

SAILPLANE & GLIDING

VOL. 68 NO.5

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38 LASHAM EUROPEANS

Werner Stroud reports from this international competition hosted in the UK, with Team GB taking six medals



MEMBER OF THE ROYAL AERO CLUB AND THE FEDERATION AERONAUTIQUE INTERNATIONALE



 **THE MAGAZINE OF THE BRITISH GLIDING ASSOCIATION**
OCT/NOV 17 VOLUME 68 No 5

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COVER STORY
In August, Lasham hosted the UK's first senior world championship event since 1965. See pages 38-43 for a full report and pictures (Tony Cole Photography & Digital Art)

DEADLINES

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

Feb/March 18
Articles, Letters, Club News: 4 Dec
Display advertisements: 21 Dec
Classifieds: 4 Jan

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Park, Leicester LE19 1RJ
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› Bicester's Michael Boik became the proud owner of the 250th Arcus produced by Schempp-Hirth when he took delivery of his new toy on 10 August. Michael's Arcus is equipped with the turbo sustainer.

› Schempp-Hirth is celebrating the fact that all three medals in the 18m Class of the European Championships at Lasham were won by pilots flying the new Ventus, including a Silver for the UK's Mike Young. See pages 38-43 for full coverage of the Lasham Europeans.

› Pilots who infringe airspace in the UK may now be asked to attend a safety awareness course. The CAA and GASCo have jointly developed a training package targeting infringing pilots. The CAA will recommend, where appropriate, that pilots who have infringed controlled or notified airspace undertake the course as part of any licensing action. GASCo will be responsible for delivering the courses at various locations around the UK.

› A new world record was set by the Airbus Perlan 2 pressurised glider, flown by Jim Payne and Morgan Sandercock, as it reached 52,172ft over Argentina on 3 September. www.perlanproject.org

› The Gliding Centre won the finals of the 2017 Inter-Club League, held at Gransden Lodge on 2-3 September, with 17 points. Wyvern GC and Essex & Suffolk both achieved 13 points.

› Congratulations to Dmitri Samokhvalov of Russia, who became the 10th FAI European Advanced Aerobatic Champion in the Czech Republic in August. Ferenc Toth of Hungary won the Glider Aerobatics competition at The World Games, held in Poland in July. Flying with only one smoke canister working, he pulled off a perfect routine that saw him win the programme.

› Many congratulations to Charles Baker, who was recently awarded a Royal Aero Club Bronze medal for his contribution to glider aerobatics.

› To make it a little easier for people to see what's going on around representation and consultations, there is a new BGA webpage at <https://members.gliding.co.uk/representation-and-consultations/>

› RASP UK is up and running again. The new URL is <http://rasp-uk.org>

Record score wins Joel, 16, the Advanced Aero Trophy



Joel Hallewell receives the Advanced Trophy from His Grace the Duke of Rutland

CONGRATULATIONS to Joel Hallewell (16), who won the Advanced Trophy at the British Glider Aerobatic Championships at Saltby in August. His 82.64 per cent in program 4 is the highest ever recorded by a Brit at Advanced Level in the nationals. Joel will be representing GB next year at the 2018 World Glider Aerobatic Championships in the Czech Republic.

"Also worthy of note are Fliss Jones and Harry Entwistle," says Paul Conran. "They only started aerobatics at the Lasham 'Get into Aeros' event last September." Fliss and Harry are also expected to make the 2018 Team.

The 2017 national champions in the other classes are: Benjamin Ambler, Club Class; Mateusz Borkowski, Sports; David Gethin, Intermediate; and Paul Conran, Unlimited (with Austrian visitor Dietmar Poll scoring an overall total of 76.42 per cent in the Unlimited Class).

■ www.aerobatics.org.uk/contest/result/122

DATES

NATIONALS, REGIONALS AND OTHERS

World Sailplane Grand Prix	Vitacura (Chile)	13-20/1/18
Competition Enterprise	Aston Down	30/6-7/7/18
18m Class Nationals	Hus Bos	7-15/7/18
20m multi-seat Class Nationals	Hus Bos	7-15/7/18
Worlds	Ostrow Wielkopolski	8-21/7/18
15m, Standard, and Club Classes	(Poland)	
Worlds	Pribram	28/7-11/8/18
Open, 18m and 20m multi-seat Classes	(Czech Rep)	
Club Class Nationals	Dunstable	4-12/8/18
Open Class Nationals	Aston Down	18-26/8/18
Standard Class Nationals	Aston Down	18-26/8/18
15m Class Nationals	Aston Down	18-26/8/18
Junior Nationals	Lasham	18-26/8/18
Two-seater comp	Pocklington	18-26/8/18
UK Mountain Soaring Champs	Aboyne	2-8/9/18

Glider aerobatic competitions

World Glider Aerobatic Champs	Zbraslavice, Czech	2-12/8/18
National aerobatic competition dates in the next issue		

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Peter Baker

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Blue: Rhoan Birch

Red: Jeremy Pack

BICESTER REGIONALS

Sport: David Watt

Club: Mike Fox

NORTHERN REGIONALS

G Dale and Graham Bambrook

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



Photo by Petr Kolmann

■ The HpH TwinShark took to the air on 25 July, after a long wait for paperwork to be approved. HpH launched the TwinShark, a 20m flapped two-seater sailplane, at the AERO exhibition in Germany on 5 April. (www.hphuk.co.uk)

TOP OF THEIR CLASSES

ASTON DOWN was host to the Standard, 15m, Open and 20m multi-seat Nationals in July. The Great British Summer resulted in the classes being decided over two days, except for the Open Class which flew three days.

The Open Class was won by Andy Davis, with Russell Cheetham and Pete Harvey second and third.

The 15m and Standards were treated as a single task group. David Bromley is the new Standard Class champion, while Matt Cook takes the 15m title.

Jon Meyer won the 20m Class, with Peter Hurd and Steve Pozerskis in second

and third places.

In the Junior Worlds at Lithuania, Britain's Jake Brattle and defending champion, Tom Arcscott, just missed out on medals in the Club Class, finishing fifth and sixth respectively. Mike Gatfield and Finn Sleigh finished 22nd and 24th in the Standard Class. The British team was awarded the Bronze medal in the Team Cup.

Jake Brattle became UK Junior Champion at the Junior Nationals at Nympsfield in August. The three other junior world championship pilots, Tom Arcscott, Finn Sleigh and Mike Gatfield, took the next three places.

Launchpoint supports aspirations

THERE have been some exciting developments following meetings of trustees for The Caroline Trust and the Ted Lys Trust. Both of these charities now operate under the one new banner Launchpoint, **writes Liz Pike.**

We will continue to support glider pilots to achieve solo status with Caroline Trust award bursaries, as well as now helping pilots make rapid advancement towards fulfilling personal



aspirations in cross-country, instructor ratings and aerobatics, with pilots being encouraged to suggest innovative ideas to support these aspirations with Ted Lys awards. All awards will be considered on an individual basis by the trustees of Launchpoint.

Launchpoint is the preferred charity for the BGA, but runs independently. To find out more, see the BGA website for links to information about Launchpoint.

Investigation of battery fires

ON 10 August, an FES-equipped sailplane experienced a severe fire in the forward FES battery after landing normally at Southdown. The pilot was uninjured and the fire was extinguished, although the battery compartment and surrounding structure were damaged by the fire. This is the subject of an AAIB Field Investigation and no findings of cause have yet been established. The AAIB is aware of a second FES battery fire that occurred on a different FES-equipped sailplane in May 2017, and is working with the sailplane manufacturer and LZ Design, the manufacturer of the FES system, to determine the cause of both battery fires. If you have any questions about operating and maintaining a FES installation and associated battery, contact the glider agent in the first instance.



