the original site.

A new brochure to mark the anniversary

To coincide with the 90th anniversary, a 28-page brochure was released. It is now also available on the Schleicher website and, apart from information about the people who design and build aircraft, it includes an interesting insight into modern glider production. www.alexander-schleicher.de/en/90-jahre-alexander-schleicher-segelflugzeugbau/

The brochure also underlines Schleicher's tradition of manufacturing all essential components in house. This approach not only allows for maximum flexibility and the best possible quality control, but also ensures a trouble-free spare part supply well into the future. Many of the gliders built during the company's early history are still flown regularly to this day and are receiving prompt support or spare parts without first parting with an annual service fee. It demonstrates this strong focus on quality and long-term customer support quite impressively.

Workforce loyalty a key to top quality

Even in the 21st century the production of gliders has almost nothing in common with mass production – another fact impressively underlined by the new brochure. More than ever before, the dedication of a loyal workforce is imperative if top quality aircraft only of the highest possible standard are to leave the factory. An unusually large number of employees are spending their entire working life at Schleicher. Their know-how has turned into a treasure trove for the company and their decades-long skill refinement is ultimately the reason for the unique fit and finish, the durability and the reliability of the final product.

Cooperation with leading aerodynamic research organisations

To ensure that the entire fleet retains its competitive edge it is imperative to push the limits of what is feasible, optimise and improve existing designs, go into previously unknown directions and keep looking forward. For these reasons the highly qualified in-house aerospace engineers are constantly extending their know-how and expertise by a close cooperation with the world's leading aerodynamic research organisations. Martin Heide (ASH...) and Michael Greiner (ASG...) have developed gliders that are in great demand today, partly due to their innovative designs and their attention to detail and partly due to their dominating role on the competition scene. Other members of the development team are



acting as generators and converters of ideas into reality. It is therefore no wonder that the entire team has earned itself a reputation as forerunners when it comes to the application of new materials or new manufacturing techniques.

What's new?

Resting on its laurels has never been an option and a constant investment in new models or innovative technologies is a long-held company tradition.

Fitting an optional electric propulsion system to the new 20m two-seater ASG 32 is only one of many examples. This environmentally-friendly drive system combines extremely simple operation with previously unthinkable low noise emissions. The Lithium-Ion battery weighs only 68kg, including its metal housing. Its location in the engine bay makes it easily accessible and it also ensures that a full load of water ballast can still be carried in the wings. The battery powers the vibration-free 25KW motor for 20 minutes and allows a climb rate of 3-4kts – even with two people on board.

When using the saw-tooth method, pilots can rely on a range of 100km – more than enough for cross-country flying with the ultimate peace of mind. Operating this new propulsion system could not be easier. At long last clubs now have access to a motorised two-seater that even low experience pilots can safely operate without risking issues due to a less than perfect petrol engine management.

But the innovations don't stop there! ↗

Electric propulsion in action

■ In the next issue, we look at the history of glider construction in Baden-Württemberg in an article by Peter F Selinger, author of *Rhön Adler*

**AN UNUSUALLY
LARGE NUMBER
OF EMPLOYEES
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AND WHAT
THESE MODERN
GLIDERS ARE
CAPABLE OF**

An ASH 31 Mi over the
Wasserkuppe mountain

✎ Recently, the new retractable and steerable tail wheel was patented to Schleicher and this optional extra has already proven very popular amongst early ASG 32 customers. It not only allows easy taxiing, but, thanks to its cleverly arranged undercarriage door, it also makes for the aerodynamically cleanest fuselage on the market. It contributes to a superior high-speed performance compared with other gliders in the 20m Class. www.alexander-schleicher.de/en/flugzeuge/asg-32-mi/

Apart from featuring the renowned Schleicher safety cockpit, the ASG 32 is also the only 20m two-seater that satisfies the very latest CS 22 design rules. These new crashworthiness requirements stipulate that occupants must remain protected within a stiff safety cell if a 9g (formerly 6g) crash landing occurs.

The option to paint this new aircraft in colours other than white is another step forward in terms of safety enhancement through improved visibility.

ASG 29 refinements

The ASG 29 remains a best seller with production figures approaching 330, but that hasn't stopped Schleicher from developing a new version with electric starter motor and releasing a 'competition package'. Cross-country pilots especially appreciate that diving the glider for an engine start is finally a thing of the past. For an in-flight

engine start with the new starter, motor pilots sacrifice as little as 45 feet and they can climb away under full power within 12 seconds. In addition to starting the engine, the starter motor also takes over the propeller brake function and vertical positioning of the propeller during engine retraction. Consequently, the pilot's workload is reduced to the activation of one switch in the cockpit. This most user-friendly system on the market greatly contributes to the aircraft's ongoing popularity.

The 'competition package' serves to ensure that the ASG 29 remains the top gun in the 15m and 18m Classes. It is available as an optional extra and consists of the following:

- A more streamlined tail wheel fairing (for operations on sealed runways)
- Fairings behind attachment point of rudder cables
- Profiling of fin and tailplane
- Smooth transition between Perspex and paint on canopy frame
- Sealing of canopy frame
- Transition free application of registration letters and decals
- Recessing of lateral Mylar seals on engine bay and undercarriage doors.

All future ASG 29 (and all ASH 31) will leave the factory with a modified boundary layer control system. Recent research has established that it not only provides a very welcome performance enhancement, but also



improves the glider's agility and handling. Extensive testing and in-flight comparisons have since confirmed the expected performance gains.

The evergreen

Even after more than a quarter of a century of production the docile K-21 remains the world's favourite trainer. Its production figures are fast approaching 1,000 and its certified service life of 18,000 hours makes it by far the most economical trainer in the medium term.

The motorised version is adding to its popularity and the trend towards training new pilots in a self-launching glider continues unabated. Schleicher has heeded the worldwide call for an increased maximum weight in the rear seat. So far the K-21 was limited to 110kg in both front and rear seat, but now a certification of 130kg in one of the seats has been granted. The necessary structural reinforcements have already become standard for all new K-21 and the total maximum cockpit load is 220kg. This modification is seen as a major step towards allowing larger instructors to continue their valuable service to the gliding movement.

Open Class feeling in the ASH 31 Mi

Developing a new self-launching glider, incorporating the aerodynamic features of the ASG 29 and making it available in 18m and 21m configuration has long been a request of many loyal customers. By doing so, Schleicher effectively created a new class, but with its 21m wingtips the ASH 31 Mi has repeatedly proven that it can match the larger wingspan Open Class gliders. More than 170 ASH 31 have already left the factory and many other customers are patiently waiting for theirs.

Another reason for the aircraft's popularity is its modern drive unit featuring a powerful rotary engine based on the Wankel design. It is renowned for its absence of vibration, its reliability, its compact design, its excellent power to weight ratio and its ease of operation. All self-launching Schleicher gliders come equipped with this engine and production figures are fast approaching 600.

The latest version features a fuel injection system, which – in combination with a tailor-made propeller – has significantly boosted power output. The simultaneous integration of an electronic engine control system with automatic altitude compensation has made engine management even easier. No doubt, this drive unit represents a big step forward



compared with conventional 2-stroke technology of yesteryear.

The all-new ASH 30Mi
(all photos Manfred Münch)

New Open Class two-seater

It might have taken a long time to develop the all-new ASH 30 Open Class two-seater, but it is now in full production. The significantly enlarged cockpit is only one of many improvements and, if the feedback of owners and pilots is anything to go by, the aircraft is another brilliant piece of aeronautical engineering by designer Martin Heide. Most noticeable of all is the combination of a vastly improved high-speed and climb performance with a previously unknown agility in the air. All in all, a worthy successor of the trusty ASH 25 best-seller.

Other innovations

The fact that the latest generation of batteries provides double the capacity at less than half the weight has prompted Schleicher to obtain approval to equip their entire range of gliders with LiFePo4 batteries. Amongst other advantages this capacity increase allows the installation of cleanly integrated LED flashlights in the leading edge of the fin. Given that the latest LED technology is almost as powerful as conventional strobe lights, and given that they consume only a small fraction of the power, customers can combine both these innovations to enhance visibility and increase safety.

Even in his wildest dreams the company's founder would not have imagined what sailplanes look like today, what performance gains have been achieved and what these modern gliders are capable of. Aren't we lucky to live in exciting times like these?

■ 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 30Mi 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 the Schleicher agent for Australia, New Zealand and Japan

■ A revised and extended fourth version of Bernard's best-seller, *Advanced Soaring Made Easy*, is now available. It costs €54.90 plus P&P. To purchase, contact eckey@internode.on.net





This page, clockwise from top left:
Taken at approx 2,000ft from Portsmouth Naval GC's Grob 109B G-CFUG, over the Isle of Wight looking towards the Needles, during a Sea Cadet Aviation air experience flight at the end of May (Carl Mason)

Future glider pilot Madison Cooper at Essex & Suffolk Gliding Club (Brian Seeger)

Skylark halo at Portmoak on 6 April 2017 (John Williams)

A picture from the London Skyline Rally, held at Surrey Hills Gliding Club in May. Two resting T-21s are framed by one of the club's Grobs (Steve Codd)

Facing page, clockwise from top:
Gliders as far as the eye can see at the 18m and Club Class Nationals, held at Hus Bos in June (Tony Lintott)

Wave flying from Dartmoor GS in an easterly (Richard Roberts)

Charlie Tagg took this photograph looking down on Loch Tummel from his LS8 on 31 May during "a nice thermal flight out of Aboyne"



■ If you would like your previously-unpublished photographs to be considered for inclusion in Gliding Gallery, send them to: editor@sailplaneandgliding.co.uk or upload to: www.sailplaneandgliding.co.uk/dropbox






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Photo: Alastair Mackenzie

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LEARN TO FLY IN THE MOUNTAINS

Aim Even Higher in the Alps gave pilots a chance to explore safe mountain flying with the benefit of help 'on location' at fantastic gliding sites



Enjoying the opportunity to talk about the day with the group, including world champion Russell Cheetham, far right (Miriam Watson)

FLYING AT SISTERON AS PILOT IN CHARGE WAS MADE MUCH EASIER BY HAVING A LAPL

WHY Aim Even Higher in the Alps and what were the benefits? Firstly, going as part of an organised group makes it all so much easier, *writes John Ferguson from Hus Bos*. Trip organisation tips can be shared; you could go as a syndicate group, or it could be a family holiday. There are so many options: share a car, share a glider, share a gite (of which there are many in the area). Had I gone on my own, there would have been so much to learn on day 1.

I flew at Sisteron, France, and being part of a group makes the learning part easier if you haven't been in the Alps before. Compare learning experiences, have some mentoring, learn how to do it, talk about the day with the group at the end of the day, and fly the club two-seaters to be shown the ropes. Round the day off with a nice meal out and a glass of wine and some cheese – holidaying in France is very social.

The Aim Higher group worked very well for me in that there was some show – what to do/how it's

done, opportunity to practise what you had been shown while having some supervision, and the ability to benefit from exposure to the group leader's years of Alps experience. Even the simple things like airfield briefs and the grid etiquette all take time to understand if you haven't been there before.

At the end of the day, flying in the Alps wasn't very different from flying the hills in Scotland. The same hill rules apply: stay in lift, avoid the sink, turn figure eights when below hill top if you find a thermal bubble, thermal when you are comfortably above hill top, if you find wave keep clear of airspace, watch out for other traffic. What is different is the degree: sink is stronger, lift is stronger, the hills are higher and lift is concentrated along the ridge line much more than in Scotland.

I've been very interested in flying in the

French Alps for a while, probably influenced by the fantastic scenery of Balleka's YouTube videos, and invites from friends at Portmoak to join them at Sisteron or Puimoisson. Why haven't I gone to the Alps? I've just been too busy working for the past few years, however, that changed in 2016 when I decided to stop working and concentrate on being retired.

The opportunity to go to Sisteron (16-21 April) as part of an organised group came up during an Aim Higher course at Husbands Bosworth in 2016. I immediately said, yes, I'll go. We planned on taking two weeks with a bit of a holiday and some gliding too.

Trip planning was fairly simple and straightforward: book a ferry, organise a midway stop between Calais and Sisteron, source accommodation at Sisteron, apply online to Sisteron flying club to visit and bring a glider. Flying at Sisteron as pilot in charge was made much easier by having a LAPL, just show the paperwork to the Sisteron office and everyone was happy. All the organisation was easily done online.

The drive to Sisteron was very easy as we stuck to the toll roads. Once we got to Grenoble the scenery turned Scottish, but much bigger, real mountains and a bigger sky. That reminded me that I wasn't very sure about flying in amongst the mountains.

Sisteron day 1

I had lined up a flight with a local instructor to be shown the ropes and get an idea, but it was a bit too close to the rock face for my liking. We decided that getting above hill top height ASAP was more calming, from where we explored some local 'hills' and looked at Motte du Caire a few times. We also talked about escape routes and safe divers to other airfields: basically you always need to be within a very conservative glide range to an airfield, 1 in 20 advised.

Sisteron day 2

I was offered a seat in Richard Large's (who fell sick!) Arcus flying with Colin Davie. The previous day's flight of two hours didn't

really prepare me for the bigger scenery that is all around. The route we took was: Trainon, Jouere, Clot Ginoux, Tete Gross and Dormillouse, to arrive at Lac de Serre Poncon. Most of our flying was in the blue with thermals coming off the slopes, to return home much later at a very comfortable height above Sisteron.

Sisteron day 3

I had the offer of a flight with Kevin Atkinson in his ASH 25. How could I refuse? We launched into a better day, but with the warning of cirrus encroaching from the south in the afternoon. First stop was Gache for a little hill soaring, then picking up a thermal to go onto Trainon and Jouere as the previous day. We picked up some wave locally at the back of La Motte du Caire and then set off in the direction of Gap.

Although the day was a little overcast with the influence of the cirrus approaching, the weather was about the best we'd seen since arriving; best in that we had some cumulus which marked either thermals or wave. We ended up at the foot of Lac de Serre Poncon, then struck out for Pic de Bure encountering wave as we crossed the valley. We took a good climb to 12,000ft whilst others were calling 19,000ft as we crossed the valley.

We thermalled on the ridge lines as we approached Pic de Bure; I remember the thermals weren't as cooperative as they could have been, but we got there! Some more wave on the way home and a good run back to Sisteron via Gap with a tour round the Sisteron valley to burn off height and explore the opposite side of the valley hills (Mollard and Chabre).

Solo at Sisteron

Well, it had to be done... I spent the next five days flying my ASW 28, mostly fairly local and learning how not to do it. I couldn't understand why the puffs of cumulus in the valley didn't really work, as I had seen an ASH 25 pull off tow most days and thermal away in the blue. I now realise that the best way to make progress is to work away from Sisteron via the hills to the east.

I took photos of the valley after climbing to 10,000ft in a blue thermal and from that height the terrain didn't seem as daunting as I had thought previously – looks like the same rules apply: get high, stay high.

Sisteron weather

It took a couple of flights to understand the weather, for my time there it was mostly



blue although cumulus were visible in the distance. I think the weather was wave capped in the Sisteron valley during our visit, which is probably why I couldn't get the valley cu to work for me as I now suspect they were rotor clouds and the lift wasn't where thermal lift might have been anticipated.

For the non-flying people, the weather was great, sunny and warm most days with only one non-flyable day due to a very strong crosswind. Every day at the airfield started with the flying brief then coffee at the on-site restaurant, waiting for the weather to cook up.

Safety and the land out book

Landing out deserves a special mention: there is a book of field landing sites and all numbered with photos and described with GPS coordinates. Each field is given a difficulty rating; as I remember only two of the fields are given an easy rating, everything else is difficult or very difficult. The moral is plan to land at an airport and take an aerotow retrieve.

Mountain flying

I've never considered myself much of a mountain flier, even in Scotland I was happier running along the ridge lines and thermalling up into valleys, but always above hill top height. I did wonder if I'd bitten off more than I could chew going to the Alps proper, but I got more comfy with the jaggy bits as the week went on.

I plan to do a return visit this year in September with the motorhome, wife, dog and glider. One of the reasons for our two-week trip was to scope out the facilities ↗

World Open Class champion Russell Cheetham was also on hand to give coaching on mountain soaring to prospective future champions (Jean Ferguson)

■ www.volavoile-sisteron.com

EACH FIELD IS GIVEN A DIFFICULTY RATING; AS I REMEMBER ONLY TWO OF THE FIELDS ARE GIVEN AN EASY RATING, EVERYTHING ELSE IS DIFFICULT OR VERY DIFFICULT

■ Kevin Atkinson leads the BGA Aim Higher initiative. Kevin, who flies at Cranwell GC, is an experienced club soaring and cross-country coach. He develops, organises and runs Aim Higher activities, including soaring and cross-country development weeks facilitated at UK gliding clubs on request.

■ <https://members.gliding.co.uk/pilot-resources-flying-training/aim-higher/>



John Ferguson started gliding, aged 32, in 1988 with a week's course at Connel in Scotland. He flew at Portmoak from 1989, moving south to Hus Bos in 2016 as part of the retirement plan. A Full CAT and EASA FIS, John has competed at GRL since 1994 with his Nimbus 2. He currently flies an ASW28 18e



Andy Hatfield flies at Yorkshire Gliding Club. He works for Hill Aviation Insurance Services, but at weekends is a BI and tug pilot. Andy misses the insurance share he used to have in a DG-200, but feels his best flight was probably a 177km cross-country in the club's K-8

Looking north to the picturesque village of Bellagio, where the legs of the lake meet (Andy Hatfield)



at Sisteron ACIS and the surrounding areas for a longer motorhome trip. We were very impressed with the facilities available in France for motorhome touring so we're going back... it should be good.

Finally, thanks to Kevin and our group for making it a fun visit with good company.

Aiming Higher in Alzate

Andy Hatfield, of Yorkshire Gliding Club, was one of the pilots for the Aim Even Higher visit to the gliding club at Alzate (Aeroclub Volovelistico Lariano, near Lake Como, Italy) 23-29 April. The weather limited flying, but Andy was very taken with the location as an option for UK pilots, as he reports here:

Consider taking a holiday somewhere where you can fly budget airlines and arrive at a location that offers tranquil settings, smooth lake cruises amongst the mountains to idyllic villages, rich culture and superb Italian cuisine. With Brownie points secure and a simple 15-minute taxi ride you can be at a gliding club, preparing for a flight booked the preceding afternoon on which you can enjoy several hours of unrivalled aerial views, soaring at heights rarely reached in much of the UK. Wouldn't this make a perfect April 'family' holiday? Well such a place exists in the form of Lake Como and the gliding club at Alzate-Brianza. Transfer is only 60 minutes in a rental car for those travelling by air to Orio (Milan Bergamo) or Malpensa. Alternatively you could take a train from Malpensa to Como. All you need to do is take a couple of days off from being a tourist in Como to experience memorable gliding in the south eastern Alps.