Limited edition raising money for memorial

Remembering Matt Wright

DEVON & Somerset Gliding Club member Hans Jenssen is a professional artist/illustrator. A friend of Matt Wright, who was tragically killed in an accident last December, Hans recently completed a painting of Matt flying his glider, M5, in the Alps. The club started a memorial fund after Matt's death and Hans has produced a limited edition signed print of his painting with which he hopes to raise money for the fund. Prints are available at £35 each, plus £3.40 for 1st Class post. Contact Hans at hans.jenssen@sky.com

You can view this painting, and other work by Hans (who is happy to take commissions for similar work), at www.hansjenssen.co.uk/personal work

CZECH LESSONS

OR HOW I LEARNED TO STOP WORRYING AND LOVE THE GAGGLE

G Dale reflects on competing in the Club Class of the 2017 Europeans in the Czech Republic



Number 6 on final glide, looking north towards Moravska Trebova (Howard Jones)

Below right: Gliding is a probability driven sport: luck is important, and finding strategies to control that luck is vital

YOU SIT DOWN IN THE BRIEFING ROOM ON DAY ONE AND TRY TO WORK OUT HOW TO BEAT A WHOLE BUNCH OF PEOPLE THAT FLY AT LEAST AS WELL OR BETTER THAN YOU DO

THE highlight of the comp for me was chasing the fast gaggle around 200km, always just about in sight, but just about out of touch. And catching them in the last climb, diving into a melee of gliders (clouds of dust, wings and tailplanes sticking out at all angles like a *Beano* fight scene), getting a seven-knot climb up the middle of them and beating them all home. First for the day!

The low spot of the trip? That would be pushing out away from all the sensible pilots at the top end of an AAT. I swear it looked like a great line: three great climbs, bang bang bang, then an energy line to take me onto final glide. A winning move – I thought. What can possibly go wrong? Half an hour later, none of the climbs worked at all, crawling along at a couple of thousand feet into a strengthening headwind under 8/8 of thunderstorm blow-off overcast. And the very lowest spot? Having the relief system blow apart just before landing out in a field. Somewhere in Cz, covered in pee. Sigh. More or less last for the day...

So, for those of you that aren't doing this stuff (and you all support the team, because the BGA funds us and you fund them) – what's going on? What's the news? From the sharp end (well a bit blunt actually, I do have

a Club Class machine).

For starters, I've done six international comps now, and it isn't anything like any other flying that I do. You can win a regionals by doing something different from everyone else – in fact if you do win, you're likely to have been doing something different all week. A nationals: you get some really good pilots there, and you'll probably find they make the same choices as you do, so one ends up flying in company a lot of the time. The Worlds and Europeans: well, you sit down in the briefing room on day one and try to work out how to beat a whole bunch of people that fly at least as well or better than you do.

Now it is possible – look at Sebastian Kawa, who has won more international competitions than I've even flown. But the reality is that many of us can end up in the top 10 or so if we fly well and don't make any mistakes – and one of us will have more points than the rest when the organisation decide to finish the comp.

Gliding – especially international flat land competition – is a probability driven sport: luck is important, and finding strategies to control that luck is vital. Hence, of course, the gaggle flying, hated by most non-competition pilots and otherwise known as leeching. This season the gaggle flying has taken a step forward: in the three major competitions this year – Women's Worlds, Europeans and the Junior Worlds – the national teams have been using real-time



ground-based FLARM tracking systems to vector their pilots into good climbs. It isn't just that you can "spot the gaggle" ahead: it is possible to tell a pilot which side of the gaggle is climbing best. Turn left or right? There's a six-knot climb straight ahead, forget the climb on the left...

I leave it to the reader's imagination to work out the effect that is going to have on competition flying at this level. It is certainly changing the sport, and it's something that is extremely hard to practise. If you thought it was hard to get organised with the whole "team flying with a partner" thing... try this.

We managed to get it together by the end of our competition and, as I write this, Shaun Lapworth, our team captain in the Junior Worlds in Lithuania, is working as hard as any of the pilots when they are out on task, directing them around the flight. It's definitely "cat amongst the pigeons" time right now – there's a lot of squawking and fluttering of feathers going on. Should we be doing this? Is it really gliding? Should we stop it? Can we stop it – is it possible?

In this context, the rest of the news about the competition is pretty boring. We had six days of sitting in the rain before we started – ho hum. Usual thing, global warming, northern Europe in the summer, jet stream too far south – you know the problem. Tent blew over... When we finally got started, we enjoyed reasonable weather and an excellent, friendly, helpful competition organisation. Full marks, Cz team, and thanks.

Task were smallish and all the classes ended up in the same task area, due to small airspace and weather windows. Useful though, for the Club Class, to have Standard Class gliders to chase around. The soaring in Cz is a little different, with some quite high ground to the west of our competition site modifying the local air masses (hence my screw up mentioned earlier) and generally undulating terrain locally. This caused a little interest on the final glide, in that it's one thing to set up with 3kts MacCready and 500ft over, and quite another to realise (too late) that there is a bloody ridge between you and the airfield. How we laughed... Ayala Truelove, my excellent team mate, nearly came to grief playing this game – you really don't want to have to ridge soar during a final glide!

I always take a personal lesson away from these events, and this year was interesting. Having jumped out of my glider a few years back (it won't fly without the back end of the fuselage, so...) I have a slightly jaded view of gaggle flying. I finally realised



this year that it just doesn't matter how you feel about the principle of using other gliders as lift indicators, or the risk, or the sportsmanship... one just has to fly in the gaggle. And you won't do it very well unless you start enjoying it, the cut and thrust, the workload, the risk. It's been described very well as "a knife fight in a phone box" – and the Club Class do it in spades. Great fun, but hazardous. Hence the title of this article: I finally learned to love the gaggle.

And the verdict: Cz is a great place, but international competition flying is a bit mad. Can't wait for the next one... of course, now there is the little problem of getting selected!

HOWARD JONES REPORTS FROM THE STANDARD CLASS

AFTER some really good flying in the practice period, and a promising forecast, we anticipated a great competition. Unfortunately the weather took a turn for the worse, and we did not get a single competition day in the opening week. The situation then began to improve and we started to fly.... here is a brief description of each day from my point of view:

Day 1 – 358km racing task

Grateful to get into the air after such a long wait, I was delighted the weather was good. After a patient wait for the others to get on their way, George Metcalfe and I started near the back of the field. Gradually we made our way through the pack and finished well. Unpredicted top cover slowed us down towards the end of the day and allowed the

G Dale represented GB in the Club Class, flying his Std Libelle WL (Howard Jones)

RESULTS OF 19TH FAI EUROPEAN GLIDING CHAMPIONSHIPS MORAVSKA TREBOVA 23 JULY - 5 AUG 2017

Club Class

- 1 Tim Kuijpers, Netherlands
- 2 Boris Zorz, Slovenia
- 3 Fabian Peitz, Germany
- 14 G Dale, GB
- 21 Ayala Truelove, GB

Standard Class

- 1 Pavel Louzecky, Czech Republic
- 2 Miloslav Cink, Czech Republic
- 3 Jeroen Jennen, Belgium
- 17 Howard Jones, GB
- 25 George Metcalfe, GB

20m Multi-Seat Class

- 1 Kawa & Matkowski, Poland
- 2 Steve Jones & Garry Coppin, GB
- 3 Cronjaeger & Heidemeyer, Switzerland

■ www.egc2017.cz

■ www.britishglidingteam.co.uk



■ **Congratulations to Steve Jones (left) and Garry Coppin, who took second place in the 20m Class (Amy-Jo Randalls)**

THE RAIN HELD OFF JUST LONG ENOUGH FOR MOST OF MY CLASS TO RETURN TO THE AIRFIELD UNHINDERED. THEN IT RAINED AND HAILED IN A BIBLICAL FASHION

Howard Jones flew his Discus 2a in the Standard Class (Amy-Jo Randalls)



☞ two early starting Czech pilots to gain.
Day place 3rd (100 points off the overall lead)

Day 2 – 2:45hr AAT

A difficult AAT day, where once again the weather started to shut down in the mid afternoon. George and I had set a really good pace for the opening two legs of the task, but again unpredicted top cover came in from the west and made it difficult to make the best of the last sector. We landed quite late, but avoided a costly land out.

Day place 15th (160 points off the overall lead)

Day 3 – 259km racing task

Last to launch with a high cloudbase, I struggled to climb cleanly before the start, resulting in a late crossing of the line. This did not seem to matter as George and I connected with two strong climbs to bring us in contact with the main gaggle at the end of the first leg. At different altitudes we were split up, and I continued to pursue the pack. Once again the weather weakened early afternoon, and I struggled low down before climbing strongly, which allowed me to press on and get another high climb onto a 60km glide across a dead sky to finish. The early finishers had no such issues.