The great distance from the UK means

that it is not realistically practical to tow your glider to Alzate, but club gliders are available for pilots to hire.

Be it global warming or Brexit, the weather was unusually poor during the planned week with extensive rain, thunderstorms, and low cloud generated by a front which stubbornly sat overhead the southern Alps after a sunny week before. The visit was hosted with generous hospitality by Alessandro Scaltrini, club president, and his team who could not have been more helpful and who welcome British pilots.

On the first Sunday, Kevin flew an orientation check flight with local pilot 'Splash' Marco, lasting two hours in his ASH 25 on the Saturday, aerotowing to 1,000m exploring to Maggiore in the north west and Leggone in the north east.

Flying in Alzate was a great experience. I found it pretty overwhelming, with awesome scenery, a new, relatively demanding type of glider to get used to, stronger conditions than I'd ever experienced, plenty of traffic to spot and nowhere to land.

The Alzate club and airfield

With around 100 members, the club is one of the larger clubs in Italy and our visit coincided with the Italian Club Nationals and an expedition of six Swiss pilots, who also anticipated better weather. There is a 600m hard runway 03/21 with grass runway alongside: 21 is usually used for take-offs as it slopes gently downhill, 03 is then used for landings (uphill) so radio calls are important to make the tug pilot aware of gliders on circuit.

Winds

Flying is not permitted if the crosswind component exceeds 8kts which only happens a couple of times per season, but Murphy's Law – it did affect one of our days. The area tends not to have strong winds very often.

Aerotowing

The tug fleet includes two Stinsons and a Robin. A shorter than usual 40m rope helps maximise height gained over the forest at the end of 21. There is a short interesting period (20 seconds) when the glider is too low to turn back, and the only option would be landing on/in trees if the rope were to break.

Soaring season

The main soaring season for Alzate is from March to the end of May; 500km flights are a regular feature in the season. There is also an aerobatic competition during May.



Aiming Higher brings many rewards – not least of which is memorable views like this (Andy Hatfield)

The summer months are often dominated by humid Mediterranean air masses, which pilots from the French side observe as a wall of bad air to be avoided.

Soaring and airspace

Flights mostly route along ridges alongside the lakes, ie to the N/NW/NE and after 30km onto the higher ridges and mountains. Flatlands soaring is not the norm. Lift is predominantly thermo-dynamic – hence needs the sun on the ground, an unstable air mass, and a good awareness of the winds and knowledge of how the terrain modifies the wind, and of course, the valley breeze. Pure ridge lift flights are not commonly made. Wave in a stronger northerly is sometimes possible.

Airspace is not a problem to the north, although a radio call is required to Lugano ATC if crossing their airspace. They are friendly to this and have gliding themselves based there.

Outlanding options include various airfields along the southern edge of the pre-Alps. Varese is another important gliding club – a special arrangement is in place for aerotow retrieves. June is best to the south for flatland pilots, although the locals rarely go there.

Available gliders

The club has two or three K-21s and a Janus-C, plus various single-seaters. However, midweek there is the opportunity to reserve gliders up until 6pm the day before, and if not booked, the gliders could be used by visiting pilots.

P1 rules

Under Italian rules, the pilot in charge must occupy the front seat.

Briefings

There is generally a weather briefing at 10am (but not if poor weather).

Club crew

The club has a roster so that there is one person on the radio and writing up the log. In the summer, a second person is also available to help with launching and there is someone in the office.

Weekends are quite busy, with members coming out to fly and generally helping with operations.

One or two advanced pilots could be made available (by arrangement).

Benefits

A new gliding area to experience in the spectacular scenery of Italian lakes and adjoining Alps. A friendly medium-sized club who will help in any way they can. Italian food, culture, sight-seeing. Meals are significantly cheaper than France.

Non standard aspects

- Small airfield with slope and forest demands care.
- Availability of club gliders is not guaranteed – members could book them if a good day comes up.
- You have to use good thermal soaring conditions to be able to reach and thus exploit the mountain ranges to the north.

A FEW BASICS

Club facilities

The club has a cafe/clubhouse offering drinks, bowl of pasta for lunch (€5) and evening meal with wine (€15).

There is a briefing room with projector and a simulator. Wi-Fi is available. The club office is near the launch point, where there is a shaded seating area for those waiting or observing.

Fees

The weekly membership fee for each visiting pilot is €100. Aerotow fees vary with height and single/dual, eg €60 euros to 2,000ft for a two-seater. Gliders €100 euro per day, or weekly for a bit less.

Accommodation

Local to the club, Cassinazzi is a luxury B&B with restaurant (effectively a hotel in a converted farmhouse complex) within five minutes walk – approx €50pp per night, including a good buffet breakfast. Room rate is 10 per cent discounted for glider pilots. Camping is possible on the grass adjoining the airfield and there is a wide variety of accommodation available in the surrounding area to suit all pockets.

Evening meals

The club cafe offers a meal for €15, including wine. There are various local restaurants within 10 minutes drive offering Italian cuisine, including pizza, pasta, main courses and desserts. Expect to spend €20-25.

■ www.avl.it

■ See Marco Morelli's Como video footage at: <https://vimeo.com/user1620030>

■ Kevin Atkinson will be in Sisteron for three weeks, 7-29 April 2018, if you are interested in Aiming Even Higher in the Alps next year



David Griffiths travelled to Soaring Safaris in South Africa in search of conditions that could help him reach his target (all photos by David Griffiths)

When David Griffiths set his heart on a Shark eS, he needed to quickly increase his flying hours and qualifications before its delivery date



Modder River - one of very few distinguishable features

IN OCTOBER 2015, I decided to take the plunge and buy a glider. As a late starter – my first flight was in 2012 when I was 59 – I concluded I would probably only ever buy one glider so I might as well get something I could “grow into”.

Having had a few field landings, I really hated the inconvenience of the retrieve (thanks Rob for always being there to help) so it seemed sensible to have an engine. Ah, but how reliable are they? The last thing I wanted was an engine that might not start when needed. So it seemed to me that a FES was the way to go, which really meant buying a new glider.

What to go for? Well I asked lots of people for suggestions and got lots of different answers – I guess that’s not so surprising! I read the reviews and visited several UK agents before deciding on an HpH Shark eS – the build quality seemed excellent, the cockpit was really comfortable and, despite my long arms, I could operate all the controls easily. Don’t laugh... it may not be the best selection criteria, but if you are going to

spend lots of time flying then comfort is really important.

Then I talked to my CFI to see what he thought. Colin Watt was very helpful and positive, but said I needed to complete my Silver badge and have 200 hours P1 before owning a flapped glider at Lasham. OK, that was a real incentive – I only had the Bronze, cross-country endorsement and 90 hours P1. I placed the order for the Shark in November 2015 (delivery expected September 2016)!

It then dawned on me that unless 2016 produced exceptional gliding weather there was no way I could achieve this in the UK using club gliders. So I booked a trip with Soaring Safaris to South Africa in January 2016. Filling in the application form was a bit tricky when it came to a question like “date of last cross-country” because I hadn’t really been on one. So I used the date of a trip to Newbury and not quite back!

I arrived in Bloemfontein in drought conditions with the farmers all praying for rain – the very last thing I wanted. As all the two-seat gliders were in use I went for a familiarisation flight in one of the tugs to see the local area and the wedge cut out of the Bloemfontein CTA when the New Tempe



Torrential rain may have answered the farmers' prayers, but meant flying was out of the question
gliding site is operational.

The Discus B that I booked for nine days didn't have a moving map GPS. This was going to be a serious problem for me because the landscape is very flat and fairly featureless apart from a few major roads, the odd salt pan, a dam and a river. Fortunately Dick Bradley, who runs Soaring Safaris, took pity on me and lent me his personal Oudi. (Or perhaps he just realised that I was rather inexperienced and was likely to get lost without one!)

After a very comprehensive briefing in the sweltering heat I was eager to get in the air. With strict instructions to stay within gliding range on the first day, I eventually got to the front of the grid. With the airfield at 4,500ft, 28°C and a burning sun overhead the aerotow was "lively". It was a great relief when I released; except that it wasn't because, having delayed a little too long, instead of nice lift I was in heavy sink! Oh dear, if I didn't reconnect quickly I would be back on the ground in no time. Fortunately, I managed to get back in the thermal after losing 600ft and was soon up at 11,000ft. The lift was great and, provided I stayed high, thermalling was easy even when not properly centred – which was most of the time.

After checking the trace of my four-hour flight, Dick was happy for me to venture cross-country. The next day I set off on a "modest" 209km task (all the other guys were doing 500km or 750km!). With a cloudbase of "only" 10,000ft I was keen to keep high and stopped at almost every thermal to top up with an extra thousand feet. Yes, I knew it wasn't the right way to do it... and, of course, my average speed was

rubbish. But at least I got round without frightening myself too much!

During the glide back to the airfield I realised I had the distance and height parts of the Silver badge wrapped up. So why not stay up a bit longer to complete the five hours? Well that extra hour seemed to take forever and I felt really tired when I landed. However, as I looked at the trace later with Dick it was clear I had cut it too fine – only 4h 57m, so three minutes short! (I hadn't allowed for the time on tow, which has to be deducted).

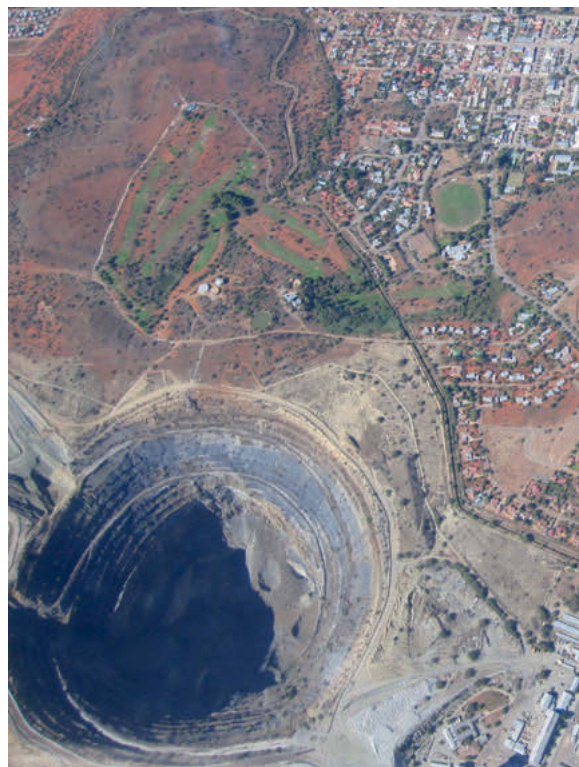
The following day the farmers' prayers were answered and we had torrential rain followed by five days of very damp air and lots of low cloud. Useless for gliding. It was extremely frustrating to see the forecast improving just as I was due to go home. Could I reschedule commitments back in the UK, book a new flight with BA and stay on? Was there a glider available? What would my wife say?

Yes, you guessed right – I stayed on for another week. And what a good decision – over the next six days I flew 27 hours, including a couple of 300km tasks and one that ended in a field after 470km when I ran out of lift at the end of the day, 50km short of the airfield. The Afrikaans family who owned the field couldn't have been more helpful and I enjoyed a relaxed dinner with them

IT DAWNED ON ME THAT UNLESS 2016 PRODUCED EXCEPTIONAL GLIDING WEATHER THERE WAS NO WAY I COULD ACHIEVE THIS IN THE UK



Vario hard against the 10kt stop



What a large hole – Koffiefontein Diamond Mine, 25 acres and over 1,000 feet deep

IT WAS THEN THAT I SAW THE FIRST FLASHES OF LIGHTNING FROM THE CLOUDS ON BOTH SIDES! I NEEDED TO GET AWAY FROM THERE



All lined up – waiting for the first thermal over the airfield

☞ while waiting for the retrieve vehicle. With the Silver completed, I decided to book again for November.

The flying seemed a bit tame back in the UK, but I went on the Lasham trips to Jaca (Pyrenees) and Aboyne, which were great fun even if I missed out on the good wave weeks (again). A week on the Silver and Beyond course with G Dale helped to improve my thermalling and cross-country decision making. I tried to get hold of a Discus or Grob 102 whenever the weather looked reasonable and had a few respectable cross-countries, including a 250km in the Grob.

Then it was time to go back to Bloemfontein. The first flight didn't go according to plan. I landed out after a couple of hours, which was very disappointing. The conditions weren't great and I was dismayed just how quickly I went from 11,000ft QNH to being on the ground! While I had enjoyed some really good lift, there was also devastating sink. I was surprised just how quickly you lose height at 10 down. On

reflection I made a poor decision to leave the weak chopped-up thermal at 2,000ft agl to search for something better; for although I had spent five minutes hardly gaining any height at least I hadn't lost any.

On the next flight I managed 314km and felt comfortable with flying again. The day after that was very blue and I was quite apprehensive setting off with no obvious thermal markers. Actually, it was much easier than I expected. I got round the 307km without the help of a single cloud. But it was very hot going and I did miss the usual cloud shade.

A couple of days later it was fairly windy and this set off some large dust devils, which rose more than 7,000ft above the ground. It was really rough as I flew through the cobbles to get above one of these, but then the lift was amazing; in the space of 60 seconds I gained just under 2,000ft before getting thrown out. Sadly I couldn't manage to reconnect with the core. Looking at the trace that evening, the peak value was 44kts! Made me wonder about the vertical force stress limits that the Discus is designed to withstand.

With a few more 300km flights under

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my belt it was time to go for a 500km task. After six hours I ran out of lift having done 492km! Still it was a relatively short retrieve. Looking at the trace and flight statistics afterwards, it was evident I had spent too long in below average rate climbs, especially when the rate was dropping, and should have moved on earlier.

A couple of days later the forecast looked very good. I got organised, had the glider watered up early and near the front of the grid so I would get a longer gliding day. And what a day it turned out to be. Cloudbase went up to over 20,000ft, I had many climbs averaging over 6kts and the vario needle was hard against the 10kts stop a lot of the time. A fast 80km glide under a strong energy line with the loss of only 3,300ft was awesome. After six hours 10 minutes I landed having done 519km feeling knackered, but pleased.

On my last day in Bloemfontein the forecast suggested there would be some showers, but generally good lift in between. The clouds were certainly building as I got to my first turning point, but the sky looked good towards the next one. About halfway along that second leg I tried to assess the size and progress of the showers behind me as I thermalled. Should I carry on or return early? I was encouraged by the progress of other pilots and decided there was likely to be enough room to fly round the showers on the way back.

It took rather longer than I expected to reach the windward turning point, but progress then improved. With more than 100km to go the sky was getting very overdeveloped with a wide area of spread out and towering clouds. There were also two substantial areas of rain across my course. Was I going to be able to get through the gap between them? I decided to try as it didn't look as if I would get back to base by flying round the outside.

There seemed to be good lift just beyond the edge of the rain so I managed to climb to near cloudbase and follow a "step" where the base rose up another few hundred feet. It was then that I saw the first flashes of lightning from the clouds on both sides! I needed to get away from there. I pushed on and was greatly relieved when I cleared through the gap.

However, my elation was short lived because looking down at the ground in front there was a long brown roll of dust across my path. I guessed it must be a gust front created ahead of the storm by the descending cold air. Did I have enough



height to fly safely over the top and land before it reached the airfield? I thought so, but was worried that I didn't know what the air conditions would be like on the way. They turned out to be benign, even with some lift as I crossed the front.

Ten minutes after getting down on the ground, the gentle breeze I had landed into had been replaced by a really strong, swirling, dust-laden wind from a completely different direction. Thank goodness the Discus was safely tucked up in the hangar!

By the end of the year, I had added 165 hours to my log book (including 89 hours flying in South Africa) and completed my Gold badge and Diamond distance and goal. Is it "cheating" to do badge flights abroad? A good question. Well, it is easier to cover long distances with a high cloudbase and strong thermals, but it is not always straightforward. The thermals are much further apart and the sink really punishing. And, of course, you have still got to fly the distance. Long flights in a Discus are easier than in, say, a K-8, but the badge system makes no distinction for this difference either.

If you get the chance to fly in South Africa, I thoroughly recommend it. Going there definitely provided me with the opportunity to do a lot more flying and stretched my gliding ability.

A willingness to push the boundaries has helped me progress and, while there have been a few scary moments, I have had a great year gliding.

Looking forward, I need to build up experience and skills in my new Shark to match those badges.

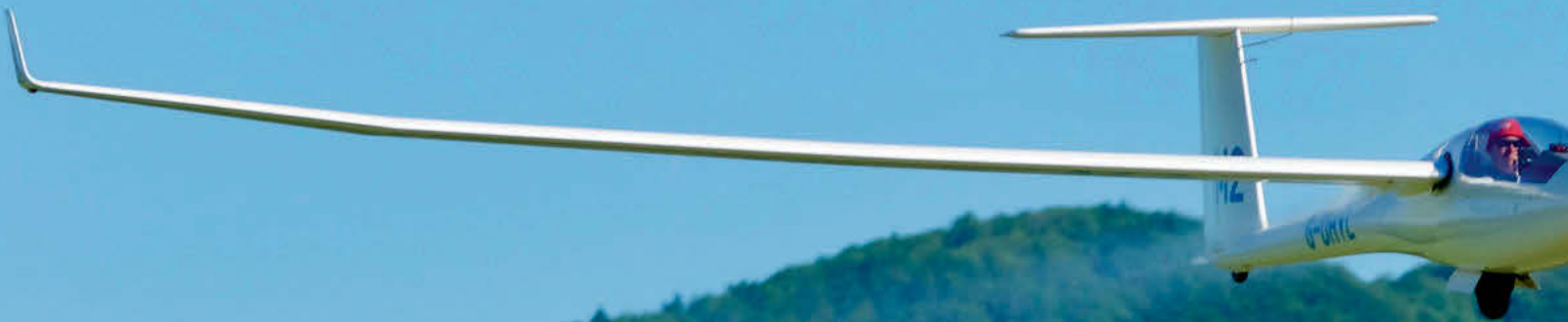
David's plan paid off and he is now enjoying flying in his HpH Shark eS



David Griffiths first experienced gliding in April 2012 - a day's 'experience' at Eyres Field, as a Christmas present from his son, who had taken up gliding a couple of years earlier. After a week's course at Sherington in the September (in a K-13), David joined Lasham. His first solo flight was in March 2013 and David achieved his Bronze Badge and Cross-Country Endorsement on 29 October 2014. He hadn't completed a 50km flight until he went to S Africa. Total hours gliding 365, including 280 P1. David has done a lot of sailing and says that helped with navigation and crosswind approaches. He still has a yacht that he keeps in Sweden

ON A M

UK JUNIORS PREPARE T



The Hahnweide regionals is arguably one of the highest standard regional competitions in the world. Juniors Finn Sleigh and Mike Gatfield competed alongside current and former UK team members, including Matt Cook, seen here in his Ventus 2a (Max Kirschner)

MISSION TO TAKE ON THE WORLD

Mike Gatfield explains how the team is training for success

SINCE 1999, the biennial Junior World Gliding Championships have seen the best under-26 pilots from around the world competing for the title of Junior World Champion. Over the course of the two-week competition, pilots are set a series of challenging cross-country racing tasks. The competition is divided into Club and Standard Class gliders, with the fastest pilot around the task in each class receiving the most points for the day. The UK has fielded a team of four or more pilots at every competition since its inception, including the 2005 Worlds at Hus Bos, where team GB won all three medals in the Standard Class.

This year's team is made up of Club Class pilots Jake Brattle and Tom Arscott, and Standard Class pilots Finn Sleight and

myself, Mike Gatfield. Tom and I are returning team members whilst for Jake and Finn it will be their first experience representing their country. Last, but not least, is team captain and experienced nationals pilot Shaun Lapworth.

The junior gliding team had more recent success in the Club Class at the 2015 Junior World Championships in Narromine, Australia. Tom Arscott fought off tough German competition during a gruelling fortnight in the Australian heat to claim the Gold medal, whilst team-mate Sam Roddie put in a strong performance on the last day, jumping from 7th into the Bronze medal spot. The team was also awarded Bronze in the team cup, giving a fantastic result to live up to this year!

This year's championships take place at Pociunai in



Above left: Finn Sleigh (left) talks tactics with Jake Brattle in Issoudun

Above right: Mike Gatfield on the grid at Issoudun

Facing page, top left: Mike Gatfield prepares for the task at Gransden Lodge

Facing page, top right: Tom Arscott during the training week in Issoudun

■ **The author would like to thank Tom Arscott for his help in producing this article**

Below: The Junior team enjoyed a training weekend with senior team members at Lasham in April

(photographs on these pages by Clement Allen)



✂ Lithuania, nestled in between Belarus and Latvia, between 30 July and 12 August. Seventy pilots have entered over the two classes, from 16 countries.

The team members recognised from the start that to achieve success would require an intense training programme in the lead up to competition, requiring a huge commitment of both time and money. Both classes have had to get used to team flying with new partners, something that can only be achieved by flying together as often as possible. Even throughout the winter, weekends were dedicated to maximising the performance of the gliders by re-weighing, re-sealing and re-equipping, in the knowledge that every little detail counts when competing at the highest level.

The Easter Bank Holiday weekend saw the team get together at Lasham with senior team members for a training weekend. Saturday brought exceedingly good weather for a British Bank Holiday weekend, and a

two-hour assigned area task (AAT) was set, routing up past Oxford and Swindon.

The junior team flew the task together, racing against at least 10 other pilots from current or previous senior and women's teams. It wasn't all straightforward and Tom and Jake had a close call, having to climb away from low level whilst approaching the last turnpoint.

Sunday gave the opportunity for an awesome AAT task running along the south coast and over the South Downs. The prevailing wind formed a sea breeze front, allowing the pilots to follow lines of energy and cloud nearly 100km along the south coast and back again, with spectacular views of the South Downs National Park and coastline.

During the last week of April, Jake and Finn spent a week at Nympsfield on a cross-country course run by double world champion Andy Davis. Nympsfield produces some pretty unique opportunities and during the week the students got to experience soaring the Cotswold ridges and crossing the Severn Bridge to fly over the Black Mountains.

Both Jake and Finn had long coaching flights with Andy in a two-seater. Finn flew with Andy on the Thursday around a 122km racing task and, thanks to the much better than expected weather, they were able to complete it twice. Jake also completed the task twice, practising in his own glider. The next day was Jake's turn with Andy. Despite the 30kt winds, Finn and Jake completed the 2.5hr AAT at 107km/h and 103km/h respectively over a distance of 290km.

In May, Mike and Finn headed to Germany to compete at the Hahnweide regionals, arguably one of the highest standard regional competitions in the world.





The entry list contained a current world champion, several ex-champions, current and former British Team members and buckets of national champions from around Europe and beyond. It would certainly prove to be a very steep learning curve and ideal practice for Mike and Finn.

Conditions on the top of the mountain to the south (the Alb) were usually good and the week started with back-to-back 400km tasks. The Brit Standard Class group struggled on day one as they started late and missed the convergences that usually set up on the Alb. Despite that, results slowly improved during the week once they had worked out the local tricks. By the penultimate 300km, Finn and Mike had pulled into 4th and 5th, which they were pretty happy with given the competition!

Climbs all week were tight and surgy as high pressure dominated more and more until the last two days, which showed almost entirely dry thermals with no cloud markers. Finn and Mike decided to work together to try to chase down the gaggles which were going well in these conditions. The last day was heartbreaking; both Finn and Mike landed 10km short after working hard together and leading a gaggle round for the last two legs. The only consolation to the landout was a soundtrack of burning two-stroke engines as others were caught out on the tricky final glide.

The week was still successful in completing the flying aims the guys had set out to practise. After prize-giving, Finn and Mike left Hahnweide to join Tom, Jake and Shaun at Issoudun for a training week with coach Brian Spreckley. Issoudun is in the flatlands of central France and is the perfect, quiet training base. The weather is pretty similar to the UK, but, in Brian's words,

about 10 per cent better all the time. The team were treated to two 350km days and a couple of more tricky days influenced by approaching fronts. These tricky days were valuable practice, however, as competitions are often won by flying well on the difficult days – which is part of the reason why the UK often does well in international competitions!

Back in the UK, the team were kindly hosted by Cambridge Gliding Centre for two weekends of more practice in the air. The guys flew 600km during the first weekend, helped by the local pundits racing to get up early and fly long tasks. The second weekend at GRL coincided with the Inter-club League. Hus Bos and Dunstable brought strong teams, including Open Class world champion Russell Cheetham. The tasks were made hard work by 25kt winds both days at flying height. However, the Club Class guys got round at a respectable speed and the team experienced classic Gransden shear wave, climbing up to 2,500ft clear above the inversion! Saturday night went retro with an 80s band and an enormous BBQ – an awesome way to round off a great weekend of flying!

So what's next for the rest of the season? At the time of writing, the Club Class guys are competing in the UK Club Class Nationals – getting some competitive practice in together. Following this, in early July, the team returns to Issoudun for the French Club Class nationals and the regional competition held alongside. After this, the team will drive to Lithuania for the main event of the summer, hoping that the preparation has been thorough enough and that the stars will align.

■ www.gliding.co.uk/juniorgliding

■ The training that the team has undertaken simply wouldn't have been possible without the immense support and backing from a number of sponsors: Sydney Charles Insurance, Lasham Gliding Society, Naviter, Navboys, LXNAV and the BGA. Many thanks to all these organisations for their assistance.

The team also wishes to thank the generous individuals who have shown support through the team's crowdfunding initiative. It's been humbling for the team to receive such generous donations, all of which are enabling the team to train harder than any before.

■ www.justgiving.com/crowdfunding/jwgc



Mike Gatfield started gliding as a 14-year-old cadet, working at his local club Booker and caught the cross-country bug early on. He now has over 1,000hrs and enjoys nothing more than racing with friends on the good days



ADVISORY 1: HAVING FAITH

Questions *ab initio* want to ask... but never dare to! Ebenezer Grimshaw breaks taboos, dispels myths and restores reality



The glider pilot's idea of a uniform is a floppy hat and a pair of slightly scratched sunglasses

CONGRATULATIONS – you've decided to take up gliding! I won't ask why... like Good Queen Bess I've no desire to make windows into people's souls. You obviously needed to keep away from the house for lengthy periods, but couldn't face the horrors of golf. For some, undoubtedly, gliding was an alternative to the Foreign Legion, but best not to probe. You're adventurous... and perhaps fed up with the ground... so welcome regardless!

So this is Day One of your gliding 'career'... if I may call it that... and there are lots of things you need to know about our extraordinary sport. You wouldn't believe how many... the learning process never stops. It's a dramatic, visually exciting, highly competitive sport that you never see on national telly despite having very high disability compatibility and even making it to the Olympics in 1940... except that got cancelled for some daft reason. I see you're surprised. Well brace yourself because gliding is awash with extraordinary facts and baffling contradictions. As the late Douglas Adams would have it: "surprise will get stretched to its very limit and you will be forced to resort to... astonishment." *

To alleviate too much astonishment, many books on gliding have, of course, been written, but unfortunately, apart from Wills, Kahn and Platypus, nearly always by instructors... who seldom cover things not in the BGA syllabus. No-one tells the *ab initio* the other basic things. So



that's where I come in. TS Eliot famously said: "Humankind cannot bear very much reality..." which explains a great deal... and gliding is no exception. Awkward truths get easily, queasily, skipped and it mysteriously falls to me to break the taboos, deflate the myths and restore reality.

Dangerous work...

For instance, I can tell you that your life is about to change in ways I doubt you considered. You might, for example, find that you fly your model planes less and less. Your analyst will explain that model flying has been a sort of displacement activity... a substitute for the Real Thing. There is nothing wrong with this, but I wouldn't mention it at the model club.

You'll notice you scan the sky more often... especially at funerals... and never see clouds the same way again. This is all normal and need not be an embarrassment.

And us married chaps need a word about family responsibilities. We've all heard of those sad little piles of spouses and children who've been abandoned for gliding by those

who 'got the bug'. People who were once close to you... people who may be regretting that 'trial flight' they bought you to celebrate your birthday/anniversary/vasectomy. There is much talk of estrangement these days, but it's unlikely you'll notice any with your family due to gliding. It's just that they probably will. The flight was yours, but the trial theirs... as we say in the bar.

The truth is that once you get fully bitten by the gliding bug, I'm afraid spouses, girlfriends and children tend to fly out the window... or in gliding parlance... the DV panel. But there'll be opportunities to involve them later, if they're still around. Free from all road-legal restraint, children love to drive the motor vehicles. Landing retrieves are fun... belting across a wet grass airfield... making handbrake turns straight at hundred-thousand-pound aircraft keeps many 14-year-olds amused for ages. In the old Philip Wills days, pilots' families had to be sturdy. Dutiful wives towed 30-foot glider trailers all over the country in heroic attempts to get their aeronaut home by midnight. Those who could afford a car as well as a glider had a distinct advantage! However, modern get-you-back developments have changed all that... but I'm getting ahead of myself.

Let's talk about the aircraft. The gliders themselves are built to surprisingly high degrees of aerodynamic refinement and efficiency. And the way we fly them is also refined and efficient... or... er... should be... more on that later. The very airspace we fly in is precisely carved up (I use the word advisedly) and the regulations about radios and rules-of-the-air are specific, clear and



very numerous. With half a mile of space under your bum you'll doubtless find all this exactitude reassuring.

Which is why I can confidently predict your thoughts as you wander round your chosen gliding club on Day One. Lurking just above your sub-conscious and just below the novelty and curiosity will be the age-old unspoken questions:

- 1) *Where is everybody?*
- 2) *Why is everything such a shambles?*
- 3) *Who on earth is in charge?*

To answer your un-murmured questions:

- 1) They're all down at the launch point. Launch points have peculiar hazards which we'll discuss later.
- 2) It's not as much of a shambles as it looks. We don't wear uniforms... it isn't an airport. ↗

This no longer happens... much!

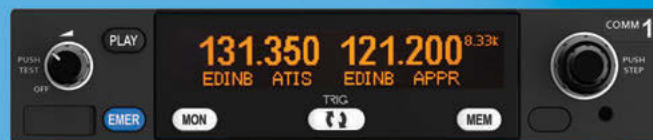
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Editor: Nigel Everett

✎ There are no certificates on the walls... it isn't the dentist's... although it can be like pulling teeth at times. To say that gliding folk prefer everything dead casual puts it mildly. The glider pilot's idea of a uniform is a floppy hat and a pair of slightly scratched sunglasses.

Look at S&G cockpit photos: Glider pilots are identified only by the nose, mouth and chin... which is why so few appear on police records. So what you have here is a determined commitment to precision, legality and safety-mindedness... but cunningly hidden under layers of apparent casual disarray. Now what a tender newbie needs to function in such an environment is faith... so if you happen to be a church-goer it really helps. At least to start with. Actually there are various points where fervent prayer might seem appropriate, but we'll save those for later.

Put it this way: I re-started gliding after a long absence by booking in at a hilltop club for a week's residential course. I was introduced to my room. Later I started to find strange people wandering about. Some had discovered the feeding troughs and others had found the loos. They turned out to be other course members. Somehow we figured out who we all were and uncovered the dining arrangements.

The following morning, a chap we'd never seen before (we'll call him 'Dave') stood up after breakfast and said: "Well... shall we get some gliders out?" I thought this a bit 'forward' for a student who'd arrived so late, but after some alarming activity at the hangar he appeared to be our course instructor. Only when he'd precision-landed

a couple of worried-looking students from flights over the hill did this seem confirmed, although at no point did he ever admit to it.

I mention this because no matter what club you've joined, it's likely to set whole new standards for 'dead casual'. Don't worry... it's merely gliding culture... or what passes for it. Soon you won't even notice. Sometimes bigger clubs do try to look more professional and make a real effort. They give launch point controllers DayGlo jackets with something writ large thereon... but it never lasts. Somehow, instincts for presentation never really evolved into gliding's DNA... like they did in the corporate world. Despite laudable efforts here and there, things usually slip back to normal. As I say, don't worry because:

3) Hidden around you are truly whizzo pilots... people who really know what they are doing. Or more to the point... what you should be doing. They're called instructors... and they are in charge. Or think they are. But which ones are they?

It seems a simple enough question but I'm afraid it is a most profound and delicate matter that must await Advisory No 2...

Ebenezer Grimshaw

* I drank a whisky with Mr Adams once in the BBC club at Shepherd's Bush. I told him: "Hey... I should have written that Hitch-Hiker's Guide stuff myself, but dammit... you got there first. What's left for me now?" "Oh dear," he said, "have another whisky." You see my problem...

WHAT YOU HAVE HERE IS A DETERMINED COMMITMENT TO PRECISION, LEGALITY AND SAFETY-MINDEDNESS... BUT CUNNINGLY HIDDEN UNDER LAYERS OF APPARENT CASUAL DISARRAY



■ All cartoons by Ross Martin

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HIDDEN PERILS OF USING GPS

Do you rely on GPS when flying cross-country? Well, it just works, doesn't it? David Innes highlights some potential pitfalls

BGA TRAINING STANDARDS MANAGER MIKE FOX COMMENTS:

GPS is really useful and reduces workload a lot. In fact, I would go so far as to say that, with our complicated airspace structure, it is nearly essential. But – especially for the kit we use in gliders – don't bet your life on it!

NO MATTER HOW GOOD THE APPARENT QUALITY OF YOUR DEVICE, UNLESS IT HAS BEEN DEVELOPED AND APPROVED TO FORMAL STANDARDS IT SHOULD NOT BE USED AS A PRIMARY MEANS OF NAVIGATION

I WAS preparing a presentation on wave flying, especially operations above cloud and specifically how to perform a safe descent towards low ground or away from controlled airspace, when caught out above cloud, first by knowing where you are. This led me to discuss GPS devices. It was a young audience, all with smartphones with GPS built in.

My concern is that pilots are using GPS devices without understanding their limitations. In professional aviation we ensure such devices are developed, tested and certificated to known standards, since

fare-paying customers' lives may be on the line, especially on GPS-based approaches.

We now have both phone/tablet-based Apps and sophisticated software in more complex devices for which there does not seem to be any "certification", and therefore the ability to perform as intended, and more importantly to detect and indicate failures or

degradation in all circumstances, may not have been considered, far less tested.

My apologies in advance to any suppliers who may have such processes in place, but unless devices AND their installation are certificated to a formal standard, eg TSO/ETSO/STC, the device or software accordingly marked, and the installation "approved", it may not make the "integrity-grade".

GPS can work well, but the GPS satellites are under US Military control (same for Russian groupings) and the European satellite constellation Galileo is not yet complete and had (at time of writing) some horrendous reliability issues with the satellites' internal atomic clocks (failing/not re-starting).

The US constellation can be downgraded at any time by use of "Selective Availability", and although Bill Clinton "turned SA off", this degraded mode can be re-instated in seconds. There are, in addition, GPS jamming and spoofing exercises by the military, which

may be NOTAMed (but not always). There are also GPS jammers (available online) informally used by, say, delivery vehicle drivers to corrupt their journey logs, or stop bosses spotting when they stop off for a drink, etc. (Jamming is sending noise so that receivers cannot track satellites: Spoofing is where stronger simulated satellite signals are sent, which can create a false calculated position.)

At Aboyné we are a long way north, further north than any US GPS satellite flies – 55N is the farthest they come towards us, due to orbital inclination, and we are at 57N, so at best they are nearly overhead and always to the south. There is always, therefore, the possibility of poor satellite geometry, reducing accuracy or preventing a fix. Other satellite constellations do provide "polar coverage", but not all GPS receivers can be connected to them (and how can you tell?).

There are also "Masking" issues: Terrain Masking – the primary of which is "Mountains in the way" – I found is a real problem in Switzerland, but more probably your antenna may be masked by the fuselage/bank angle/compass, your PDA/your head, etc.

Which led me to the obvious question, how do we know our GPS position is good when we do get signals? Well first of all you have to realise that no matter how good the apparent quality of your device, unless it has been developed and approved to formal standards it should not be used as a primary means of navigation. The opening "blurb" on such devices says as much and requires you to acknowledge this by a button push before proceeding. Legally, it is therefore your choice to use it and you acknowledge and take on these risks with that button press.

Software quality issues aside, masking, your position, time of day, satellite geometry and servicability all affect the navigation solution at your location. The solution changes by the minute; GPS satellites are not geostationary, so move around the sky. Airlines use a technique called RAIM (Receiver Autonomous Integrity



Cartoon by Ross Martin

Monitoring) to work out if there is good “coverage” for a period at a location or over a route. It can be either instant (immediate GPS solution), or Predictive RAIM for a route over a defined period. This is often built into the aircraft’s Flight Management system, so it is performed automatically. Sometimes there can be “RAIM holes” where there is not enough coverage, so poor navigation accuracy can result and they may last, say, 15 minutes.

One solution is to use barometric altitude in lieu of one satellite. I have not yet found any “phone App” which actually performs RAIM or Baro assisted vertical navigation.