Day place 14th (150 points off the overall lead)

Day 4 – 2:00hr AAT

A short task in good blue weather up and down the hill lines going south, north, south and back. After catching the lead gliders and going past them, the good line of energy we had been running along ceased to produce. We began to struggle, while the guys behind turned around to head south again in the invisible lines of energy. George was forced to land out, and I spent a costly amount of time struggling low down until I escaped back into the good weather. This was the turning point in the competition for me. I moved from touching distance of first, to several hundred points behind most of those above me.

Day place 22nd (340 points off the overall lead)

Day 5 – 257km racing task

A fairly straightforward day, starting shortly after the bulk of the pack and catching them relatively quickly. Once again the weather turned without warning (it's a theme). We still made it back after a small struggle to get on glide at the end and a bit of a squeaky glide, but the early starters had the edge and completed the last leg without losing time.

Day place 8th (454 points off the overall lead)

Day 6 – 1:50hr AAT

Last day... nothing to lose. We were predicted a very short weather window before the heavens were due to open mid-afternoon. I climbed on my own to 8,000ft as the weather deteriorated. The start line opened and I made a break for it as all the others were 1,200ft or more below me. A straight slow glide to clip the first sector, where I knew I would not be able to climb. As I turned to head for the second sector, the clouds began to break up, but there was no way I could wait for the Cu to develop.

Back near the base airfield I climbed strongly again with the Club Class from relatively low down. I then made a glide for the second sector. As I turned for the third, again it began to improve behind me. I was worried that the opposition would get to put in more distance while I would probably get home under time. However, if the rain came as predicted then they may well be washed out of the sky... I glide out into a stable blue sky going as far as I dared into the third sector, whilst maintaining a final glide, then headed for home.

By finishing 10 minutes under time, a winning speed was soon starting to look vulnerable. The rain held off just long enough for most of my class to return to the airfield unhindered. Then it rained and hailed in a biblical fashion. I was fourth from bottom for the day, but there were not many points in it. Given what I knew at the time, it was the right decision to start high and alone, and I would do the same again... they were just lucky.

Day place 24th (548 points off the overall lead)

As is often the way with international gliding competitions, the weather was a big let down, and I wasn't too impressed with my final position. However, I could tell the region is a pretty special place to fly. High cloudbases, good ridge lines, wide open valleys with plenty of good land-out opportunities and lots of large grass airfields. The people are pretty friendly and it's a really cheap place to be a tourist. I recommend it.

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TRANSITIONING PART 1

How can clubs provide the training and support that is necessary to help bridge the post-solo 'black hole'?

TONY Cronshaw talks to Kevin Atkinson and John McCullagh about how leading UK clubs are helping up-and-coming pilots acquire soaring and cross-country skills and transition to long-term gliding enjoyment.

Gliding is slowly waking up to changing socio-economic realities [1]. Today's generation of up-and-coming pilots increasingly feels a frustration with gliding's tradition of "self teaching" of soaring and cross-country skills: How many people today have the time and patience they had

a generation ago? Ironically, those who drop out early post-solo do so at the point where the enjoyment of sustained soaring flights is just within their grasp. And sadly, at the point where each pilot represents a massive investment of training effort. Leading UK clubs are beginning to respond to this challenge, but how can this be done when training resources are already stretched?

TONY: *In creating the BGA Aim Higher programme, Kevin, and championing the needs of the up-and-coming pilot, you have run many courses all over the UK plus camps abroad. Feedback shows you have clearly hit the nail on the head with these courses both in the ground schools and in your two-seater coaching. So what are your thoughts for sustaining and expanding Aim Higher in the future?*

KEVIN: I hope that I have been the catalyst to encourage clubs to develop their own advanced syllabus. It requires a similar format to basic training, ie a syllabus, training card, guidance

for students to learn – and a cadre of instructors and coaches to action it. But if I may, can I turn the question round and ask you: How did you get on with organising an Aim Higher ground school in Cambridge using your own resources?

TONY: When you originally delivered Aim Higher here, our CFI and participants remarked on the "buzz in the room". Getting people together for a spring ground school produced animated discussions on skills and technique and there was excitement about the coming season. The challenge for myself and our new CFI, Colin Cownden, was to deliver an inspirational and informative ground school following your example.

KEVIN: *Having seen my slides and heard me deliver a course, were you able to*

"clone" my approach?

TONY: I noticed how you would use slides and diagrams to prompt a raft of varied discussions. It's partly down to who is in the room, what questions you receive from the floor, and what is uppermost in your mind that day. Your slides would act as a framework for a wider discussion to take place. When Colin and I discussed the content for our course, we envisaged a similar process, so we each chose topics from the Aim Higher Advanced Syllabus (see page 11) that we wanted to champion. I found a good shortcut was cribbing diagrams and supporting information from the *Ask the Coach* series of articles. When we delivered the course, like you we wandered around the topic according to interactions and contributions from the participants.

KEVIN: *That sounds good as a ground school event, but what about the practical aspects of coached two-seater flying?*

TONY: We've been providing soaring and cross-country coaching in Cambridge for a number of years now, especially through our professionals, Robert Theil and Andy Beatty. This has proved popular so the club has decided this year to acquire a multi-purpose two-seater, a SZD-54 Perkoz, suitable for both basic training (including spins/stalls) and as a reasonable cross-country machine. Hopefully this will attract more of our instructors to take people cross-country and not just fly their own machines on cross-country days.

KEVIN: The way you are tailoring ground school material fits with plans at a number of other clubs I've visited recently, including Bicester, Yorkshire, Long Mynd, Kirton and Hus-Bos. Each club has taken on board the key ideas of Aim Higher whilst adapting these to local needs and local resources.

TONY: *If I can turn to you, John, how do you see the issues of post-solo training from your perspective at Lasham Gliding Society?*

JOHN: I have always felt that many people who go solo want to "learn to glide", ☺



An Aim Higher course held at Midlands GC attracted members from local clubs

SPRING GROUND SCHOOL PRODUCED ANIMATED DISCUSSIONS ON SKILLS AND TECHNIQUE AND THERE WAS EXCITEMENT ABOUT THE COMING SEASON

AIM HIGHER'S ADVANCED SYLLABUS

	<i>Ground school</i>	<i>Coached flying</i>	<i>S&G ref</i>
Thermals and streets	Thermal structures - myths and truth	Thermal entry. Note indications	D16/J17 pp8-10
	Fluid mechanics of the air	Discuss why sink or lift here	AS16 pp12-15
	Toroidal vortex (Smoke Ring)	Emphasise the need to stay in.	AS15 pp10-11
	Horizontal structure of thermals - patterns	ASI +/- gusts. String. FEEL. Exit	D16/J17 pp8-10"
	Vertical structure of bubble thermals	FEEL. Audio vario	
	CENTRING! 45deg AoB. Feel/sensations	PRACTICE! TRIM. FEEL. Lookout!	ON13 pp8-13 FM17 pp8-11 AM17 pp8-11 JJ17 pp16-19
	Cumulus types	Cumulus cloud and colours	JJ16 pp10-13
	Cloud suck	Smoother wider stronger	D16/J17 pp8-10
	Column thermals	Visually identify	ON15 pp10-11 FM17 pp8-11
	Birds or gliders seen soaring	Join them	AS17 pp 8-10
	Streeting types & mechanisms	Running/centring a street	D15/J16 pp8-10
	Street surge	Experience it	FM16 pp14-17
Routing and speed to fly	Reading the sky and time lapse video	Reading air and ground features: Identify and experience it	D13/J14 pp12-15 FM14 pp12-17 JJ16 pp10-13 AS16 pp12-15
	Triggers and hot spots		
	Polar curves and speed to fly	Apply theory - cruise, climb, survive	AS14 pp10-13
	Detour	Benefit in weak conditions	ON14 pp10-13
	Sink from evaporated cloud and sink slugs	Identify dying clouds and experience it	D14/J15 pp12-15
	Direct line losses	Demo bad run	JJ15 pp16-19
	Decision making	Practice. Challenge. Timely	
	Operating band	Experience it	
	Electronic devices (LX)	Cruise/climb modes, tasking and much more!	
More types of lift	Blue sky structure	Ground triggers and into wind structures. Experience it	FM15 pp10-13 AM15 pp10-15
	RIDGES and mountains		
	WAVE		
	Reverse thermal (lift near showers)	Fly to downwind leading edge of rain showers	
Maximising performance	Block speeds in good air and bad	Not dolphin! In trim. Cruise switch	JJ15 pp16-19
	Entering thermal at high speed	Feel / Anticipation / Vario	
	Water	Feel and vario. Half and full water. Handling differences	
	Final glides - conservative and competitive	GEAR DOWN!	
	Flaps - theory	Practice. Exercises	
	Fuselage lift - string to top wing	String	
	Post-flight analysis	Note key moments for discussion	
Safety	C of G	Tighter turns risk departure. Fin water	
	Tugged heavy - departure risk	Mitigate dangers	
	Collision avoidance and FLARM	Thermal with others	AS17 pp 8-10
	NOTAMS	Route accordingly	
	Learning from incidents. Accident avoidance	Review BGA reports in S&G and learn from others' mistakes	
Task planning	AIR SPACE planning and flying - (random line)	Flying in or near airspace. Use radio to talk to ATC	
	Demo cross-country and badge tasks - Brief	50km, 100km, 300km plus	JJ14 pp14-17 AM16 pp10-13
	Practise task setting	Task suited to conditions/pilot. Local or cross-country	D13/J14 pp12-15
	Lead and push	Comparable two-seater and single-seat gliders eg Duo and Discus	AM14 pp12-17
	Fixed racing tasks	Experience it	
	Distance handicapped tasks		
	Enhanced option tasks		
	Assigned area tasks		
Meteorology	Unstable air masses and applicable gliding calculations from first principles	Pre-flight discussion of forecasts and potential for a thermic day. Compare estimates with reality in flight	FM14 pp12-17 AM16 pp10-13 JJ16 pp10-13 AS16 pp12-15
	Min /Max temp. Cloud base		
	Thermal strengths		
	Effect of light, moderate and strong winds		



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



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

MORE PEOPLE WOULD CONTINUE IF THEY BECAME AWARE OF THE FUN, DELIGHTS AND REWARDS OF SUSTAINED SOARING AND CROSS-COUNTRY FLIGHTS

but, even after solo, they don't really know what it's like to be a glider pilot. After umpteen signatures, cable breaks and perhaps the occasional soaring flight, many people could be forgiven for thinking they had got there, when in fact they have only just started. Some may just want to add "solo glider pilot" to their bucket list, but all will have shown considerable commitment to reach solo, so a bit more support and inspiration could tip the balance for them to stay to the next level. Admittedly it takes a special sort of person to want to spend hours solo in a glider, but I think more people would continue if they became aware of the fun, delights and rewards of sustained soaring and cross-country flights.

TONY: *What sort of solutions are you considering at Lasham?*

JOHN: The society had a DG-1000 turbo for a while to support cross-country training. We decided to sell that and recently bought a turbo Duo Discus instead. Its main aim is to take early solo pilots cross-country and show them what being a glider pilot means. There are many days when short cross-country flights are possible, but often with a high probability of land-outs. The turbo in the new glider will encourage more instructors, on more days, to inspire as many people as possible. For this reason it should spend most of its time at Lasham after the annual expedition to Jaca in early April. It will be interesting to see if this decision increases the retention rate of post-solo pilots.

Even for clubs without Lasham's resources, I would recommend finding a way somehow to take early solo pilots, even pre-solo, on a two-seat cross-country. It can be a

real eye-opener.

TONY: *Apart from that, what other forms of support do you think are needed?*

JOHN: The next thing that people miss after going solo is social interaction. When a pilot is pre-solo or working on post-solo Bronze, there are other people around and instructors to talk to. But after that, new pilots increasingly spend one or two hours on their own. The challenge then is to build up new networks and become part of the community of grizzled veterans so they can continue to learn and to get encouragement.

So whilst winter lectures and Solo-to-Bronze courses may help to build a mutual support group, I would also like to see regular meetings during the season for each year's cadre with a few mentors also attending.

TONY: *Would you also recommend putting on more ground school courses?*

JOHN: I believe that any pilot about to go cross-country needs to learn the basics of using the radio. I wish there was a tailored qualification for gliding that gave people enough knowledge and excluded rarely used stuff about special VFR clearance through Class A, etc. Most people get stage-fright, even if they will be only talking to a friendly local airstrip. I think a trip to an airfield, ideally with an ATC, would help people realise that there isn't a stern authoritarian person at the microphone. Knowing the basics of what to say helps enormously to avoid appearing a total idiot. I think this would vastly reduce the number of people who bust an ATZ simply because they lack basic confidence on the radio.

TONY: *You have worked extensively with*



Camphill pilots have benefited from an Aim Higher course

pilots training for Bronze [2], so what kind of skills do pilots – and their coaches – need to focus on?

JOHN: The most common faults in pre-Bronze pilots are:

- Tendency to hug the cloudbase and stay with weak thermals. Some training with an instructor just doing local triangles would help.
- Failure to learn the instrumentation on the glider. Flying locally doesn't need you to use a moving map, so they only think about it when they try their first Silver distance. It is too late on the morning of the flight.
- Insufficient flying practice. Even though people may have done the necessary total numbers of take-offs and hours, people could be near the currency limit when they are about to embark on their most challenging flight.
- Inability to centre. I wish someone would produce a video showing the view with the bank angle, horizon, and the vario with its sounds, ie bring to life the theory found in the literature.

TONY: *Assuming more and more clubs*

introduce support for soaring and cross-country training, does this mean that self-teaching could become a thing of the past?

JOHN: I think there needs to be a balance between "organised training" and "self-teaching", with a minimum of both aspects. A degree of self-teaching is healthy for pilots to refine their skills and become self-reliant. A certain amount of organised training is equally a must to avoid too much wasted time.

Beyond that, I think it's down to the individual to decide how to develop further skills, including tapping into further support and training to help with new challenges, or resolve problems as they arise.

[1] Proceedings from the 2nd EGU Workshop on Club Development, Strasbourg, 2013

[2] *Bronze and Beyond*, John McCullagh www.mccullagh.biz

■ In the next *Ask the Coach*, Tony continues the discussion to discover how leading clubs are using creative ideas and new initiatives to develop and retain their up-and-coming talent.

A CERTAIN AMOUNT OF TRAINING IS EQUALLY A MUST TO AVOID TOO MUCH WASTED TIME



John McCullagh is the honorary treasurer of Lasham Gliding Society. He has been instructing since 1992 and has flown in the Alps every year since 1986

■ John's book *Bronze & Beyond, A Glider Pilot's Guide* is available at www.bgashop.co.uk

PHILIP WILLS MEMORIAL FUND SUPPORTING GLIDING IN THE UK



The Philip Wills Memorial Fund has a long and successful record of supporting gliding clubs in the UK. This has been achieved principally by making loans to clubs, at very good rates and with minimal paperwork, for projects such as site purchase, the acquisition of gliders, tugs and winches, and improvement of infrastructure.

Currently the Fund has more than £330,000 out on loan, working for the improvement of gliding, and more applications are in the pipeline.

The trustees are very keen to further develop the activities of the Fund. To achieve this aim, we will need to increase the size of the fund over the coming years.