But all is not lost. A relic from when not all FMS could automatically check RAIM is the AUGUR site: <http://augur2.ecacnav.com/augur/app/route>

If you look up this link, then it will tell you the GPS status for navigation. So it’s like a NOTAM for GPS and you should check it if planning to use GPS above cloud – it’s what the airlines do and it’s free. It can be used for a location or a route – but the route has to be between ICAO “points” – so if operating NW of Aboyne, I would set EGPD (Aberdeen) and EGPE (Inverness), with times appropriate for my planned flight.

This program cannot predict if your batteries will last, or your phone or tablet itself works – keep it close to your body to keep it warm. I always take two devices, ideally running different navigation/GPS softwares to avoid a common cause fault: eg Oudie (Windows) and a mobile phone (Android or iOS).

As for flight recorders, the author does not know whether these factors were taken into account when approving them for ICC purposes. Satellite geometry and orbit height do drive “vertical position errors” to be of

the order of four times larger than horizontal errors, even without GPS errors or jamming, and this is acknowledged by requiring an extra 100m of height gain to be recorded.

Finally, if you are not sure of your position and are over mountainous terrain, or perhaps near controlled airspace, there is always the option of calling your local ATC unit or on 121.5 for a position fix, always ensuring you do not disturb another emergency to obtain a Radar or Radio Direction Finding position fix. If it is an emergency, you don’t need a radio licence to use frequencies other than glider-dedicated ones. You have to be alive afterwards to apologise, that is my rule. But don’t leave it too late because there are minimum altitudes for VHF DF, and gliders may not show up well on primary radars due to lack of reflectivity and MTI (Moving Target Indication) gates, which eliminate returns such as from traffic (typically 80kts).

And if you do call ATC, make sure they know when you are leaving the frequency, else they will assume a missing aircraft.

One last point. Cynics have commented that “GPS just works”. Well most of the time GPS does work and works well, but unless there is an evident “flagged” failure, you don’t know the quality of your GPS position fix, so don’t stake your life on it. Use any alternate means of position fixing just in case.

Quite by coincidence, I was flying back from Portmoak to Aboyne on 25 June and my navigation device froze. All data looked valid, no warnings, and since I was only glancing at the extended track line, I did not notice. I turned a little, noticed the data did not follow, so tried restarting the App. That was no good, so I had to restart the tablet, then the App, to get valid data. My standby devices were in my pockets.

■ This is a note of caution, from someone who used to develop “gotcha” tests to ensure that errors and omissions were detected, caught and annunciated to professional flight crews.

On one such test, I introduced a subtle degradation, after the Initial Approach fix, so the aircraft looked as if it was proceeding towards the required runway, but it lined up with the parallel taxiway. This is trivial in the context of a VMC recovery, not so much fun if it was an approach at night with poor visibility.

The reason for the error not being detected was that there was not enough cross checking of alternate sources by the cockpit crew (I was sitting in the jump seat looking as innocent as I could be). If professional test pilots can be “suckered into an apparently good, but misleading scenario”, so can you.

It has happened to me, but I am “tuned” to expect such events and plan and react accordingly.

Be safe/don’t put all your eggs in one GPS basket.



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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'VOLUNTEERING IS FUNDAMENTAL TO SPORT AT ALL LEVELS – WITHOUT VOLUNTEERS THERE WOULD SIMPLY BE NO SPORT. THAT'S WHY INVESTING IN VOLUNTEERS AND THEIR EXPERIENCE IS SO VITAL'

– Emma Boggis, CEO, Sport and Recreation Alliance

VOLUNTEERING ACROSS SPORT IN THE UK

THE biannual sports club survey carried out by the Sport and Recreation Alliance (S&RA) found that a fifth of clubs have seen a drop in volunteering; a quarter, a rise. These trends are quite similar to our membership figures. They also found that on average:

- 17 per cent of club members volunteer
- 60 per cent of clubs recruit volunteers from their membership
- 46 per cent of clubs pay for training and qualifications for their volunteers
- 54 per cent of clubs encourage and verbally motivate their volunteers
- 8 per cent of clubs do nothing specific to encourage their volunteers.

We are finding out how gliding compares to these figures. There are volunteering opportunities with the BGA Development Committee to help with club research and analysis of data.

LINKS AND RESOURCES

- Excellent volunteering resources (Sport Wales) www.clubolutions.wales/volunteering/
- For clubs in England, all County Sports Partnerships have a dedicated Lead for Volunteering
- 'Join In' S&RA volunteering project and resources www.joininuk.org
- Women in Sport 'Good Sports' paper www.womeninsport.org/resources/good-sports-sports-needs-engage-female-volunteers/

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

WHY VOLUNTEERING MATTERS TO GLIDING

SPORTS development topics ebb and flow as ideas and funding emerge from Government. Hot right now is volunteering, although the roots are to be found in the phenomenal London 2012 Games Makers and the realisation that people really enjoy helping to create the right environment for joyful sports participation – volunteering can be a rewarding activity in itself. It takes time

for these ideas to emerge, get adopted and for the resulting activities to begin to make a difference to club members.

I attended the third Manchester Metropolitan University Sports Volunteering Conference. It provided much food for thought, but also a classic penny-dropping moment when I realised that nationally only 17 per cent of sports club members volunteer and often these volunteers are not the people who take part in the sport. Generally in gliding our volunteers are also our sporting participants. Volunteering recruitment

and retention is very closely related to membership recruitment and retention, and the principles are applicable to both topics. The following information is drawn from the conference.

Successful volunteering relies on very simple principles:

- Volunteers know exactly what is expected of them
- Volunteers are valued
- The mutual benefits of the volunteering are clear to all.

Clubs should be confident in what they offer – voluntary roles are highly rewarding. However, clubs also need to invest in volunteering to ensure that volunteering is a positive experience.

Before: take time to define roles, to understand what time and skills are on offer from the membership, and what might make it harder for people to volunteer. Drawn from academic research into women's experience of volunteering in sport as a means of addressing gender imbalance and discrimination, the findings

and recommendations in the Women in Sport 'Good Sports' report are helpful to all. A person's life stage has a big influence on the type of volunteering they can get involved with, as does their club having a flexible approach to volunteering – splitting roles into manageable sizes; varying times and places for meetings; shadowing roles and mentoring are all forms of encouragement.

Ask: this step gets missed more often than you might think! People need to know about time and skills needed and training and support given.

During: make time to induct, train and support your new and existing volunteers. This could be a voluntary role in itself and creating a volunteer lead or co-ordinator will help the club to develop a positive culture of handing roles on so new people can get involved. The CEO of England Athletics gave an inspiring talk on their improved emphasis on volunteering to support the development of vibrant, welcoming and sustainable clubs. It wouldn't take much to tweak our clubs into moving in a similar direction.

Recognition: a smile and a 'thank you' go a long way. Representatives from the Fédération Internationale de Motocyclisme Commission for Women in Motorcycling were similarly inspiring with details of their ongoing, long-term volunteering campaign. The parallels with gliding were strong. They each emphasised the value of sharing stories on the club website and social media to inspire and raise awareness. Their short film 'CFM 10th Anniversary' is well worth a view on YouTube. An incidental illustration of the power of low-cost recognition became clear when a volunteer showed us the badge she received for achieving a specific level of volunteering, beaming at the recollection.

The likely blind spot with volunteering in gliding is the large overlap between taking part in the sport and volunteering. However, clubs have much to gain by bringing some attention to the many voluntary roles which currently go unacknowledged, or only become clear once the person doing it stops. We have much to celebrate in gliding, and much to be proud of.

The BGA Team and General Information



Executive Committee

Chairman

Peter Harvey
chairman@gliding.co.uk

Executive Members

Neil Goudie, David Latimer, Bill Craig
George Metcalfe, Nick Bowers,
Andy Perkins, Lisa Humphries,
Charlie Jordan, Anthony Smith

Treasurer

Anthony Smith

Company Secretary

Anthony Smith

HQ

Tel: 0116 289 2956
Fax: 0116 289 5025
office@gliding.co.uk
www.gliding.co.uk

Chief Executive

Pete Stratten pete@gliding.co.uk

Office Manager

Debbie Carr debbie@gliding.co.uk

Accounts

Peter Bishop
accounts@gliding.co.uk

Administration

Lizzie Pike lizzie@gliding.co.uk
Sheila Weston sheila@gliding.co.uk

Communications Officer

Keith Auchterlonie
keith@gliding.co.uk

FAI Badges Officer

Basil Fairston basil@gliding.co.uk

Chief Technical Officer

Gordon MacDonald
cto@gliding.co.uk

Airworthiness Quality Manager

Keith Morgan

Magazine Editor

Susan Newby
editor@sailplaneandgliding.co.uk

Child Protection Lead

Karon Matton karon@gliding.co.uk

Performance & Development

Competitions & Awards

Liz Sparrow

Team GB Manager

Graham Garnett

Development

Dave Latimer

Development Officer

Alison Randle
alison@gliding.co.uk

Marketing

BGA Office

Aim Higher

Kevin Atkinson

Schools and Colleges Lead

Yvonne Elliott
via the BGA office

Operations

Safety

Pete Stratten

Airspace

John Williams

Instructing

Colin Sword

Training Standards Manager

Mike Fox
mike@gliding.co.uk

SLMG

Paul Whitehead

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/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/safety>

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/arc-signatories>. 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>

Senior Accident Investigators

Chris Heames, Peter Claiden

Other Information

Courses and Seminars

BGA courses and seminars information is at <https://members.gliding.co.uk/courses/>

Fees

BGA fees are detailed at <https://members.gliding.co.uk/fees-and-charges/>

BGA Office Contact Details

8 Merus Court, Meridian Business Park, Leicester, LE19 1RJ
tel: 0116 289 2956 fax: 0116 289 5025 email:office@gliding.co.uk





Clockwise from top left:
Drone photo of Feshie during Cairngorm GC's
Mayfest event (Jordan Thompson)



Happy smiles at DSGC's open weekend
(Lisa Humphries)



David Noble's first solo at Shalbourne GC
(John Douglas)

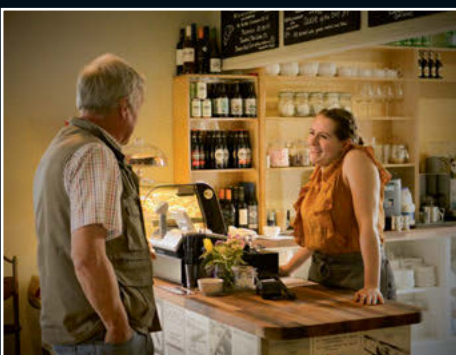
The Old Flying Club Café is now open at
Nympsfield (Jess & Joey Photography)



Surrey Hills' Roy Musslewhite landed in the
next field - good job it was not in this one!
(Tim Horbury)

Robin Birch and Darren Edge in T-21 during
the vintage rally at Cotswold GC
(Roger Smith)

95-year-old Ida Johnson became
the oldest person to ever fly with
Herefordshire GC, when she took to the
sky in June in one of the club's two-seaters
for a 20-minute flight with Bobbie Jones
(Ian Johnson)



■ 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



Clockwise from top left:
Mike Drayton landing without disturbing the dandelions at Pocklington in Wolds GC's LS4

Tom Pavis is now York GC's youngest BI

Looking for wave: Peterborough & Spalding's Mike Newton and Phil Jameson looking 'far too smug', after landing in a field somewhere behind Sutton Bank

Abbie Ring jumps for joy after first solo at Bristol & Gloucestershire GC (Chris Edwards)

Congratulations to Angus Hoyland, who was sent solo in Welland GC's K-13

■ Our thanks to all the photographers and to our *Club News* contributors for sending these in.



CLUB NEWS

AGC WYVERN (UPAVON) **WWW.WYVERNGLIDINGCLUB.CO.UK** **511712N 0014700W**

SPRING was busy with three five-day courses for Army Personnel, with 10 students on each course. It's a key part of our military sport ethos to provide gliding opportunities to servicemen, although it takes considerable commitment and effort from members to deliver. The club has been renamed the Army Gliding Club (Wyvern). Cross-country has been a bit sporadic so far, but Wyvern is currently leading the South-West ICL after two rounds. We were sad to learn of the passing of John Bradley, one of the founders of Wyvern and a stalwart of Army gliding over many years. His passion for gliding lives on with the club through his daughter Dawn (see obit p70).

Paul Jessop

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

IT has been a tough few months with many of our instructors not available through health and family problems. But the good news is that we have a couple of BIs moving on to be Ass Cats and two new BIs coming on stream. We have cleared up our trailer park and, after many years of neglect, it's looking much better; thanks must go to all who helped. Member Ian Broome has found his father's old Dart 17, taken it out of retirement, worked on it, put it through a C of A and is now flying it. Congratulations to Ian in preserving and getting the glider airworthy.

David Sibthorp

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

MAY was a great month of activity and achievement and so congratulations must go to Sam Arnold and Rich Hafferty on becoming BIs and Suz Brownlie on her 50km. There was a great soaring week led by Ted Richard. We are now preparing for the Inter-services regional competition, open to all, not just service personnel. It begins July 29 – come and fly with us.

Alison Arnold

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

OUR April flying week was blessed with good thermals, even though we froze. We

were lucky to have Mike Jenks' instructional support, and Mark Foote resoloed. The AGM was well attended and committee members were re-elected. About 20 members joined a trip to Portmoak, where they enjoyed good weather. We have re-equipped with Dyneema rope, with helpful advice from Warmingford, resulting in rather higher launches. Our open day was a great success, with kind weather and visitors. Thanks to John and Julie Hull for an excellent meal and to Tim Dews for the loan of his two-seater. Harriet Gamble just missed her 5-hours.

Chris Basham

BICESTER (BICESTER) **WWW.BICESTERGLIDING.COM** **515458N 0010756W**

BICESTER'S season has got off to a great start with several members making their annual pilgrimage to Sisteron and La Motte du Caire in the Southern Alps for numerous thermal, wave and ridge flights. The first of our two Aim Higher events has taken place with the two-day ground school, which was well attended by members and pilots from other clubs. We've temporarily added a K-8 to the fleet, which is proving to be a great draw on those marginal days. The move to our new hangar and workshop is completed as a part of our new facilities at Bicester.

Martin Clark

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

OUR new briefing room has been a very good addition to our facilities. Simon Cook has gained his Silver height and 5-hours. Our task week went well, with over 30 flights in challenging conditions. The Wings & Wheels day raised over £2,000, which was a record, despite the very bad weather on the day. We have gained 12 new members so far, including three ladies: Renata Khafazi, Louise Shaw and Shirley Treanor.

Mike Pope

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

OUR full-time instructor, Mike Codd, has settled in well in his new role keeping the club running smoothly seven days a week. Several groups from other clubs have visited us and enjoyed our ridges and wave, as well as good thermals (yes, we do get them in Wales and

more often than you think). Launch queues were almost unknown at Talgarth thanks to the excellent soaring... in April, the average flight time per launch was over one and a half hours, and that includes trial lessons usually capped at 30 minutes.

Robbie Robertson

BORDERS (MILFIELD) **WWW.BORDERSGLIDING.CO.UK** **535314N 0020510W**

WE hosted the first 'Northumbrian Gliding Competition' over the Spring Bank Holiday weekend. Unfortunately, the weather was not kind to us and there was only one flying day out of three. However, the Northumbria Gliding Club did well to clinch the trophy, particularly as they didn't bring any gliders! Congratulations to Steve Rae, who gained his Ass Cat rating and to Michael Stanwix, who went solo (with a flight lasting 43 minutes) after just 38 instructional flights. Ken Marston, our long-standing airfield manager, was awarded life membership at this year's AGM in recognition for his sterling services to the club spanning many years.

Stuart Black

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

NOW that dreadful winter has passed, it's wonderful to see the club buzzing with activity and enthusiasm in the sunshine. Congratulations to Geoff Hughes, Tony Platt and Malcolm Baldwin for completing their Silvers, to the four pilots having their first successful field landings and to John Windsor, who went solo. Our membership is growing, we have several new private aircraft on site and type conversions are moving our 'early hours' pilots onwards on their route to being pundits. We have a number of exciting club expeditions planned for the summer and our recent trip to Portmoak was a tremendous success. Good times are back!

Keith Clarke

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

ANDY Davis held a cross-country coaching week, well attended with some decent flying. A young lady from Lasham in a K-8 retrieved the wooden plate before Douggie Vance went to get it back in our K-8 a week later. Alisdair Aergenter and Abbie Ring soloed.

(Left to right): Bath, Wilts & N Dorset members at Portmoak; Michael Stanwix (right) is congratulated by Rich Abercrombie after his first solo at Borders; Alisdair Aergenter goes solo at Nymphsfield; Buckminster's Cathy Lawrence celebrates her 85th with a solo flight in the club's Perkoz



Ollie Summral completed his Bronze, whilst others completed theory tests. The juniors completed their Winter Series with another successful event. The big, non-flying news, related to the opening of The Old Flying Club Café. This followed a huge effort all round topped off by a party to celebrate. Initial reaction has been very positive; they look forward to welcoming all visitors.

Greg O'Hagan

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

THE soaring has started in earnest, with our cross-country experts logging some terrific flights. We had a successful Aim Higher course, which has motivated some pilots to do more cross-country flying. We had a great weeklong flying camp with our LUSUGC members, with a new solo and a resolo. Annoyingly the latest edition of the Southern UK map show us as inactive; we are far from that with seven-day operations for the summer and winch cables up to 2,000ft so be careful if you are just passing by. We have already had a few visiting gliders; everybody gets a warm welcome and all the assistance needed to get home.

Danny Lamb

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

AT our AGM, Anthony 'Mac' MacDermott our new safety officer and Russell Walsh PR were elected to the committee. There is new Tarmac on our runways and we sent a team to Germany to bring back our new Rotax Falke. Our new workshop will be built soon. Congratulations to Steve Scothern (solo). Our visiting instructor Dave Watson has fitted in well. He's helping our solo pilots towards their Bronzes. We held the 578 Squadron association re-union and memorial at Burn clubhouse with a Battle of Britain Spitfire fly-past at the end (see page 64). Some of our younger members recently attended the Vintage Glider Rally at Aston Down flying their K-6.

Russell Walsh

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

PAUL Myers' flying week after Easter was very successful with wave, ridge and thermals

mixed with snow! Team Feshie defended the club's honour at the Easterton ICL meeting and we are currently placed second. The Mayfest event was also notable for 16 flyable days in a row, although we were only able to complete this by hiring a Pawnee from Aboyne, when our Robin developed undercarriage problems. Highlight of the fortnight was the 80th birthday party for our president, Bill Longstaff. The hangar was packed with 150 guests, a live swing band and hog roast. With the tug being offline, several new members enjoyed winch launching.