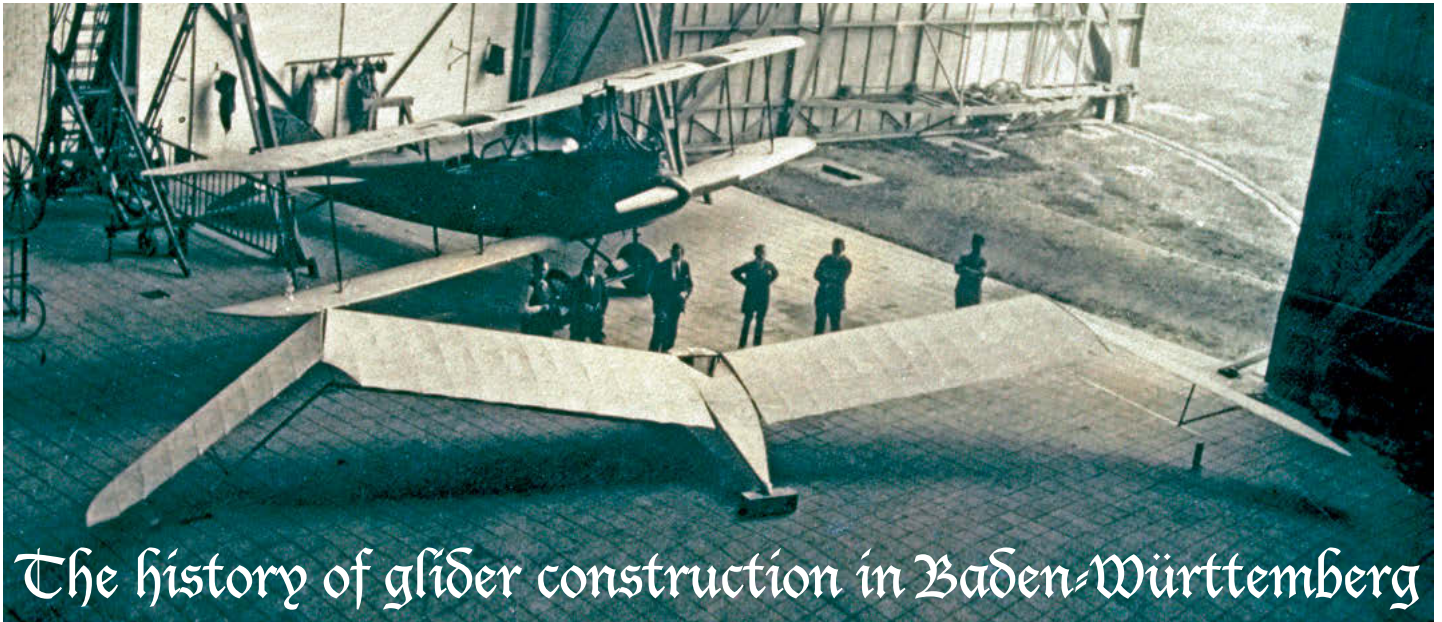
If you feel that this is a worthwhile initiative and that you would like to give back something to the sport which has provided us with such challenge and pleasure over the years, then please consider leaving a legacy to the Philip Wills Memorial Fund (c/o the BGA) in your will. However large or small, you can be assured that the trustees will put all such gifts to good use to the continuing benefit of the gliding community in the UK.

Thank you.

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The history of glider construction in Baden-Württemberg

Gliding flight in its infancy: A typical Weltensegler flying wing, designed by Dr Friedrich Wenk, on display in the Zeppelin hangar in Baden-Oos

PAST PIONEERS

Peter F Selinger gives an overview of glider construction in the southwest of Germany from the beginnings to today



Schwarzwald-Flugzeugbau built the Mü 13 d3 in large numbers during WW2. Adolf Wilsch restored this 1942 machine

GLIDER building in Baden-Württemberg is a challenging topic. It covers the entire range from a creative builder of a single innovative aircraft to a worldwide well-known factory producing more than 100 machines annually in serial production for decades. Even though one can speak of 'series' production, craftsmanship is still part of the sailplane construction. Gliders have been commercially produced in Baden-Württemberg since 1920, or before the official founding of the BWLV (Baden-Württembergischer Luftfahrtverband).

This article provides a view of these gliders and companies so important for the sport of soaring worldwide, as they provide suitable aircraft for training, fun and relaxation, but also for the development of human skills and qualities required for soaring competition.

Schempp-Hirth in Kirchheim/Teck is the world's second oldest sailplane manufacturer for top competition pilots. The DG

aircraft factory (formerly Glaser-Dirks) in Bruchsal is the third most active sailplane manufacturer in Germany. Streifeneder's Glasfaser Flugzeug Service is a manufacturer

of unique high-tech planes and provides worldwide service for owners of Glasflügel sailplanes. Helmut Lindner with his certified repair, maintenance and engineering facility (LTB) supports Bölkow and Grob sailplanes and motorgliders. These are some medium-sized companies in Baden-Württemberg, which produce and maintain well-known aircraft, utilising the latest technology and materials to provide performance, innovation and sustainability. However, to look only at the current status would do injustice to past pioneers.

Weltensegler gliders in serial production and the beginnings of Schempp-Hirth

All this began as early as 1920, when the Weltensegler factory in Baden-Baden developed gliders and sailplanes and built them "in series" (as they said then). They also formed a glider school to train their customers (with a sub-division on the Wasserkuppe). In addition, one of the first motorgliders was designed in the shops of the Weltensegler factory.

Due to the ongoing inflation in Germany, this young enterprise with its pioneering approach had to close its doors in 1925. Ten years later, the technical brain of the Weltensegler company, Dr Friedrich Wenk, was recognised by Wolf Hirth and Martin

Schempp. Dr Wenk proved to be a very important and successful consultant in the design of gliders, first by Martin Schempp at his new company (Sportflugzeugbau Martin Schempp, Göppingen) in 1935 and then, starting in 1938, at the newly-formed Sportflugzeugbau Schempp-Hirth, Kirchheim/Teck.

The Gö 3 Minimoa was the first high-performance glider with a production of more than 100 aircraft. The silhouette of the Minimoa is still part of the Schempp-Hirth logo, and one flies regularly at the Hahnweide airport. It is mostly forgotten that Schempp-Hirth was also interested in two-seat training gliders; serial production of the first Gö 2 began in 1935, followed by the Gö 4 (Gövier), which was designed by Wolfgang Hütter.

Black Forest Aircraft Factory Jehle and Wolf Hirth GmbH

Two additional companies from the pre-war era should not be overlooked: the Black Forest Aircraft Factory (Schwarzwald-Flugzeugbau) Jehle, Donaueschingen, which was under the patronage of the Count of Donaueschingen, and the Wolf Hirth GmbH, Nabern/Teck. In Donaueschingen they built Egon Scheibe's single-seat Mü 13d in series using mixed construction (metal tubing and wood). This very successful sailplane was manufactured in large numbers. There, as well as in a branch shop in Konstanz, the company worked during World War 2, also developing their own utility training glider.

Wolf Hirth formed the Wolf Hirth GmbH in 1939 to build innovative experimental aircraft in wood construction. Even during the war, Hirth constantly looked for a niche for gliding and received orders for the Habicht, noted for the kinked gull wing. This was and still is a popular aerobatic glider. Between 1941 and 1943, 49 Habicht



Above: Wolf Hirth built a small number of Habicht gliders for aerobatic flight training during World War 2. In this photo, Christoph Zahn flies the Habicht he built with his father and grandfather from scratch

sailplanes were produced at the Nabern shops.

As soon as glider construction was allowed again in 1951, Wolf Hirth resumed the serial production of the pre-war Gö 4 III two-seat glider, of which his sister company, Schempp-Hirth, had built more than 100 Gö 4 before the war ended. In the 1950s, the popular Doppelraab glider also became part of the production offering.

Phönix, the first all glass-fibre composite sailplane in the world

In 1956/57, Hermann Nägele and Richard Eppler, with staff support from Wolf Hirth in Nabern, built the first all glass-fibre composite sailplane in the world, the FS 24 Phönix. In contrast to many earlier applications of composites for load-bearing structures, the Phönix was the first aircraft whose load-bearing structure consisted entirely of fibre-reinforced composites using monocoque construction. The Phönix

Below left: Schempp-Hirth produced the Gö 4, designed by Wolfgang Hütter, its first two-seat training glider in serial production, shown without registration markings for test flights at the foot of the Teck in 1942

Below right: The Phönix T is the first small serial production sailplane built by Richard Eppler, Hermann Nägele and Rudolf Lindner with glass-fibre composites. In this photo, Prof Dr Richard Eppler stands next to the Phönix T, originally owned by Hermann Nägele



THE AKAFLEG STUTTGART, FOLLOWED BY BÖLKOW AND GLASFLÜGEL, ARE WIDELY CONSIDERED PIONEERS OF COMPOSITE GLIDER CONSTRUCTION



The Glasflügel Hütter Libelle H 301 quickly became an icon of composite construction



The Kestrel was Glasflügel's first aircraft in the Open Class. As part of the serial production, the ship was equipped with a drag parachute for steep short landings.



Three Glasflügel 604 sailplanes (two shown in this photo) attended the Glasflügel Fly In at Bad Saulgau in August 2016



BS-1 landing at Harris Hill, Elmira, NY, in July 2016 during the International Vintage Sailplane Meet

✂ T (with T-tail) was built in limited numbers by Bölkow Apparatebau, also based in Nabern. Bölkow entered the composite construction business with Eppler, Nägele and Rudi Lindner as partners. The Phönix successor model, the Phoebus, was created in 1964 at the Bölkow plant in Laupheim, producing more than 100 gliders (including 15m and 17m wingspan), another world first achievement for the Standard Class (without flaps).

Also in Nabern during the eventful and influential 1950s period, Hermann Frebel built the French Fauvel AV-36 under licence.

Still admired, this flying wing is rarely seen today.

Glasflügel and Akafleg Stuttgart: pioneers in composite sailplane construction

The Glasflügel Company went out of business more than 35 years ago, but it will not disappear from the collective memory of glider pilots. The Akafleg Stuttgart, followed by Bölkow and Glasflügel, are widely considered pioneers of composite glider construction. Forgetting all regional patriotism, we should not ignore the other pioneering centres for fibre-reinforced composites, the Akaflegs Darmstadt and Braunschweig.

In the 1950s, Eugen Hänle heard of this new material, GFRC, from Ulrich Hütter who used glass-fibre reinforced composites in his wind turbine blades at Allgaier in Uhingen. Hänle formed his own company and developed a wide range of GFRC products, including propellers.

Wolfgang Hütter (Ulrich's

older brother) was interested in monocoque construction and designed the H 30 in 1948 using a plywood sandwich shell. Wolfgang and the Hänles soon realised that their wood design could not be made light enough; they now modified the design using the new glass-fibre material. Wolfgang developed the H 30 TS motorglider using glass-fibre reinforced composites, except for aluminum wing spar caps, which had its first flight in 1960. Ursula and Eugen Hänle developed another version of the H 30, using glass-fibre reinforced composites throughout, the H 30 GFK, which flew in 1962. All this work led to the Glasflügel Hütter H 301 Libelle, which had its first flight in 1964, quickly becoming an icon of composite sailplane construction. This is the first glider to have more than 100 examples produced in series using this new material. More than 1,400 Glasflügel sailplanes were produced first with GFRC, and later also with carbon fibre reinforced composites (CFRC).

Setting world standards

Even today, Glasflügel sets world standards in terms of seat comfort, flying characteristics and safety features: the double-shell cockpit of the Kestrel, the parallelogram control stick arrangement to reduce PIO hazards, and above all, the "Hänle bags" and automatic control hookups. Note: The latter three ideas originated from Josef Prasser, an engineer for Glasflügel. In the late 1960s, Glasflügel continued to set standards with their Kestrel (17m wingspan) and the 604, the first production sailplane with a wingspan of more than 20 metres.

As innovative as Eugen Hänle and co-workers were, financial problems surfaced. Several changes of ownership after Eugen Hänle's tragic accident death on 25 September 1975 brought no significant financial improvement, so on 15 February 1982 the business was closed. Today, Hansjörg Streifeneder, with his LTB Glasfaser Aircraft Service, is the type design holder and supports all Glasflügel enthusiasts. The unexpectedly high number of nearly 70 participants at the 2016 Glasflügel Fly In at Bad Saulgau shows the "infinite" love for these sailplanes.

BS-1 by Björn Stender

Only seven years after the brilliant Phönix of Eppler and Nägele, Björn Stender succeeded with another stroke of genius. In the workshop of the Wendlingen glider club (located between Kirchheim/Teck and



Stuttgart, near his hometown of Nürtingen) Stender, within the space of a few months, built a glider with an 18-metre wingspan that was soon recognised to be the most efficient in the world (at that time), the BS-1. The first flight was on 23 December 1962. The BS-1 was the first production aircraft with the tongue and fork wing spar connection. Othmar Heise conceived this method of connecting the two spars, and Stender first applied it to the SB 6, designed at the Akaflieg Braunschweig.

The subsequent flight-testing with the just completed second BS-1, led to disaster. On 4 October 1963, the wings fluttered at very high speed. Stender did not survive the bail out. A promising career was suddenly ended. Eugen Hänle agreed to build the 18 sailplanes that were already on order, parallel with the ongoing production of the H 301 Libelle. Some BS-1 sailplanes are still flying today.

The fully aerobatic Salto

About 1970, Ursula Hänle went her own way. Remembering fondly the H 30 design by Wolfgang Hütter in 1948 (using plywood), and with the experiences gained from the construction of the H 30 GFK and the Glasflügel gliders, she converted the shape of the original H 30 into an all-glass-fibre glider, the Start+Flug H 101 Salto. This fully aerobatic glider, with a V-tail and an increased wingspan of up to 15 metres, was the first composite glider specifically designed for aerobatics.

Soon Ursula Hänle moved from Schlattstall to her own shops at the airport near Bad Saulgau. Sepp Tiling was very successful flying the Salto at German aerobatic events. Even today, the Salto is a popular aerobatic glider for beginners. Up to the end of the 1970s Ursula Hänle built about 70 Saltos in Bad Saulgau and later in Westerwald, when she disposed of

the moulds and production fixtures. She spent her final years in her home region of Brandenburg, always encouraging and supporting young pilots.

DG Aircraft and the Rolladen-Schneider Aircraft GmbH

The youngest and second glider factory operating in Baden-Württemberg today is DG Aircraft in Bruchsal. In 1973, Wilhelm Dirks and Gerhard Glaser founded Glaser-Dirks Aircraft. The goal was to take the Darmstadt D 38 into serial production as the DG-100. Since 1981, DG earned a good reputation with their self-launching motorgliders, starting with the DG-400 (nearly 300 copies!) up to the present DG-808. DG entered the two-seat market with the DG-500 in 1987, followed by today's DG-1001.

In 1996, Karl-Friedrich Weber brought the DG company out of bankruptcy. In 2003, Weber acquired Rolladen-Schneider Flugzeugbau GmbH from its bankruptcy and continued the serial production of the LS8 and LS10, as well as managing the LS type designs.

DG Aircraft received international attention in 2009 when the US Air Force Academy in Colorado Springs ordered 19 two-seat DG-1001 Club sailplanes. In 2016, DG gave unquestionable momentum to the Standard Class by introducing the

Above left: An inverted low pass of a Salto from Ursula Hänle's Start+Flug ends the aerobatic display at the opening ceremony of the World Gliding Championships in 1981 at Paderborn. The Salto was the first aerobatic glider of composite construction

Above right: The DG Aircraft factory built 19 two-seat DG-1001 Club sailplanes for the US Air Force Academy in Colorado Springs, USA

SEPP TILING WAS VERY SUCCESSFUL FLYING THE SALTO AT GERMAN AEROBATIC EVENTS. EVEN TODAY, THE SALTO IS A POPULAR AEROBATIC GLIDER FOR BEGINNERS



The composite era began at Schempp-Hirth in 1967 with the Cirrus designed by Klaus Holighaus. This photo shows the prototype with a V-tail ready for its first take-off



■ After many years of researching glass-fibre glider development, Peter F Selinger agreed to present a talk on this topic at the 2016 International Vintage Sailplane Meet (IVSM) in Elmira. The culmination of his research was then published in *Der Adler* magazine, as part of the 90th anniversary celebration of the Baden-Württembergischer Luftfahrtverband (BWLTV). The BWLTV is the regional air sports association for South West Germany within the Deutscher Aero Club.

The article was translated for publication in the Vintage Sailplane Association magazine *Bungee Cord* by Neal Pfeiffer and Simine Short (www.vintagesailplane.org/newsletter).