Phil Hawkins

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

APRIL proved a great start to the soaring season. Members clocked up 20,750km of cross-country flying, 40 per cent more than last year. James Baker, Laszlo Toth and Robert Norris went solo, and Sharon Brown and Yavuz Sutcu resoloed. Ollie Sleigh used the good weather to achieve his Silver distance, Silver height and 100km diplomas within five days. This year's Alex Ward Memorial Award was shared between Finn Sleigh and Alex Walby, and the Neville Anderson Young Pilot award went to Ollie Sleigh. Congratulations to all. Finn Sleigh has been selected for the UK Junior National team and will be competing in the Junior World Championships in Lithuania this summer.

Chris Davis

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

WE now have a EuroFOX tug, owned by member Adrian Hegner, offering aerotows to members and visitors. We welcome Stanislaw Sawicki as our seasonal course instructor. The spring expedition to Portmoak was marred by light easterly winds. At the time of writing, we are hosting the Vintage Glider Club's national rally, with Robin Birch taking the site director role and super catering being provided by Jackie Huband's team. We are planning a new workshop so that we can fully segregate aircraft and vehicle maintenance. We also have an extension to our caravan area and a further private owners' hangar under consideration to support a healthy increase in new members.

Frank Birlison

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

THERE is little to report at this point. This year so far has been mixed and variable, however a good number of members have been enjoying their flying either locally or cross-country. The K-21 is looking splendid after its refurbishment. On the downside, we have passed the longest day and are heading towards the autumn, although we have in the past had some excellent days. Let's enjoy the rest of the season and make the best of the days to come.

Zeb Zamo

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

WE have seen many members completing parts of their Silver: congratulations to Josh Milner, Martyn Cobham, Steve Payne and Juergen Schaper on completing their Silvers. At last (Dangerous) Dave Redfearn managed his 100km after many field landings, good one Dave. Scott Keenan went solo in June during flying week. Congratulations. Ryan Hobson achieved his Silver height and his two-hours and has been concentrating on his Bronze exams. Josh, on turning the Humber Bridge for his 50km, ended in a field for a photograph. Martyn also landed in a field at Gilberdyke – "good field selection with firm ground and short crop, easy when you're a farmer".

Barry Patterson

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

WE now have seven community volunteers, who are assisting with the running of the airfield as well as cutting the grass and helping to paint the clubhouse. The gorse has been removed from around the clubhouse. Brian Crouch and Iain MacDonald have gone solo; Paul Seidel and Kieran McGregor have completed their Silver. We are now using the simulator to assist with pilot training and have introduced online booking for training.

Glen Douglas

DERBY & LANCS (CAMPHILL)
WWW.DLGC.ORG.UK
531818N 0014353W

CONGRATULATIONS to Jim Weatherhead (solo), Don Mackenzie and Brian Allen (FI rating), Jonathan Thorpe (renewed instructor



(Left to right): **Burn's** Dave Bellamy congratulates Steve Scothern on solo; **Cambridge's** Shaun Murdoch with HpH Shark FES, shared with Alex Holswilder; Peter March, solo again at **North Hill**; **Dorset's** Andy Grant (right) gets his wings from Gerry Cox; **Fenland's** Andy Chase presents award to Jayne Frost



rating), and John Shipley (five-year revalidation). We welcome Istvan Toth as a regular weekend instructor. John Shannon, our winchmaster, recently played football for England, who beat Wales 1-0. It was the over-60s. After a lot of hard work by Colin Taylor, the cabriolet K-8 recently took to the skies piloted by Alex Green. The wave box agreement has been reviewed and is in place for a further two years. June was busy with task week, the vintage rally and longest day dawn till dusk flying.

Dave Salmon

DEVON AND SOMERSET (NORTH HILL)
WWW.DSGC.CO.UK
505107N 0031639W

OPEN Weekend this year had one good day and one rained off, but 40 members of the public enjoyed their flights at North Hill. We entertained BBC Spotlight's Justin Leigh and had some good glider footage on local TV. Congratulations to Ray Dodd on gaining his Silver height on one of the few days this spring with high cloudbase, and also to Peter March, who resoloed after a six-year break. North Hill ICL leg was another 'difficult weather weekend', with only a marginal task being set on the Sunday. We are looking forward to a busy Competition Enterprise.

Jill Harmer

DORSET (EYRES FIELD)
WWW.DORSETGLIDINGCLUB.CO.UK/DGC
504233N 0021310W

THE summer party organised by Nick Barnes in June was a great success. Well done Nick and to all who helped out. Our resident clubhouse extension builder, Andy Grant, went solo in the K-8 in June. The clubhouse extension has made a big difference, pretty well tripling the space, with big picture windows. Well done Andy and his helpers. Allan Powell went to Hus Bos with Carol and John Marshall to try for his Silver distance with Aim Higher tutor Kevin Atkinson. Congratulations to Allan on successfully achieving this. Charlie Waygood has completed his Bronze exam, and has now completed his Bronze.

Colin Weyman

DUMFRIES & GALLOWAY (FALGUNZEON)
WWW.DUMFRIESGLIDING.110MB.COM
545638N 0034424W

ONCE again we have had a very busy few weeks. Our AGM was a big success, with

many more jobs and improvements voted for. Repair and painting are being done to our hangar roof. Much flying has been done on our improved runway. The members have all come together to do jobs and get the gliders ready for flying on a Sunday morning. Unfortunately, the weather hasn't allowed them to stay up. We are still welcoming new members and even a powered pilot and his plane. We are looking forward to good weather for our flying week in August.

Wendy McIver

EAST SUSSEX (RINGMER)
WWW.SUSSEXGLIDING.CO.UK
505423N 0000618E

IN the past, we have struggled to attract and retain youngsters so, bearing this in mind, in May we began a scheme in co-operation with a local community college to select suitable local (within cycling distance) candidates from years 10 and 11 to join a gliding training scheme. A group of 12 students came to the airfield and were assessed for their aptitude. Four students were identified and have begun their training that will intensify after exams. Trial lesson sales have continued growing despite an increase in pricing in May. The investment in our Dimona motor glider has been justified, as it is much in demand.

Mike Jeater

EDENSOARING (SKELLING FARM)
WWW.EDENSOARING.CO.UK
544152N 0023506W

AFTER a slightly late start, this year has given us excellent soaring conditions. Members and visitors have been able to enjoy ridge, thermal and wave in abundance. Patrick Eaton, a dual Edensoaring member from Hus Bos, made an epic 7hr 15m tour of the Lakes by using all three in May. Several new *ab-initios* have appeared to keep our new instructors busy. In poor weather our new Portakabin facilitates training away from the tea drinking in the 'clubhouse'. Current members have been working through checks and are being encouraged to get Bronze and Silver Cs done. To find out more visit our website.

John Castle

ESSEX (RIDGEWELL)
WWW.ESSEXGLIDING.COM
520253N 0003330E

WE have benefited from good spring weather and have enjoyed the first of our

three flying weeks, which was a success. We now have two Astir single-seaters for club use, and we have a much larger launchpoint and a tea urn. The first of our one-week courses went well; many thanks to everyone who organised and helped. Our AGM was held in May and we learnt of tentative plans for a new clubhouse. Congratulations to Jago Roberts (Bronze C and converting to the Astir), and also to Glyn Long and Karl Tunnicliffe (converting to the Astir). Alex Harris has now taken over from Bob Cassels as Deputy CFI.

Cathy Dellar

ESSEX & SUFFOLK (WORMINGFORD)
WWW.ESGC.CO.UK
515630N 0004723E

IT'S now the end of May and the cross-country pilots are building the kilometres. Our junior pilots are completing Bronze and amassing Silver legs in anticipation of completing Silver distance when 16 arrives. The East Anglian ICL has met for two legs so far, Tibbenham and RAF Wattisham (rigging protected by blast walls); we hold the lead at the moment. Welcome to new members Adrian Pikula, Miles Albery, Chris Baldwin, Marius Uytendogaardt, Peter Best, Isobelle Upson and Ethan Hardy. The filming for Sky Arts on Constable last October was shown on 9 May; an extremely enthusiastic presenter made the gliding segment special.

Paul Robinson

FENLAND (RAF MARHAM)
WWW.FENLANDGDC.CO.UK
523854N 0003302E

IT looks set to be a busy season with several new members, including ex-611VGS instructors who are in the process of converting to BGA and dusting off cobwebs. Congratulations to John Stone, Tony Woods and Sam Reynolds for resoloing after a break and converting to club aircraft. The addition of a K-13 is welcome and is keeping busy with training flights and spin recovery checks. Matt Clements is training as a BI after completing his Silver last year and is also now signed off as a tug pilot. Congratulations to our award winners from this year's AGM: John Stone (Efficiency), Paul (Speed & Distance), Matt Clements (Ladder), Jayne Frost (Member of the Year), Andy Chase (Raffan) and Sid Wright (Au Vache and Trubridge).

Matt Clements

(Left to right): Heron's James Farr, solo the day after his 14th birthday; Ben Person with Mendip instructor Terry Hatton after his first solo; the new Ivan Esgate hangar at Norfolk; the new launch point vehicle at Crowland is a converted chip van!



HEREFORDSHIRE (SHOBDON)
WWW.SHOBDOGLIDING.CO.UK
521429N 0025253W

APRIL produced plenty of wave and thermal soaring and cross-country flying, including some interesting convergences in Wales. Well done to Bobbie Jones on her first 100km triangle and to Nick Robinson on passing his Bronze paper. Our Kenley visitors were unlucky with the weather; although they had soaring flights every day but one, the best day was after most of them had left. We have several prospective members on three-month memberships, so we hope that they will join us shortly. Roy Palmer, an honorary member in recognition of his long service to the club, died at the age of 91. The club was well represented at his funeral and we send our sympathies to his family (see obit p71).

Diana King

HERON (RNAS YEOVILTON)
WWW.HERONGLIDINGCLUB.
MOONFRUIT.COM 51006N 002384W

IT'S been a busy few months for Heron Gliding Club. April saw us host our bi-annual Fleet Air Arm sponsored gliding scholarships, with six out of eight students going solo – a fantastic achievement. The course is open to 17-20-year-olds and run twice yearly at Seahawk and Heron GCs. Our youngest member, James Farr, went solo the day after his 14th birthday after two years of training. He is likely to be one of our youngest solo pilots ever! Now it's time for our summer course and more soaring over the Somerset levels.

Sam Franklin

HIGHLAND (EASTERTON)
WWW.HIGHGLIDE.CO.UK
573508N 0031841W

GLIDERS with tailskids may find that the skid plate catches on the Perfo section of the runway, causing damage to the skid and should avoid the Perfo, which is approx six metres wide and marked with a white centre line. Round one of the Scottish Inter-club League took place at Easterton. The weather was not the best. Portmoak A team finished first, with Feshiebridge second and Easterton third. The ICL weekend coincided with a visit by a film crew from BBC Alba. The footage was due to air in June with a series on Scottish aviation. Easterton hosted another Air Cadets training week in April. Thank you to all who assisted.

John Thomson

KENT (CHALLOCK)
WWW.KENT-GLIDING-CLUB.CO.UK
51123N 0004950E

OUR new booking system for instruction and check flights is working well, with an increased winch launch rate and better student progress. Thanks to all for contributing to making the transition successful and special thanks to Peter Mather, Adam Palmer, Mike Moulang and Gerry Puttick. Our professional weekend winch drivers are ensuring a good launching service. Our courses are well booked and our weekday team is providing enjoyable and useful flying to a range of potential and existing pilots. We look forward to our task week at the end of August and our away week at Sherington. Kent continues to provide beautiful countryside to fly over with great views of the surrounding coasts and occasionally of Europe, which we still wave to sometimes.

Mike Bowyer

KESTREL (RAF ODIHAM)
WWW.KESTEL-GLIDING.ORG.UK
511403N 0005634W

THE club continues to attract junior members and working with the ATC means a steady stream of cadets coming along to try out our sport. The Basingstoke Branch of the RAF Association has funded a scholarship for an Odiham-based airman to learn to fly, and the Woking Branch of the ATC is funding a number of students. Congratulations to Roly Bracken and Gio Della-Savina for attaining solo, and to Al Rosser and Rob Curry for completing their Silver heights. We must also mention the two lads for their efforts in keeping the fleet airborne.

Neil Armstrong

LAKES (WALNEY)
WWW.LAKESGC.CO.UK
570752N 0031549W

THE spring has given us good conditions and we have made the most of them. We have enjoyed some good thermal days, soaring the local ridges and especially some wonderful wave flying over the Lakes. Several new members have joined the club so things are looking good. Finally 23 has had its engine fixed and is apparently better than ever. Our present preoccupation is our new clubhouse, which should arrive imminently. The airfield owners are to make some large changes to the other buildings.

John Martindale

LASHAM (LASHAM)
WWW.LASHAMGLIDING.CO.UK
511112N 0010155W

WE have recently purchased a Duo Discus XLT to add to our fleet and it is proving very popular with our members. Also proving popular in the warm weather is the cabrio top for one of our K-13s, which was financed by the Lasham Trust. I wonder just how popular it will be in the winter? The season has started very well for us with some notable flights in April and with Lasham pilots taking six out of the top 10 places on the Ladder. First solos have been too numerous to mention by name, but warm congratulations go to all who have started the season off so well.

Mike Philpott

LINCOLNSHIRE (STRUBBY)
WWW.LINCSSLIDING.ORG.UK
531836N 0001034E

THIS past month has produced some exceptional soaring for us on the outer frontiers of the east coast. Congratulations to Pat Fowler for managing 5-hours at Strubby – a very rare feat. The 'high flying girls' project went well again this year, our thanks to Katharine and all her supporters.

Dick Skerry

LONDON (DUNSTABLE)
WWW.LONDONGLIDINGCLUB.CO.UK
515200N 0003254W

CONGRATULATIONS to David Bennett on his solo, and to Robert Hubrecht on becoming an AI. Bill Craig led our soaring course, assisted by Mark Newland-Smith, Pete Hurd, Ken Woods and Martin Smith. Bill Stocking and Gary Cox converted to the club ASW 24, and Paul Holahan achieved his Silver distance. We are pleased to have acquired another K-23 for the club fleet. The cross-country season is well under way and, at the time of writing, we have recorded 56,000km, about seven per cent up on last year. We are looking forward to our racing week in June, and there are still places available for the Dunstable Regionals (5-13 August).

Andrew Sampson

MENDIP (HALESLAND)
WWW.MENDIPGLIDINGCLUB.CO.UK
511544N 0024356W

CONGRATULATIONS to 15-year-old Ben Person and Kenny Whitelaw-Jones on their first solos. We held our Inter-club League days at Halesland in April and achieved an



(Left to right): **Shalbourne's** Phil Morgan congratulates David Noble on his first solo; **Surrey Hills'** Chris Leggett after his first solo aerotow on a trip to Shenington; first solo at **Upward Bound Trust** for Anika Kiadhra; Olivier Warren-Torres after his first solo flight with **Upward Bound's** Dave Bramwell



↪ unprecedented two competition days. We are now flying ATC cadets on a monthly basis. Our AGM was well attended and our CFI, Tony Webb, retired to work with the RAF; our DCFI, Simon Withey, stepped up. Jo Hatton retired as club secretary with David Close taking over. Laurie Penrose retired from committee and as winch master. Kenny Whitelaw-Jones joined the committee and a small group are sharing winch master duties. A group led by Jeff Green is modifying the clubhouse.

Barry Hogarth

MIDLAND (LONG MYND)
WWW.MIDLANDGLIDING.CLUB
523108N 0025233W

IT has been a busy couple of months at the Mynd, including welcoming visitors from North Hill and a club expedition to Jaca involving three Duo Discus and one JS1. The next of our infrastructure projects is now under way to improve the access road. This is being done in several stages to enable us to judge the suitability of the techniques. The practical part of the Aim Higher course has just taken place and was very popular and well attended. Congratulations to Matthew Cook, who had a really successful time in his first aerobatics competition for the Dan Smith trophy at Dunstable. As a result of this, he was invited to the Czech Republic by the world aerobatic champion to further his skills. Congratulations also to Steve Rudge on his first solo.

Steven Gunn-Russell

NORFOLK (TIBENHAM)
WWW.NORFOLKGLIDINGCLUB.COM
522724N 0010915E

OUR new asset 'The Ivan Esgate Hangar' is now ready to welcome 11 gliders. This will include all the club fleet, including the Grob 109 plus a few privately-owned machines in the spare spaces purchased by members. The Large Model Aircraft Show was again a success with a record attendance by the public who also showed interest in our glider display stand with some new members and trial flights. Round one and two of the ICL took place in May; round one at home, where we came 2nd, and round two at Wattisham. Congratulations go to Mike Hoy and James Loveland on their Ass Cat course.

Adrian and Barbara Prime

NORTH WALES (LLANTYSILIO)
WWW.NWGC.ORG.UK
530239N 0031315W

OF late, summers seem to promise more than they deliver. We have lost weekend days and Easter was not of the best, however the logbook looks impressive for launches, but not on time in the air. The good news is that Chris Jenks has now qualified as a BI, congratulations to him, and Rob Rowntree is also progressing towards his rating; very important for our club as we have lost three instructors in the recent past and membership has dipped. That said, some of our many, recent trial flyers have shown an interest in following up on their experience. It is also good to welcome back David Hughes, an ex-member, after a two-year break on health grounds.

Brian Williams

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

CONGRATULATIONS to Stuart Dennis (solo) and to Daniel Hunt and Jacek Solak (Astir conversions). The club recently made an exhibition of itself at the Abingdon Air and Country Show and volunteers have also been helping the BGA promote gliding at AeroExpo. Other members have appeared at the VGC rally with a Skylark 4, K-6E and a Capstan. Thanks go to Dave Bray for helping organise the first heat of the Midland ICL league, which OGC won. Finally, special congratulations to Cloudy Hill at the Women's Worlds, where she was a day winner and the British Team came 9th overall in the Club Class (see page 12).

Norman G Nome

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

IF there is one thing that strengthens any club, it's a good level of debate. After many months of deliberation our members decided at the AGM that the EuroFOX was not the tug for us, despite the lure of savings on fuel. Members rallied to dig out the hangar frontage, which has now been upgraded with block paving, thanks to the efforts of Tim and Mike for organising this. Mick Burridge has installed mains services to all the caravan plots, so we now have utilities everywhere. Ian Taylor has completed his Silver distance and our new launchpoint vehicle is in service.

Tim Beasley

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

WE now have our three K-21s, Duo Discus, Discus and K-8 all flying for the summer. The Sea Cadets came down in May and enjoyed a week's flying in the Grob 109b motorglider. Congratulations to Sam Hepburn for completing his BI rating, and Ashley Dodd and Dan Nichols on completion of their Bronze badges. Well done guys.