Peter F Selinger is the author of *Rhön-Adler: Three Generations Alexander Schleicher Segelflugzeugbau*.

An English version is available, for €48, from www.schleicher-buch.de

✎ LS8sc neo! Today, the DG Group holding company also offers engineering services and contract work in fibre composite construction.

Schempp-Hirth: the world's second-oldest, still active manufacturer

After the tragic accidental death of Wolf Hirth, Schempp-Hirth in Kirchheim/Teck entered into a licence agreement to build the Austrian Standard Class glider, the Std Austria, starting production in late 1960. In 1965 they hired Klaus Holighaus, a member of the Akaflieg Darmstadt, beginning a new era for the company. Following the interlude with the SHK, an Austria SH design with a lengthened 17-metre wing, the workshop introduced in 1967 the fibre-reinforced composites as their construction material. A year later, in 1968, the first complete design by Klaus Holighaus, the Cirrus, became the 1968 World Champion.

With Klaus Holighaus as the new chief designer, Martin Schempp again demonstrated his entrepreneurial vision. The Standard Cirrus, Nimbus, Janus, Ventus, Discus, Duo Discus and Arcus followed the initial success of the Cirrus, with innovative improvements continuing through today. This led to hundreds of championships and records worldwide. Klaus Holighaus became the owner of Schempp-Hirth in 1977, and his flight demonstrations proved to his customers that the sailplanes he designed and his employees created were capable of the highest performance.

Helmut Treiber, a member of the Akaflieg Braunschweig, joined the design team in 1972, bringing along his experience of carbon fibre application for the load-bearing structure in a glider. This initiated the natural transition from glass-fibre to carbon fibre, which provided a unique feature for this

Kirchheim company. In 1974, the composite two-seat Janus became the first two-seat glider, later with wings made entirely from CFRP. This FRP-two-seater introduced a new era in training, especially for cross-country flights, due to the performance increase offered by this glider.

Propulsion for self-launching or sustained flight

Also in 1974, Jürgen Laude designed a retracting engine-propeller system for use in high-performance self-launching sailplanes; it was first introduced in the Open Class Nimbus 2. Today, many gliders are delivered with a retracting propulsion system, which of course is much improved, for either self-launch or as a sustainer for the flight back to the home airport.

When Klaus Holighaus died tragically in 1994, flying in the Alps, it was Helmut Treiber who took over the responsibility for the development and support of all gliders manufactured and the improvements for new Schempp-Hirth sailplanes and motorgliders.

When Helmut Treiber retired, a well-trained designer team took over the responsibility for new developments. The successful continuation of Schempp-Hirth is due above all to Klaus Holighaus' widow Brigitte. She and their two sons, Tilo and Ralf, took over the management, thus creating the backbone for the continuing development of Schempp-Hirth. The company has expanded their leading position in the glider and motorglider market and is a showpiece for the sport of soaring and Baden-Württemberg's high-tech industry.

■ The photos in this article are provided by Gerd Schäfer, Adolf Wilsch, Helmut Lindner, Joachim Selinger, Klaus Holighaus, Bernd Weber and the author.



The new Ventus is newest plane designed and built in the southwest region of Germany (photo courtesy of Schempp-Hirth)



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Club Management Conference 2017
Saturday 11th November

Chairmen and Club Managers Treasurers' Forum CFI Forum

The 2nd Annual Juniors Conference for people who lead club junior gliding activities

Highgate House, Northamptonshire 09:30 to 17.30 Book your place via office@gliding.co.uk by 2nd November



Competition Enterprise returned to North Hill in early July, with seven out of a possible eight flying days

ENTERPRISE IS SIMPLY GREAT

DSGC's Jill Harmer introduces a report from Competition Enterprise, held this year at North Hill



Trevor Stuart took first place in his ASG 29, following consistent podium performances

IT'S BEEN four years since Competition Enterprise last visited North Hill and, with poor soaring weather for the early part of the season in the West Country, there was hope and expectation for a change in the weather for the first week of July.

With 37 competitors entered, North Hill was going to be a busy airfield. The ground vehicle hangar was transformed into a large briefing room complete with stage, the glider workshop became Control, and the adjoining field was rented from the neighbour for glider/trailer parking and camping.

It was probably one of the best competitions in the country in 2017 with seven flying days out of eight, and over 20,000km flown. Congratulations to the winner, Trevor Stuart, for his consistent performance – on the podium every day. And a big thank you to all the competition sponsors.

Trevor Stuart (ASG29), Jordan Richards (Libelle) and Team Eagle tell us why they love flying Competition Enterprise.

Trevor Stuart - ASG 29

THIS was my 43rd gliding competition; six of them have been Enterprise, the first

from Sutton Bank in 1985 in my K-13. Of late, I've slowly moved away from rated comps towards Enterprise. Why? For the flying – there is more of it, more days, hours and kilometres, I won't bore you with the statistics.

The concept is simple; the rules can be read over a cup of tea, occupying just one side of A4. Depending on the weather these rules are tweaked each day: adjusting finish bonus, TP bonus or points per kilometre. There are always bonus points for flying over salt water, Wales, Cornwall, etc. And points for height gains too; this year we got a bonus for gaining 1,000ft – it was challenging! There are no held start lines, no gagging, no following. Start, Finish and TP zones are always circles. With radio clearance, ATZs and Class D airspace are available to competitors. Penalty points are applied for misdemeanours – standards are high.

This year gliders ranged from a Slingsby Eagle (the mahogany bomber) to a stretched ASH 25 with everything in between, including Rod Witter's lovely 13.5m Silent 2 – which won a day. The pilots ranged from juniors to veterans.

How is it possible to set a task for such a wide range of participants? This is where Enterprise scores. The weather is assessed, NOTAMs considered and a framework of a task devised. Competitors decide for

themselves how to fly the task with the ability to change their minds in the air. With planning, it is possible to score well without going to the furthest TP. Some pilots score well by travelling far and landing out, but they can be beaten by enterprising pilots who fly closer to home but make it back.

If it's soarable you will fly – from my 48 Enterprise days, only nine were scrubbed. Task duration is normally limited to three hours on the last day enabling final scores to be prepared in time for the evening party/prize-giving. The competition always ends on a Saturday, leaving Sunday to prepare for the real world on Monday. There is a holiday atmosphere at Enterprise, people are taking their gliders on holiday.

Enterprise occurs around the summer solstice, it moves round the country, sometimes hosted by clubs not on the competition circuit, eg Aboyne, Shobdon, Long Mynd and North Hill. In 2018 it's in the Cotswolds at Aston Down – why not give it a go?

Jordan Richards - Libelle

ENTERPRISE was a competition that had been on my bucket list since I started comp flying, so finally being able to make it was a real relief. I went in with lots of stories from friends of mine who had flown it in the past and some mention of the rules, namely if you win one day you won't win the next!

I went into the first briefing a bit apprehensive – I didn't want to let myself down because I hadn't understood the task. We were presented with a 'String of Pearls' type task which at first seemed simple, but there were different ways to tackle it: A – go all out for the furthest turn following the line, or B – play it tactically and do zig-zag legs between turn points to gain maximum distance without going a long distance away from home. I found the best way was to have an A and B planned out each day so once you got a feel of the conditions you could then choose the best option.

The other dimension to this was the bonus points you could score for either landing back at North Hill (a whopping 50 points on some days!) or going over the sea, which equated to 25 points. This was bearing in mind that 1km equalled 1 point, so 50 points wasn't to be ignored! There were also bonus points for doing other enterprising feats, such as visiting Wales, and a height gain of 9,000ft. So there was quite a lot to think about other than all the usual competition stuff! Anyway onto the flying...

I was feeling confident about flying as North Hill is in my neck of the woods, so I felt that would lead to some sort of advantage! The thermals felt very familiar and the seabreeze effects we had were great to explore, but two of the flights really stuck out for me. The first being the day where 40 bonus points were to be awarded to anyone turning a TP in Cornwall – couldn't resist that one-way trip! The second being where, under a completely overcast and bland grey sky, I managed to scrape a minimal distance task using about three thermals and every ounce of ridge lift that the home ridge would give me, mostly at ridge top height!