Lee Allinson

SCOTTISH GLIDING CENTRE (PORTMOAK)
WWW.SCOTTISHGLIDINGCENTRE.CO.UK
561121N 0031945W

MORE first solos: Andrew Watts and, on the same day, Nils Thorin, Max Kochanski and Kerrin Dutton. Cross-country endorsements: Gilby Cavanagh and Qim Cao. Lots of Silver – full: James Dutton, Malcolm Baldwin, Geoff Hughes, Joss Reid and Adrian Docherty; Distance: Andrew Barr and George Platt; Duration: Rob Harris and Tom Sneddon; Height Gain: Gilby Cavanagh. Diamond height: Bill Fuller. 750km Diploma: Tony Brown. Gapan PPL Scholarship: Jono Bradford. Rubbish flying, no Golds!

Chris Robinson

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

WE have been making the most of every opportunity with a record breaking April (flying time and launches). The open day and training week were well attended. Thanks to all who helped. Congratulations to David Noble (solo). The BBC World Service paid us a visit to film a piece on BREXIT and general election with Phil Morgan (CFI) and Alex (SUGC) taking centre stage: <http://shalbournegliding.co.uk/2017/06/shalbourne-gliding-on-the-bbc>. 'Wurst Fest 2017' was enjoyed by all, with the proceeds going to the Wiltshire Air ambulance. Work is proceeding well on the new control point trailer. As always, many thanks to everyone whose hard work keeps our club running.

Claire Willson

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

WE don't expect northerly winds during the summer, but expecting the unexpected is after all part of gliding's fascination. The

(Left to right): Sergiu Radu is congratulated on his first solo at **Haddenham** by Steve Bonser; **Welling**'s Barry Tempest with instructor Mark Rushton after first solo; Chris Edmunds is sent solo at **Wolds** on his 14th; **Wrekin**'s K-13 is kept busy on Wednesday and Friday afternoons



ridge became the fall-back position for those electing to fly east-west cross-countries, and cut down considerably on outlandings. David Sanders went elsewhere to fly 750km, Simon Norman completed his Silver C. Harvey Algar went solo at the age of 14 and Paul Tickner, on his first attempt, flew a 500km Diamond distance. A first rate lecture on competition flying was given to a rapturous audience by sometime world champion Andy Davis. The AGM was well attended, plans for the restoration of the clubhouse were announced and the trophies were presented by our president Dick Dixon.

Peter J Holloway

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

WE are pleased to congratulate Pete Wilson, who has now resoloed and Martin Capps, who went solo during a course at Aston Down. Changes have been made to our hangar to accommodate our growing club fleet and members have also carried out work on the roof. We look forward to the return of our member Sarah Reed and to the presentation she has promised us describing her posting to an Antarctic research station. Derek Bennett's new electric self-launching mini LAK has generated much interest. We continue to attract a steady flow of new members, including some as young as 12 and 14, which bodes well for the future.

Stuart Edinborough

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

CONGRATULATIONS to John Reynolds, SGC committee member, vintage Rolls Royce aficionado and K-8 cabrio enthusiast on his 80th birthday! Poor weather during the first flying week was forgotten during some excellent soaring flights in the second flying week, and may it so continue. The new lawnmowers have reduced the airfield grass to bowling green consistency and the ground is firm and dry. The Wednesday Air Experience group flying is progressing well, with lots of satisfied customers and no slackening in demand. Progress with the long-awaited reconditioned tug engine has been slow, but we hope the Pawnee will be aerotowing in June. In the meantime, visiting tugs are helping to fill the gap.

Malcolm Taylor

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

THE spring has encouraged a number of away trips already this year. One group went to Shobdon and had a mixed week of weather, but several people managed some lengthy flights although there was one field landing. Another group went to Waldershare (Channel GC), but of the three days only one was really flyable. Then another group of eight people, with four gliders, went to Sherington; two field landings, two people making their first solo aerotows and sunshine every day made it an interesting week. Four members have also completed a radio telephony course.

Chris Leggett

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

WE'VE had what must be a club record for the number of achievements in the past few months. Congratulations to the following on their first solo flights: Olivier Warren-Torres, Anika Kiadhra and Sergiu Radu. Congratulations to Fabio Valente on achieving Bronze, and Ladia Prokop on Bronze with cross-country endorsement. Ladia also achieved his Silver distance. We had a good expedition to Talgarth and flew every day. Further congratulations go to Oliver Dudley-Heidkamp and Jim Laurenson (Silver duration). Our Vintage Rally had two flyable days, with a Cadet, Kite 1, Kite 2, SB5b, K-6c and K-6e in attendance. Thanks to all who helped with the event.

Chris Scutt

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

WHAT a flying week it was, celebrating achievements galore! Angus Hoyland flew solo in the club K-13 and 16-year-old Harry Thomas narrowly missed out on a 30-minute flight (he managed 29). Lapsed pilots Ian Coging, Andy Huggon and Barry Tempest resoloed. Andy Bennet flew his first 50km cross-country flight in 'Katy' the K-8, Barry Wood completed a 5-hour solo flight towards his Silver C Badge and Richard Lovegrove completed not just one HUS-UPW and back, but two in one day! Topping it all off, Andy Burton flew a whopping 300km to and from Blakeney Point in Norfolk. Congratulations.

Rebecca Hart

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

CONGRATULATIONS to Tim Milner (Club Class winner in the Prievidza Cup comp), Chris Edmunds (solo on his 14th), and Graeme Cooksey (Silver distance in South Africa, and Silver complete). Also to Jeff Burlinson, who has resoloed after a couple of years off. Four members have returned from a trip to Serres and some stunning flying – thanks to Jon Gatfield from Lasham for sharing his knowledge of the mountains. Our appearance in the BBC *Wolds Way* programme has increased public interest, important when a new planning application again threatens to compromise safe use of our main runway.

George Morris

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

FLYING is extended to Wednesday and Friday afternoons providing opportunities for service personnel undertaking their Phase 2 training at RAF Cosford to join us after work. Many will be taking advantage of bursaries awarded under the RAF Charitable Trust Scheme, which provides the platform for many to go on and enjoy the training and facilities offered by the RAFGSA. Several club members and our Discus have returned from a successful joint services expedition to Sisteron and congratulations to Alan Swan, who qualified as a Full Mountain Instructor.

Geoff Catling

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

CONGRATULATIONS to our newest (and youngest ever) BI Tom Pavis. Our new EuroFOX is now in full gear, with over 200 tons. Sadly, its services were not called upon during the weekend of our ICL comp, where no tasks were possible. Our warmest wishes go to Pat White on her retirement after 12 years, making a huge contribution as office manager, chief cook, bottle washer, agony aunt and much more. With sadness we say goodbye to long-standing member Mark Wem, who passed away recently. A genuinely nice guy, he always had a ready smile and a willingness to help.

Andy Carden

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



> CLUB FOCUS

SOUTHDOWN

AT A GLANCE

Membership:

Full: £315

Junior: £90

Launch type:

Aerotow: £30.50 to 2,000ft

Winch: £7.00

Club fleet:

2 x K-21, DG-505, 2 x Astir, LS4,
Grob 109B, 2 x Pawnee, Cub

Instructors/Members:

39/240

Types of lift:

Thermal, ridge, occasional wave

Operates:

Saturday, Sunday & Wednesday
all year. Introduction to gliding
courses. Generally open for
cross-country flying in good
conditions

Contact:

01903 742137 or 01903 746706
office@southdowngliding.co.uk
www.southdowngliding.co.uk

Long and Lat:

505532N 0002828W

SOUTHDOWN has always been the place for soaring. Nearby Amberley Mount was the scene of the first recorded height gain. In 1909, local artist Jose Weiss launched a 17-year-old off the Downs in a string and fabric glider of his own creation.

In 1973, the club moved from a site on top of the Downs at Firlie to the airfield at Parham. In the 1930s, the owner of Parham House was the chairman of Imperial Airways and his man would fly him from his airfield to board meetings at Croydon Airport. After many years, the club succeeded in buying the field, which enabled us to build a new hangar, vehicle shed and workshop. Plans are now afoot to modernise and expand the clubhouse.

We have a modern fleet of two-seaters, an LS4, Astirs and a motorglider. There are 43 private gliders on site. We have two Pawnees and a Cub, which are maintained in our own on-site facility.

Southdown is fortunate in that it has 42 cadet or junior members. We are never short of tug pilots, as many members are airline pilots flying out of Gatwick. It is an active cross-

country club and members flew a total of 55,000km in 2016. While we have Gatwick Airspace to the north, we have 5,000ft over the field and need only to fly 16km to the west to turn north under the LTMA. In sea breeze conditions, most gliders will have an easy final glide from Hampshire.

We are blessed with a well drained field and can generally fly all winter. However, our greatest asset is the Southdown Ridge. The north side of the Sussex Downs is steep and, in a northerly wind, it is possible fly from Petersfield to Eastbourne – 88km. A couple of round trips at 120km/h will do wonders for your early season ratings.

In recent years, this has become very popular and pilots should be aware that we have a relatively small field and three gliders landing in the wrong place can block it entirely. Please land long. Please take time read the section on 'Flying the Southdown Ridge' on our website. We have had to limit visiting gliders to 15, so before setting out, please add your name to the list of visiting pilots on our website under 'Visiting Pilots'.

David Rhy-Jones



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Photo: Alastair Mackenzie

COTSWOLD'S GRID OF MANY COLOURS



Photo: Darren Edge

Andrew Jarvis reports from the 2017 VGC National Rally, Aston Down



Main man of the meeting. Robin Birch takes a well-earned break from all the admin stuff (Darren Edge)

AVINTAGE Glider Club National Rally can resemble a swarm of locusts, which mysteriously arrive, devour all the resources, fly around a bit, and then fold their wings away in cocoons and lie low for months until they feel the need for another 'migration'. This year (27 May - 2 June) was no exception and with gliding fields coming in all shapes and sizes, at least in the UK, there can't be many that are larger than Aston Down!

This was the second VGC National Rally at Aston Down. The first was 10 years ago in 2007, when it rained almost every day. This year, months of anticyclone ominously preceded the rally. Inevitably, the high pressure crumbled away just as the rally date approached, but things were far better than 2007 and we lost only one day, the

Monday, through rain.

The rally got under way on Sunday and set the pattern. Those who hadn't met him before were introduced to a remarkable man, Robin Birch. As the rally organiser, this human dynamo seemed to have unlimited energy, ability and 'affability'. Airfield operation, hangar packing, public relations, met briefings, electric supplies and much more – Robin did the lot and never lost his cool!

Soaring conditions, it must be said, were challenging. For long periods, nothing would stay in the air: broad wings, thin wings, gull wings – it made no difference, but when you did get up high, the view was wonderful, with Cotswold cottages below, greenery everywhere and the great River Severn glittering in the distance.

With a large turnout of 25 gliders, some noteworthy visitors included a real rarity, the swept-wing Slingsby Falcon, flown by Richard Moyses. Like most Slingsby gliders, the Falcon has German DNA and is a direct copy of the



Clockwise from top: T-21 with Robin Birch, Zoe Mallam and Matt Page (Roger Smith); young Henry Riding gets launching instruction from Gerry Holden, his grandfather and Cotswold's CFI; Meredith Conteras in the Capstan, concentrating hard before launch! (Sarah Gooch)



Alexander Lippisch Falke of 1925, although this pristine example was built in the 1980s.

Another great rarity was the Olympia 401, brought by Stu Hoy. Stu had rescued this glider from Ringmer, where it had been languishing for many years. The 401 had a special appeal for Stu, as he had done his 5-hours in it, in Aden – in fact, the only 5-hours ever done in Aden! Stu reminded us that this forgotten glider still flew very well and he achieved a great duration of over two hours on the opening Sunday on a quite overcast day. For this flight (and the rescue of the historic glider), Stu was awarded the Rodi Morgan Plate.

It also was lovely to see the graceful gull-winged Rhönsperber (rebuilt by the late Rodi Morgan), which was brought from Dunstable and flown with great panache by Daniel Jamin.

The rally proceeded smoothly throughout the week with no incidents, nor even a raised voice; testimony to the sheer experience of the Cotswold GC at hosting gliding competitions. I think our beautiful 'grid of many colours' (and shapes) was perhaps a welcome change from the normal all-white scene.



The Prototype Kite 1 with VGC rally coordinator, Andrew Jarvis, seated. Left to right standing is Peter Underwood (at whose hand the Kite was so lovingly rebuilt) and VGC President Jan Forster with son Ian (Andrea Forster)

London Skyline Rally

THIS, the second 'London Skyline Rally' ran over three weekdays, from Monday to Wednesday, 8-10 May, at Surrey Hill Gliding Club. Although numbers were down quite a bit from last year, there was still a nice selection of vintage gliders.

Monday was not much of a day, but the club's Twin Astir was busy with trial lessons, with Tuesday seeing slightly better weather. Mike Millar arrived with the recently CofA'd Oly 463 from Ringmer, whilst Bill Cook and his team arrived from Rivar Hill with their immaculate T-21. Ian Patingale and Peter Hardman flew their Skylark 4; Lasham's Glider Heritage Centre was represented by Gary Pullen and Paul Halliday, with the red Kite 2.

It was a nice surprise when Kenley member Andrew Woolley rigged his Dart 17, with the day proving very satisfying; the sun emerged around midday and we had lots of launches.

Wednesday started well, with soaring conditions steadily improving. This turned into a classic Kenley day. The myriad build-up areas were firing off thermals in quick succession and the air, while not gin-clear, still allowed the famous London vista. Canaletto would have loved it!

Poor weather was invading again, so we decided to wind up the rally and quit while we were ahead. Some glider people don't 'get' Kenley, being put off by the 2,000ft height limit and the limited cross-country options. But it has many advantages: thermals everywhere, proximity to London, ease of operation and a welcoming atmosphere.

Andrew Jarvis



It was smiles all round, with 93-year-old Brenda Jarvis enjoying the delights of the T-21 (Andrew Jarvis)

SPIRIT LIVES ON

Spitfire fly-past a moving highlight of 578 Squadron Association reunion hosted by Burn Gliding Club, reports Russell Walsh

ON SATURDAY 20 May, Burn Gliding Club was honoured to host the annual reunion of the 578 Squadron Association and the memorial to late Philip Myers, DFM and ex-chairman of 578 Squadron Burn Association. This event finished with a fly-past of the Battle of Britain Spitfire.

The 578 Squadron was formed late in the war from C Flight, 51 Squadron at RAF Snaith on 14 January 1944 as a heavy bomber unit. It arrived at RAF Burn in February 1944 together with Halifax Mk 111 aircraft with four Hercules engines and a crew of seven: pilot, navigator, wireless operator, bomb aimer, flight engineer and two gunners – mid-upper and rear. Soon, aircrew and ground staff were to outnumber the local population by about 10 to one.

During its brief 14 months at RAF Burn, the Squadron flew 2,722 sorties against the strongly armed enemy, suffering grievous losses of 40 aircraft and 219 aircrew, but making a substantial contribution to the final years of the war in Europe. Many of the operations carried out were against the V1 and V2 rocket sites.

Few operational Squadrons can have excelled the record of that of 578 in so short a period, during which its aircrews earned 79 Distinguished Flying Medals, 144 Distinguished Flying Crosses, two Distinguished Service Orders and the ultimate recognition for valour, the Victoria Cross, awarded posthumously to Pilot Officer



Photo by Mike Verier



BoB Spitfire LF XIV flown at Burn (Mike Verier)

C J Barton, the only Halifax Bomber pilot to be so honoured. The President of the United States of America ordered the posthumous award of the Silver Star for Gallantry in Action to the first Commanding Officer, Wing Commander DSS Wilkerson DSO, DFC.

When the Squadron was stood down in March 1945, such was the spirit of camaraderie and mutual respect which had been created within itself and the local civilian community that the 578 Squadron Burn Association was formed to keep the memory alive. This is still strongly supported by veterans, some of whom, even at an advanced age, are prepared to travel from Australia, New Zealand, Canada and the USA, as well as all parts of the UK, to attend the annual reunion in May.

The late Philip Myers DFM was twice chairman and life president of 578 Squadron Burn Association for a number of years. And last August the French Government awarded him membership of the Legion d'honneur for his "steadfast commitment to the liberation of France". He was honoured and overwhelmed. Sadly, Philip died just before Christmas last year. His daughter, Judith Freedman, attended the reunion on Saturday and the service at Selby

Abbey on the Sunday.

Saturday's reunion was complete with the sounds and sights of the Merlin-powered Spitfire from the Battle of Britain Memorial team. Dropping out of the grey, moody rain-filled sky to roar, it was as emotional for Burn gliding club members as it was for the 578 Squadron Association members.

Four veterans in attendance at the weekend celebrations included two Yorkshiremen: Charles Beecher (radio Marconi engineer) from Selby and Harry Dobson (flight engineer) from Leeds. Joining them was Harry's bomb aimer Richard Harder and lady electrician (the only one I believe at Burn!) Joyce Greene WAAF.

In the evening, at the annual reunion dinner in York, we were entertained by the Barby Foot Tappers, led by local musician and retired teacher Andrew Joy and his daughter Sarah Smith, who has been performing the Last Post for us at our Selby Abbey service for 20 years.

RAF Burn's most famous pilot is Cyril Barton VC. His great nephew is currently training at RAF Linton to become one of the elite fixed-wing pilots in the Royal Navy.

Burn Gliding Club has maintained a strong link with the association as we are looking after their former airfield and will continue to support the 578 Squadron Association. We look forward to their visit next year.



The satnav chose an 'interesting' route for a retrieve, but all was well in the end (above right)!



Zut alors!

OXFORD GC members Jon Hunt and Richard Hall regretted relying on satnav when retrieving Paul Smith, who had landed out near the village of Saint Bonnet en Champsaur when flying his Mosquito from Serres in the French Alps. It certainly amused the locals, who came out to watch!



BGA PLANNING AND ENVIRONMENT FUND

MANY gliding clubs appear to be unaware of the existence of the BGA planning and environment fund, or of the benefits that it has to offer.

The fund was founded in 1995, funded by an annual subscription of £2 per head from every club member. This established a reserve from which to assist clubs facing planning appeals and to combat threats posed by external planning applications and other situations that threaten a club's future. The fund is solely available to assist with professional fees such as lawyers, surveyors and other specialists. Grants are normally limited to a maximum of 50 per cent of the costs to a club.

Over the past 21 years, the fund has helped clubs with problems including:

- Fighting planning applications for

developments affecting safe operations, including wind turbines.

- Negotiating a new lease in situations where a club needs professional advice in order to survive on their existing site.
- Planning applications for a new site, when a club has been forced off its previous site.
- Defending a club against challenges to the club's existing planning permission.

If your club is facing professional costs relating to planning, security of tenure or related problems and needs some financial assistance, then please write to the Chairman of Trustees Diana King via office@gliding.co.uk, requesting further information about the PEF.

Diana King, Chairman of Trustees, Planning and Environment Fund

BGA accident/incident summaries

AIRCRAFT				PILOT	
Ref	Type	Damage	Date, time	Injury	P1 hours
164	Slingsby T-31	minor	24/09/16, 13:45	none/serious	not reported
Heavy landing. An item carried by the passenger obstructed the stick during the round out and prevented the pilot from holding off. The landing fractured the passenger's back, as well as damaging the wheel housing.					
165	DG-303	substantial	24/09/16, 14:30	none	140
Heavy landing. After an aerotow launch failure at about 400ft ato, the pilot lined up on final at 65kts in the fresh to strong crosswind. As the pilot started to round out, the glider dropped to the ground and landed heavily, still with sideways drift, collapsing and damaging the undercarriage. Turbulence from trees upwind and lack of currency in difficult conditions cited as factors.					
166	SF25C	minor	25/09/16, 16:45	none/none	2307
Prop strike. The handling P2 had been briefed that the round out and hold off would be higher in the TMG than in a normal glider. Nonetheless, the P2 felt that he had rounded out a bit too high and relaxed the back pressure on the stick, allowing the TMG to touch down on the main wheels, tipping the aircraft forward. The P1 was unable to take over in time to prevent the prop strike.					
168	Janus	substantial	30/09/16, 14:35	minor/none	1112
Overshot landing ended up in a crash on a public road. After turning onto final approach the pilot selected landing flap, but failed to lock it properly. After letting go of the handle it moved forward to negative flap, the pilot immediately re-selected landing flap and held on to the lever. Recognising that he was overshooting, the pilot put the glider in a sideslip before trying to force the glider onto the ground. This resulted in a series of bounced landings, increasing in magnitude and culminating in a hard impact on the earth mound at the end of the airfield and a final hard landing the other side of a public road. The tailboom snapped, the canopy was shattered and the nose and a wing were damaged. The pilot reports that he may have continued to hold onto the flap lever, thinking that it was the airbrake handle.					
170	Discus	minor	25/09/16, 15:40	none	102
Wheel-up landing. This was the pilot's first flight in the glider and when practising undercarriage retraction and extension at 1,800ft ato he found out that he could not lock the wheel down. After multiple attempts, and by now getting low, the pilot found he could not lock the wheel up either so had to land with the wheel down, but not locked, losing an undercarriage door in the process. Lack of lubrication of the undercarriage mechanism in the newly-purchased (pre-owned) glider cited as a factor.					
171	Cirrus	minor	29/08/16, 17:00	minor	31
Heavy landing. After a 1,000ft winch launch, the pilot attempted to climb away in weak thermals. Finding himself about 650ft ato, 500 yards from the airfield, roughly in the low key area on the downwind side of the airfield, the pilot reversed the turn direction in his thermal, but allowed the speed to reduce as he did so. The glider snapped into a spin from which the pilot was able to recover at 200ft ato. Heading back to the airfield, the pilot reports setting up a final approach at 55kts, albeit a flatter than usual approach. Witnesses report the glider flying a slow approach over the boundary trees before stalling during the round out and landing heavily.					
2017					
1	DG-808	minor	05/10/16, 17:55	none	not reported
Groundloop after landing. A wingtip wheel caught in long grass which became wrapped round the wheel, jamming the wheel and yawing the glider through 120°.					
4	Astir	destroyed	22/10/16, 13:00	none	3
Airbrakes opened during winch launch. The glider only achieved about 700ft off the launch and turned straight into the circuit. The pilot was aware of the high sink rate, but by the time he realised that the airbrakes were open the glider was too low, too far away to reach the airfield. The pilot closed the airbrakes a few seconds before crashing into a hedge in a field.					
5	Twin Astir	minor	23/10/16, 12:20	none/none	not reported
Undercarriage retracted after landing. The undercarriage lever, fitted in the front cockpit only, had not been fully locked into the detent.					
6	Nimbus 2	substantial	27/10/16, 15:00	none	250
Field landing groundloop. Trying to ridge soar, the visiting pilot flew beyond the main part of the ridge into a bowl. Finding only sink, the pilot was too low to fly out of the bowl to a safe landing area and chose to land downwind, uphill onto the slope. The glider caught a wingtip on the bumpy, heather-covered terrain and groundlooped, snapping the tailboom. The duty instructor reports that down-going wave was affecting the ridge lift.					
7	EuroFOX	minor	15/10/16, 11:50	none	556
Tug undercarriage leg failed on take-off. The glider immediately pulled off and landed ahead, the tug pilot was informed that an undercarriage leg was hanging loose and he stayed airborne until the emergency services arrived at the airfield. The pilot was able to make a safe landing ending in a gentle groundloop. A retaining bolt securing the undercarriage leg in the fuselage support clamp had failed.					
11	K-13	minor	25/11/16, 12:15	none/none	1290
Hard landing. During the hold off, with the glider a foot or two off the ground, the P2 moved the stick forward causing the nose of the glider to touch the ground. There was a fresh to strong wind and, after the previous flight, the instructor had recommended reducing the airbrake to half before rounding out.					
12	K-13	minor	03/12/16, 14:30	none	not reported
An early solo pilot experienced strong sink in the circuit and, thinking that he would not reach the airfield, he turned away and landed in a field. The underside of the tailplane was damaged by a piece of wood believed to have been flicked up by the main wheel.					
13	ASW 24	destroyed	04/12/16, 12:35	fatal	-
AAIB investigation.					
14	Junior	destroyed	04/12/16, 12:45	fatal	-
AAIB investigation.					
16	Grob 109	substantial	24/01/17, 13:30	none	not reported
The pilot noticed during flight that the left hand side of the canopy was lifting. He immediately started a descent towards the nearest airfield where he landed safely. Just after touching down the canopy flew off and shattered on the runway.					

BGA accident/incident summaries *continued*

AIRCRAFT Ref	Type	Damage	Date, time	PILOT Injury	P1 hours
163	DG-505	none	21/09/16, 14:20	-	-
Wheel-up landing on grass.					
167	Alliance	minor	25/09/16, 9:45	-	-
As the glider was pushed off the main wheel hangar dolly, the front end of the dolly tipped up and scratched the underside gelcoat. Contrary to normal club procedure, the glider had been pushed forward onto the dolly during the previous hangar packing session.					
169	ASW 19	none	14/09/16, 14:15	-	-
The pilot used the airbrakes to descend from a wave climb. As he started his circuit he held the airbrakes closed, but the lever slipped from his hand and the airbrakes slammed fully open. The pilot found that he was now unable to close the airbrakes, but was able to fly to a safe landing. After landing he found that the airbrakes had extended further than normal. A corner of the bottom paddle, which normally stays within the brake slot, had bent under the force of opening, allowing it to come completely out and was now caught on the top surface of the wing, preventing the airbrakes from closing.					
172	DG-505	--	25/09/16, -	-	-
During the DI, one of the wing drag pins was found to be not fully inserted and therefore not secured by the retaining spring clip. The glider had flown several times since being rigged and the club are evaluating the use of clear tape to cover the drag pin insert holes.					
173	Discus	none	13/09/16, 14:20	none	22
Aborted aerotow. This was the pilot's first flight on type in 11 months, being more used to the K-21 and Astir. Unsure of where to hold the stick, the pilot held it forward of neutral to avoid climbing prematurely. The glider was still on the ground some seconds after the EuroFOX tug had taken off so the pilot eased back on the stick and held the glider a couple of feet off the ground. He felt that the glider was not ready to fly so eased off the back pressure at which point the glider touched down again. The glider then bounced back into the air and began to climb rapidly so the pilot released and landed ahead.					
174	Discus K-18	--	13/07/16, -	-	-
While ridge soaring, the pilot received a FLARM alert. He interpreted this to relate to a glider travelling in the opposite direction that he had already seen and was passing clear of. The FLARM alert intensified and the pilot then noticed another glider on a collision course. He had to make a sharp turn to avoid it by an estimated wingspan. Misinterpretation of relative track, reported by FLARM, as relative heading may have contributed to the pilot misidentifying the threat aircraft.					
2017					
2	LS6	substantial	18/10/16, 10:30	-	-
Rigging incident. The glider was being rigged using a single person wing support rigging aid when a stronger gust of wind tipped the wing over. It fell on, and shattered, the glider canopy.					
3	SF 25	minor	22/10/16, 12:00	-	-
As the pilot was closing the canopy, he noticed that it was not sitting straight and then saw a crack across the P2 side of the canopy. He reports that a gust of wind caught the canopy while he was closing it.					
8	K-21	none	02/11/16, 12:10	-	-
While the glider was being winched on runway 04, a PA28 flew an approach onto the reciprocal runway 22. The PA28 turned away at about 300ft overhead the winch, just missing the cable, before landing at a nearby airfield.					
9	DG-1000	minor	30/11/16, 14:00	-	-
The pilot found that he could not raise the undercarriage during flight so the glider was landed next to the maintenance hangar. An inspection found no issues. The glider was towed towards the launchpoint, but after about 30 metres the undercarriage collapsed. Further inspection revealed that a bracket in the wheel bay had failed.					
10	DG-600	--	18/10/16, 11:55	-	700
Near miss during a ridge soaring flight. The gliders passed within an estimated 40 metres. Neither pilot saw the other glider: the other glider was FLARM-equipped, the reporting glider syndicate intend to fit a FLARM.					
15	K-21	none	05/01/17, 13:00	minor	-
Club member walking under a wing hit his head on the wing leaving a cut in his forehead.					
17	ASW 27	none	11/01/17, 12:00	none	1100
Winch launch ground run groundloop. The pilot moved his left hand to the flap lever during the ground run just before some turbulence tipped the right wing onto the ground. The glider started to yaw, but the winch driver cut the power before the glider left the ground. The pilot was more current on aerotow than winching and had intended not to engage positive flap until established in the full climb. However, once the glider started moving the pilot instinctively reached for the flap lever. Once he was unable to keep the wings level the pilot was unable to find and pull the release before the wingtip touched the ground.					
18	K-21 PA 25	none none	28/12/16, 11:20	-	-
Tug and glider canopies misted over soon after take-off. On a cold day, with light winds and frost on the ground, launching was delayed until the canopies remained free of condensation before take-off. The first flight started normally, but at 300ft at the canopies of the tug and glider suddenly misted over. The glider released and the P1 was able to return to the airfield using the DV panel. The tug pilot continued climbing until the canopy cleared at about 800ft.					

During BGA Club Safety Officer seminars it was proposed that, to further encourage reporting, it would be a good idea to remove site names from summaries. This has been reflected in the summaries on these pages. Edward Lockhart continues to provide a little extra detail, where available, in these listings. 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.

BGA BADGES

No.	Pilot	Club (place of flight)	Date
Diamond Badge			
818	Peter Startup	Devon & Somerset	05/04/2017

Diamond Distance			
1-1252	David Hopgood	Lasham	25/04/2017
1-1253	Paul Tickner	Southdown	25/04/2017
1-1254	Anthony Spirling	SGU	05/04/2017

Diamond Goal			
2-2561	John Matthews	Southdown	18/04/2017
2-2562	Keith Lorenz	Stratford On Avon (Kirton-In-Lindsey)	14/05/2017

Diamond Height			
3-1807	Peter Startup	Devon & Somerset (Portmoak)	05/04/2017
3-1808	William Fuller	SGU	12/04/2017
3-1809	Off Dale	Portsmouth Naval (Sisteron)	24/04/2016
3-1810	Paul Ruskin	Cambridge (Sisteron)	18/04/2017

Gold Badge			
Stuart Procter		Devon & Somerset	04/04/2017

Gold Height			
Stuart Procter		Devon & Somerset (Portmoak)	04/04/2017
Freddie Turner		Bicester (Denbigh)	03/04/2017
Michael Worthington		Kent (Portmoak)	21/04/2017
Thomas Sides		Devon & Somerset (Portmoak)	05/04/2017
Off Dale		Portsmouth Naval (Sisteron)	24/04/2016
John Ritchie		SGU	12/04/2017
Martin Hardy		Kent	21/04/2017

Silver Badge			
Paul Stickler		Lasham	09/03/2017
Henry Inigo-Jones		Lasham	02/04/2017
James Dutton		Edinburgh Uni	10/04/2017
Lee Allinson		Portsmouth Naval	18/04/2017
Felicite Jones		Lasham	18/04/2017
Simon Norman		Southdown	25/04/2017
Josh Reid		SGU	15/04/2017
William Winthrop		Borders	18/04/2017
Adrian Docherty		SGU	14/05/2017
Juergen Schaper		Stratford On Avon	14/05/2017
Simon Leach		Trent Valley	23/04/2017
Robert Knight		Staffordshire	18/04/2017
Benjamin Hudson		Lasham	18/04/2017
Ian Taylor		Peterborough & Spalding	14/05/2017
Geoffrey Hughes		Bowland Forest	18/05/2017
Malcolm Baldwin		Bowland Forest	17/05/2017
George Platt		Bowland Forest	18/05/2017

Silver Distance			
Michael Kingsley		Midland	02/04/2017
Paul Stickler		Lasham (Lake Keepit)	09/03/2017

WHIZZ WHEELER (1922-2016)



SMALL of stature and large of heart is how many members of the Cotswold Gliding Club would describe Whizz Wheeler, especially those members who regularly flew on a Wednesday. Whizz joined CGC in 1986 after he and his son Alan took a holiday course at Aston Down. He came with considerable aviation expertise, having been awarded the DFC for his remarkable exploits flying 30 operations in Lancaster bombers during 1944-45, without losing a crew member in spite of bringing back heavily damaged aircraft more than once. In common with many WW2 veterans who were members in the 1980s, they did not speak readily about their wartime experiences except perhaps amongst themselves.

Called up, Whizz joined the RAF and was trained in Canada to fly Spitfires, but when he returned it was bomber pilots that were needed; he had exceptional night vision so was retrained on Lancasters.

He was a steady, careful pilot, who coped with a bomb going through a wing; fairly regular malfunctioning of the navigation equipment; and having both inner engines set on fire by flak during a bombing raid near Dortmund. Whizz feathered the engines before diving 8,000ft, which extinguished the flames, but, still losing fuel, they diverted to Eindhoven in liberated Holland. In the dark, Whizz had lined up on the autobahn, but a red flare marked the airfield nearby and Whizz had just enough control to manoeuvre and land safely on the shortened, bomb-damaged runway.

When a W/O cycled across to the Lancaster, he accosted Whizz: "You can't leave that thing there." Whizz replied, somewhat shaken: "You move the bloody thing yourself." He added that the crew were disembarking and they would happily throw him in one of the water-filled bomb craters.

Back at Scampton, the Engineering Officer tapped Whizz on the shoulder: "Wheeler if you are going to carry on like this, I will have to start charging you."

Whizz retired from the RAF after a brief spell in charge of an equipment depot.

During VE celebrations he met Eileen and they were married.

Whizz had left school at 14, selected for an apprenticeship at the cabinet makers, Wilders of Peckham.

After the war, Whizz returned to carpentry and he joined the team who designed and built modern snooker tables. Soon he was in regular contact with all the top players, designing significant improvements and preparing the tables for the top competitions. He made regular visits to Stroud, where the green cloth was spun. When he retired, it was to the Stroud area with his wife and family.

Ruth Housden, who was CFI when Whizz joined the regular Wednesday flying group, said: "Whizz was good at mechanical things, he made sure everyone had flown, and he organised the pilots in a cheerful and friendly way." He liked to fly the Bergfalke 4 with its positive controls, which, because of a misaligned tail wheel, on take-off swung like a Harvard. Driving the powerful American trucks used with the reverse pulley launching system was his main joy and what excellent launches they were.

For many years Whizz organised a Christmas wingding for the Wednesday flyers. A certain amount of formality was expected, with speeches and awards. At the last one, he was presented with a striking painting of a Lancaster.

Whizz enjoyed his gliding, but, as the years went by and with the death of his beloved wife Eileen, he said he had succumbed to nightmares.

Jane Randle, Cotswold GC

JOHN BRADLEY (1936-2017)



JOHN Bradley, who recently died aged 80, was a long-standing Full Cat instructor and aircraft inspector with the Army Gliding Association's Wyvern club based at Upavon in Wiltshire.

John began gliding in 1952 with the Air Training Corps at Christchurch airfield near Bournemouth, soon becoming an instructor, along with his life-long gliding friend John Collins and brother Dick Bradley. After training as an apprentice with Vickers-Supermarine, he then joined

the Royal Air Force as a Technical Officer on National Service, specifically working on helicopter icing and hot weather trials.

During this time, John helped to set up the then RAFGSA Wattisham GC. Following his military service, he worked in the USA for Boeing-Vertol for two years before returning to England to join the Performance Division as a Flight Test Engineer at the Aeroplane and Armament Experimental Establishment at Boscombe Down in Wiltshire.

He remained working there for over 50 years, establishing himself as one of the foremost authorities on flight test programmes for a whole variety of aircraft types. He instigated the Airmanship Programme whereby junior flight test engineers and apprentices could learn to glide, thus enhancing their understanding of their work alongside military aircrew.

John served as a chairman of the BGA Technical Committee 2001-06 and over the years owned several gliders, including a Grunau Baby, Olympia 2b and a DG-400. Both his children became glider pilots, one of whom, Dawn, continues to instruct with the AGA.

After 63 years of instructing, one of John's proudest moments was sending his 14-year-old granddaughter Lucy solo. As well as being an accomplished light aircraft pilot, John also gained his helicopter licence at the age of 77.

He will be sorely missed by all those who loved and knew him. He leaves behind his wife Julie, who herself had been sent solo by John.

Dawn Hadlow, daughter

ROY PALMER (1926-2017)



ROY Palmer grew up in Blackpool and joined the RAF as a radio apprentice in 1942. He was posted to Air Sea Rescue and sent to the Far East. Having his appendix removed in Bombay meant that Japan had

surrendered by the time he arrived, for which he was always very thankful.

After the war, he learned to fly on Tiger Moths and Harvards in Southern Rhodesia. Back in the UK, Roy flew Ansons, Oxfords, Wellingtons, Lancasters, Shackletons, B29 Washingtons, Meteors and Vampires.

While in the RAF he was stationed at Defford (near Bidford), where he met his wife Pat. Leaving the RAF in 1953, Roy joined the Royal Radar Establishment (RRE), where he stayed until retirement.

Roy enjoyed his RRE time, especially during the early days of satellite tracking and later flying as a 'boffin' in the back of a Canberra. After retirement, he continued in radar research for a few years as a 're-employed pensioner'.

In the 1960s, Roy joined the RRE flying club at Pershore and gained his PPL. In 1970 he joined the gliding section, initially to take his son Richard along, but soon became a great enthusiast himself, with a love for the sport that lasted more than 40 years. He became an instructor and, in 1984, moved to the Herefordshire Gliding Club at Shobdon, where he instructed and flew the tug with undiminished enthusiasm for many years, as well as being club treasurer.

Roy took particular delight in teaching novices and, in the words of one club member, was "an infectious encourager all my flying days". Roy last flew in 2014 with his son Richard in a Jodel and in the club's Acro.

Outside flying, Roy's passions were steam trains, classical music and Siamese cats. He helped with the lighting at amateur operatic productions in Malvern and his passion for steam trains perhaps rivalled that for flying.

When his wife Pat suffered ill health in her later years, Roy cared for her devotedly until her death in 2005. Roy's health was not good for the last couple of years, but a friend captured his enduring spirit, saying: "He was such fun". He leaves a son Richard and daughter Diana and we extend our sympathies to them

Richard Palmer, Herefordshire GC

**General Aviation
Legal Consultant**



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Direct: +44 0 207 667 9372
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BGA BADGES

No.	Pilot	Club (place of flight)	Date
Silver Distance cont'd			
	Henry Inigo-Jones	Lasham (Nympsfield)	02/04/2017
	James Dutton	Edinburgh Uni	10/04/2017
	Andrew Barr	Edinburgh Uni	12/04/2017
	Felicite Jones	Lasham	18/04/2017
	Rob Harkness	Trent Valley	18/04/2017
	Philip Binnee	Booker	18/04/2017
	Simon Norman	Southdown	19/04/2017
	Josh Reid	SGU	02/04/2017
	William Winthrop	Borders	18/04/2017
	Adrian Docherty	SGU	14/05/2017
	Simon Leach	Trent Valley	17/04/2017
	Robert Knight	Staffordshire	18/04/2017
	Andrew Fletcher	Chiltern	10/05/2017
	Benjamin Hudson	Lasham	11/04/2017
	Ian Taylor	Peterborough & Spalding	14/05/2017
	Geoffrey Hughes	Bowland Forest (Portmoak)	18/05/2017
	Malcolm Baldwin	Bowland Forest (Portmoak)	17/05/2017
	George Platt	Bowland Forest (Portmoak)	18/05/2017
	Stefano Borini	Cambridge	20/05/2017
Silver Duration			
	Paul Stickler	Lasham (Lake Keepit)	09/03/2017
	Robert Harris	Heron (Portmoak)	07/04/2017
	Lewis Merry-Taylor	Portsmouth Naval	18/04/2017
	Michael Calvert	Lasham	11/04/2017
	James Laurenson	Upward Bound	11/04/2017
	Oliver Heidkamp	Upward Bound	17/04/2017
	Ian Taylor	Peterborough & Spalding	23/04/2017
	Lee Allinson	Portsmouth Naval	18/04/2017
	Felicite Jones	Lasham	18/04/2017
	Simon Norman	Southdown	18/04/2017
	Josh Reid	SGU	15/04/2017
	Thomas Sneddon	SGU	20/04/2017
	Oliver Wheeler	Bicester	18/04/2017
	Patrick Fowler	Lincolnshire	23/04/2017
	Martyn Cobham	Darlington	10/05/2017
	Juergen Schaper	Stratford	14/05/2017
		On Avon (Saltby)	
	Simon Leach	Trent Valley	23/04/2017
	Josh Milner	Darlington (Nympsfield)	02/04/2017
	Benjamin Hudson	Lasham	18/04/2017
Silver Height			
	Shashank Pratapa	SGU	09/03/2017
	Bryon Smeed	SGU	06/04/2017
	James Dutton	Edinburgh Uni	10/04/2017
	John Neilson	Dumfries & District (Portmoak)	06/04/2017
	John Wells	Essex & Suffolk	15/04/2017
	Peter Brown	SGU	15/04/2017
	Ian Taylor	Peterborough & Spalding	23/04/2017
	Felicite Jones	Lasham	14/05/2016

continued on page 70

BGA BADGES

No.	Pilot	Club (place of flight)	Date
Silver Height cont'd			
	Arthur Doshchyn	Bicester	18/04/2017
	Simon Norman	Southdown	25/04/2017
	Raymond Dodd	Devon & Somerset	19/04/2017
	Lauri Pesonen	Cambridge	25/04/2017
	David Sibthorp	Banbury	22/04/2017
	Nickolay Jelev	Shalbourne	19/04/2017
	Josh Reid	SGU (Aboynye)	14/02/2017
	Thomas Willson	Kestrel	30/04/2017
	Oliver Wheeler	Bicester	15/04/2017
	Adam Furze	Kestrel	22/04/2017
	Stephen Fletcher	Dartmoor	19/04/2017
	Antony Peacock	Yorkshire	10/05/2017
	Geoffrey Hughes	Bowland Forest (Portmoak)	18/05/2017
	Malcolm Baldwin	Bowland Forest (Portmoak)	17/05/2017
	David McKinney	Yorkshire	08/03/2017
	George Platt	Bowland Forest (Feshiebridge)	03/05/2017
	Craig Thompson	Bidford	14/05/2017
100k Diploma Part 1			
	Michael Kingsley	Midland	02/04/2017
	John Wells	Essex & Suffolk	15/04/2017
	David Redfean	Darlington	23/04/2017
Cross Country Endorsement			
	Joern Schuster	Bath, Wilts & North Dorset	15/04/2017
	Colin Thomas	Fulmar/Chiltern	10/04/2017
	Gilby Cavanagh	SGU	15/04/2017
	George Odgers	Norfolk	17/04/2017
	Alan Bateman	Essex & Suffolk	23/04/2017
	Felicite Jones	Lasham	14/04/2017
	Lachlan Sloan	SGU	22/04/2017
	Sean Meagher	Shenington	13/04/2017
	Joe Middleton	East Sussex	26/04/2017
	Christopher Sykes	Cambridge	12/04/2017
	David John	Lasham	01/05/2017
	Thomas Willson	Kestrel	22/04/2017
	Ladislav Prokop	Upward Bound	01/05/2017
	Oliver Hooton	Bicester	29/04/2017
	Oliver Wheeler	Bicester	06/05/2017
	Stephen Kenyon-Roberts	Deeside	07/05/2017
	Christopher Yardley	Lasham	04/05/2017
	Allan Powell	Dorset	06/05/2017
	Neil Croxford	Stratford On Avon	06/05/2017
	Paul Seidel	Deeside	10/05/2017
	Josh Milner	Darlington	10/05/2017
	Malcolm Vest	Devon & Somerset	13/05/2017
	Qin Cao	SGU	14/05/2017
	David McKinney	Yorkshire	15/05/2017
	Charles Willoughby	Yorkshire	23/05/2017
	Patrick Lund	Shenington	12/05/2017
	Martyn Cobham	Darlington	28/05/2017
	Peter Brown	SGU	27/05/2017
	Nikolas Merveldt	Booker	27/05/2017
	Nicolas Crittenden	London	14/04/2017
	Alan Rosser	Kestrel	22/04/2017
	Susan Brownlie	Bannerdown	23/04/2017
	Francesca Gregory	Bicester	28/05/2017

LEARNING FROM ACCIDENTS FITNESS TO FLY AND INTERVENTION

A K-21 making an approach to the crosswind runway encountered a tailwind and overshot the intended landing area. During the ground roll, aileron authority was lost and the aircraft collided with a row of parked trailers. The crew were uninjured, but the aircraft suffered substantial damage.

P1 had been working long days, helping to run a competition during a summer heatwave. The day of the accident entailed another early start on what was to be one of the hottest days of the year. Just before lunch, the competition scrubbed and club flying began with lots of students to fly. P1 was also the duty instructor, assisted by others. During the day, another instructor mentioned that the K-21 wheel brake was not very effective. As evening approached, two basic instructors started to feel fatigued; P1 told them to stop flying, but continued himself.

The object of the accident flight was to demonstrate an aerotow launch and allow

P2 to practise a crosswind landing. For the latter, P1 planned to land on an out-of-wind runway, but overlooked the fact that this would also cause a tailwind on final. The majority of the flight, including the aerotow, was uneventful. As P2 flew the circuit, he encountered a tailwind during the turn onto final. This made it difficult to avoid overshooting the aiming point and the speed increased to 60-65kts. P1 took control, but was unable to prevent an overshoot. The ground roll was extended by the tailwind and the ineffective wheel brake. Aileron authority was eventually lost and the starboard wing dropped, causing the aircraft to swing to the right and impact a line of parked trailers.

The club CFI identified fatigue and possible dehydration as key factors in the accident. These led to poor decision-making with respect to P1's own fitness to fly, overlooking the tailwind on final and the ineffectiveness of the wheel brake, and delaying airborne intervention until the accident was almost unavoidable.

"As a result we will revisit the 'fit to fly' theme and ensure all members are reminded of the need for honest and regular self-assessment. Members will be reminded that during daily inspections, any fault should be reported and, if necessary, the aircraft grounded." - CFI

Final thought...

It's notoriously difficult to assess your own fitness to fly when fatigued and/or dehydrated. Others are more likely to notice the signs before you do. Of course, timely intervention by the instructor remains critical in flight, but a quiet word from a friend on the ground is often all the intervention needed to persuade someone not to fly if they aren't completely fit.

■ It's vital to learn from other people's incidents and accidents. They provide powerful lessons and encourage each of us to reflect on our own flying, helping to reduce the chance of a repeat accident in the future. To gain maximum value from accident and incident reports received by the BGA, selected examples will be analysed and reported. The BGA is extremely grateful to these pilots for allowing us to share their experiences for the benefit of others.

INSTRUCTOR RATINGS

Basic

Samuel Prin	Wyvern
Jonathan Jenks	North Wales
Philip Atkin	Cambridge
Nicholas Hoare	Booker
Thomas Pavis	York
Samantha Arnold	Bannerdown
Simon Vardigans	Booker
David Humphreys	Booker
James Loveland	Norfolk
Jon March	Eden Soaring
Tomasz Cebo	Cambridge
Richard Hafferty	Bannerdown
James Roland	Booker
Stephen Tilling	Shenington
Josh Reid	SGU
Murray Armes	Lasham

Assistant

Elizabeth Russell	Rattlesden
Stephen Rae	Borders
Andrew Fletcher	RAFGSA Chiltern
Mike Hoy	Norfolk

Full

Christopher Shepperd	Peterborough & Spalding
Nigel Alan Smith	RAFGSA Chiltern
Brian Allen	Derby & Lincs
Norman Potts	RAFGSA Chiltern

STRATEGIC ALLIES

An update on the latest EASA regulatory developments

OVER many years, the UK CAA (and in particular the GA Unit lead, Tony Rapson), the Department for Transport and Europe Air Sports have been vital allies in encouraging EASA to adopt and deliver the EASA GA Strategy, **writes BGA CEO Pete Stratten**. Part M Light, Declared Training Organisations (DTOs) and future developments, including simplified rules for sailplane pilot licensing, are just a few examples of helpful change in the pipeline, subject to political and legal intervention.

Unfortunately, not all of the European gliding organisations have the same connection with their regulators and governments. So priorities and messages don't always filter through to the national representatives on various committees in Brussels and Strasbourg that decide our futures, which can result in the UK representative sometimes being a lone voice in support of GA needs, or alongside a minority including our French colleagues.

We know that the UK CAA supported and promoted a medical declaration as an option for GA pilots using EASA licences within countries that have their own medical declaration system. That was supported by EASA technical experts, but rejected by the EASA Management Advisory Board, made up of EASA and the Member State representatives. Hopefully that's a temporary problem. It's important to the future of air sport that enlightened and informed views on proportionate medical requirements are not smothered. We'll continue to work with Europe Air Sports on that topic.

As previously reported, it is UK government policy to utilise the maximum period of temporary opt-out from any EU regulation. Many readers will be aware that most European countries, including the UK, have temporarily opted out of EASA's licensing and operations rules and so fundamentally national requirements apply to sailplanes until April 2018. Also as previously reported, we expect the 2018 deadline to be extended to April 2020, or perhaps 2021. Unfortunately, EASA tends to confirm extended deadlines a few months before the due date – we'll advise as soon as

that's confirmed.

However, if you fly EASA powered aircraft using a national PPL of some description, please note that you will need to convert to an EASA licence with appropriate privileges and obtain an EASA medical certificate before 8 April 2018. There are no plans to extend that deadline. Aeroplane licences are converted via CAA. Sailplane licences, including with TMG privileges, are converted via the BGA. We have yet to convince busy CAA people that powered sailplanes are sailplanes under EASA (they are!) and, as such, should be subject to the anticipated extended opt-out from licensing rules for sailplanes as described above. At the time of writing, we're still working on it and are hopeful of the right outcome. As soon as we know more, we'll pass it on.

Also from 8 April 2018, new tug pilots

flying EASA aircraft will need to be formally trained. Once the new DTO rules are established (expected end 2017), we'll work with clubs to make sure there's a straightforward process.

Meanwhile, gliding in the UK continues under the successful BGA self-regulatory approach coupled with applicable elements of the ANO, while at the same time those who choose to hold EASA licences are appropriately supported.

We're indebted to highly experienced BGA volunteers, such as Andy Miller, Patrick Naegeli, David Roberts and Howard Torode, who with others spend so much of their time successfully preventing rules designed for commercial air transport from being applied to gliding. As ever, you can find out more at <https://members.gliding.co.uk/> and in the BGA newsletter.

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Yaesu 8.33kHz CAA-approved handheld radios

The Yaesu range of 8.33kHz handheld transceiver radios offer all the functionality of older model competing hand held transceivers, but with many additional features. The most notable advance of the Yaesu radio range is the large (43mm x 43mm / 1.7inch x 1.7inch) display allowing an intuitive, menu-driven, user interface with no need to remember specific buttons or function sequences to access the powerful operating system. Furthermore, the large screen allows the radios to present navigation information (VOR/Localiser - FTA-550) to best effect.

Add to this further features such as the dimmable back-lighting for the key pad and display, water protection and rugged, light weight design and the end result is a range of powerful and reliable 8.33 radios - all at very affordable prices.



• Easy to Operate Menu system

The FTA range comes configured with an easy-to-operate icon-driven menu system. The displays and menu settings are logically configured for a more intuitive user interface.



• Huge Dot Matrix Display (160 x 160 dots)

The FTA radios feature a huge 1.7" x 1.7" (43mm x 43mm) full dot matrix LCD display with full backlight and dimmer. The high resolution display makes it easier to view all the great features the FTA radios have to offer.

• 200 Memory channels with up to 15 alphanumeric characters

The FTA series can store up to 200 Memory channels for quick and easy retrieval. The capability of using up to 15 alphanumeric characters per name allows for better channel description.

Yaesu FTA-550L Airband Transceiver, with VOR/Localiser navigation



The FTA-550L Airband Transceiver provides full communication options in the VHF aircraft communications band and additionally provides VOR and ILS Localiser navigation features on the 'NAV' VHF band. When the FTA-550L receives a VOR signal, the display will automatically switch to the NAV band screen which shows a CDI based on the received signal.

The FTA-550 also includes the capability of programming up to 200 memory channels with a quick and easy channel recall feature. The brand new, easy-to-operate, menu system is icon-driven making it simple to navigate through all of the powerful features this transceiver has to offer. Additionally the FTA-550 can easily be reprogrammed in minutes using the optional PC Programming software and the supplied USB programming cable.

- 5 Watts TX Output Power (Airband: AM 5W PEP type, 1.5W carrier)
- Huge 1.7" x 1.7" full dot matrix display (160 x 160 Dots)
- VOR Navigation Display
- 200 Memory Channels with 15 alphanumeric characters
- Back-lit keypad and display with dimmer
- Water protection -IPX5 Rating
- Loud audio (800 mW)
- Operating temperature range -10°C to +60°C
- 62mm x 34mm x 133mm
- 410 grams (14.5oz)
- CAA-approved

In the box

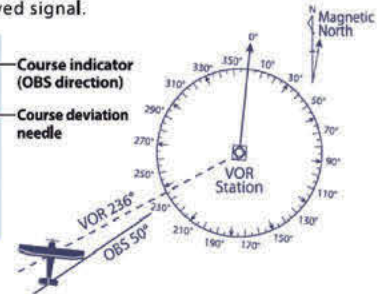
The FTA-550L comes supplied with Li-Ion battery, 12VDC charger with cradle, alkaline battery tray, antenna, belt clip, headset adapter and USB programming cable.

Yaesu FTA-550L Airband Transceiver, with VOR/Localiser navigation

Quickfind: SUFTA-550L **£298.95** F

VOR NAVIGATION SCREEN

When the FTA-550 receives a VOR signal, the display will automatically switch to the NAV band screen which shows a CDI based on the received signal.



Yaesu FTA-550AA Airband Transceiver, with VOR/Localiser navigation

All the features of the FTA-550L, but supplied with just the alkaline battery tray (and not the Li-Ion battery) for those pilots who prefer this power option. The FTA-550AA also offers the lowest possible price point for meeting the 8.33kHz requirements for VFR flight.

Yaesu FTA-550AA Airband Transceiver, with VOR/Localiser navigation

Quickfind: YAESUFTA-550AA **£248.95** F

In the box

The FTA-550AA comes supplied with 12VDC charger, alkaline battery tray, antenna, belt clip, headset adapter and USB programming cable.

All prices include UK VAT

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Meter 18

#	CN	Contestant	Glider	Total	1.	2.
1	110	Steve Jones	Ventus 3T	2,943	6 (957)	1 (733)
2	N1	Peter Harvey	JS 1 Revelation	2,860	5 (959)	1 (1,000)
3	XS	Richard Browne	JS 1 Revelation	2,825	3 (973)	2 (981)
4	E1	Russell Cheetham	JS 1 Revelation	2,763	2 (981)	2 (981)
5	80	Andy Davis	ASG 29/18m	2,669	4 (968)	4 (968)
6	10	Tim Jenkinson	ASG 29/18m	2,662	14 (731)	14 (731)
7	TJ	Chris Starkey	ASG 29/18m	2,636	12 (897)	12 (897)
8	900	Stephen Ell	ASG 29/18m	2,627	8 (936)	8 (936)
9	900	Chris Starkey	ASG 29/18m	2,610	7 (964)	7 (964)
10	900	Chris Starkey	ASG 29/18m	2,581	10 (661)	10 (661)

The speculation is over

The all new Ventus has triumphed at the 18M Nationals. Just one against a field of twenty six contestants, including eight JS1s, twelve ASG 29s, an ASH 31 and even the odd Shark. Quality, not quantity.

For more information on the new Ventus Sport FES, the Discus 2c FES, or any other Schempp-Hirth masterpiece, please contact Phillip Jones: phil@southern sailplanes.com