To summarise, Enterprise is very much a unique competition and I'd tell anyone to give it a go to see how enterprising they can be.

John Burrow and friends - Team Eagle

FROM inception, Competition Enterprise has always been about fun and a gliding competition that is rather different to the norm. Whilst racing Yorkshire's 1950s Slingsby Eagle against Poppenhausen's latest ASG 29 may not seem very fair, the enterprising part of this competition is that the points can be won as much by canny decisions and daring to be different as by raw L/D.

With early 1950s aerodynamics, the Eagle goes nowhere in a hurry, but that lack of hustle helps with more time for thinking about how to make the most of the scoring. Add in an extra head with the second seat and it has to be a winning formula... well that is what Team Eagle, with BBB, like to think! In truth, advances in aerodynamics have made staying up so much easier by being able to search for lift over a wider area and out-landing prospects are accordingly much lower, but we never let the truth get in the way of a good story!

The renaissance of Eagle BBB after many years in her trailer and not flying has come about by our group embracing the spirit of the period of the Eagle's birth by doing things like going on expeditions, camping, taking part in rallies, fun competitions like Pocklington's Two-Seater Comp and, of course, lots of landing out.

Enterprise ticks all the boxes for this ethos and so BBB was duly entered to CE17 and, we think, brought a dash of colour to the otherwise white launch line. Whilst usually

COMPETITORS DECIDE FOR THEMSELVES HOW TO FLY THE TASK WITH THE ABILITY TO CHANGE THEIR MINDS IN THE AIR



Jordan Richards won the Blunt Nails Trophy in his Libelle

ENTERPRISE 2017 NORTH HILL, 1-8 JULY

1st Trevor Stuart - Enterprise Challenge Trophy

2nd Justin Wills - Pop's Pot

3rd Mike Armstrong - Pop's Pot

John Cadman Trophy - Trevor Stuart - for his flight on Day 6 with racquet of Lasham

Sam Witter Trophy - Bob Bromwich - for his flight on Tuesday, which was scrubbed, flown in sight of Lundy Island

Blunt Nails Trophy - Jordan Richards - for best in a low performance glider

Highest placed Junior - Jordan Richards

Best Retrieve story - Andrew and Jill Cluskey - for retrieve of Andrew Reid when his engine had failed to start

■ A summary of tasks, scores and flight traces is available at www.dsgc.co.uk/what-is-happening-now/competition-enterprise-2017-north-hill

COULD YOUR CLUB HOST COMPETITION ENTERPRISE 2020?

THE location for Competition Enterprise changes every year and is usually based at a gliding sites that might give access to wave and ridge, as well as thermal flying.

In 2018 it will be based at Aston Down from 30 June - 7 July, and in 2019 we will be returning to Sutton Bank from 6-13 July.

Is your club interested in hosting the competition in 2020?

We need an airfield that can cope with 35 to 40 gliders, has adequate briefing, launching, catering and camping facilities and is able to accept us for a week commencing on either 4 or 11 of July 2020.

Enterprise brings its own team to help with administration, scoring, etc; the host club provides the other facilities necessary.

If you would like to have further information or an informal discussion, please contact me at andrew@cluskey.co.uk or 07970 600787
Andrew Cluskey, Competition Enterprise Chairman

■ www.compenterprise.uk



Team Eagle lent a splash of colour to launch point

✂ absent from the line at the end of the day with the inevitable land-out, it does make you wonder if, in the age of turbos, people forget that the most memorable flights are often ones that end in a field.

To retrieve an Eagle requires a big team effort and the challenges of gates-too-small, unnavigable tracks (Days 3 and 4!); stolen moments in the pub waiting for the crew and late night searches for somewhere doing food (Day 2) are all part of the experience.

Day 2 was to be a good CE day for BBB. It started with a slow, low grovel east along the developing sea breeze front, with the two heads in the cockpit in constant use assessing clouds, turn rates and field selection. Never very high and with navigation by road signs, the urge to be enterprising and visit Dorset Gliding Club

to score extra points was spurned since it sat on the wrong side of the sea breeze convergence. Several hours later and having bagged Lasham and Odiham for extra bonus points, the big yellow 1950s hot-ship descended gracefully towards a lovely grassy field near Hungerford called Rivar Hill for yet more bonus points.

We were welcomed by some friendly club members who were just about to leave, but offered us a lift and the stolen moment in the pub was just minutes away! Current technology meant that, thanks to Spot The Glider, the crew were only an hour away. But it was long enough to sample several pints of the local brew and reminisce about the exploits of the day which, when multiplied by our handicap of 68, placed the old Slingsby Eagle in 4th place for the day.



There were seven flying days out of eight during Competition Enterprise, held at Devon & Somerset GC



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Teamwork at Lincolnshire GC's High Flying Girls events, which saw participation by almost 50 girls, young and old (photos by Agnieszka Zebracka)

Katharine York explains how the Lincolnshire GC High Flying Girls initiative is ticking all the right boxes



The girls wore t-shirts featuring part of an Amelia Earhart quote

ONE of the things I love about gliding is the way in which such a variety of people are united by a common passion and obsession. That doesn't mean there aren't clashes of personalities and the odd spark flying, but I know that being up in the sky, gazing at clouds or spying down on the ground makes something light up inside each of us.

Knowing that, why do I take an involuntary sharp breath when I approach a new launch point, or enter the BGA Club Management Conference? The reason is that

faced with a standard gathering of glider pilots I am instantly and conspicuously an outsider, and it's only once we get talking that I start to feel at home again. Unfortunately, the same must be true for the majority of female, or junior, or non-white visitors to gliding clubs: an immediate unconscious sense of not belonging. A warm welcome helps, but it's often not enough to make someone feel truly invited and included.

Humans are tribal and visual, and it takes time to get past the subconscious signals of exclusion we perceive when being "the only" whatever in a group.

When I realised that most Lincolnshire Gliding Club trial lesson vouchers were

bought by women for men I knew there was a problem. It's not that women don't know about gliding, more that for some reason they see it as being for other people. Even the pages of *S&G* build an impression that women are the supporters of men who fly and not pilots themselves. I set up High Flying Girls to turn the status quo on its head, creating days when women and girls would look around a gliding field and see people like them outnumbering men over 60.

This year I was more ambitious than last, and tried to fill all of the May half-term with girls and women flying. I found ways into schools and colleges via STEM and Careers Enterprise Coordinators, and mentoring programmes, and promoted the event to adults via several business networks. During that week 25 people took part, and two follow-up events brought the number to nearly 50. For a club with only one two-seater glider and under 30 members, High Flying Girls created a significant impact in terms of workload and revenue.

The fund-raising campaign on Crowdfunder met with some success, gaining support from a few people completely unknown to me, even with our limited presence on social media. The major contributors were companies I had approached directly, where the words "girls", "engineering" and "flying" ticked all the right boxes. There were costs associated with the fund-raising though, and for a while

it looked like we would have been better off relying on direct contacts. The money raised was enough to buy event t-shirts for everyone who took part and to fund many of the girls to fly.

The theme for this year's t-shirts was taken from a quote by Amelia Earhart, which in full is "The most difficult thing is the decision to act, the rest is merely tenacity. The fears are paper tigers. You can do anything you decide to do. You can act to change and control your life; and the procedure, the process is its own reward." Given the nervous faces of so many of the High Flying Girls before taking to the air and the grins after, "fears are paper tigers" seemed entirely fitting.

Real successes include two girls, who live within gliding range of the club, returning on several occasions, now armed with their own log books. The first was one of only two from the whole week who leapt in to the glider clearly looking forward to flying, the other had the more typical expression of near-terror and gritted teeth, turning to an ear-to-ear smile as we rotated into the launch and she looked out at the view.

Another achievement was the school that nearly pulled out over insurance concerns bringing a second (mixed) group back in July. In earlier correspondence, I'd handed over risk assessments and completed a questionnaire about the event, but at the last moment obstacles about insurance were being raised. I sent copies of everything, tried to explain the difference between aviation premises and aviation insurance and reassure them that where it said personal injury, yes they were insured against injuring themselves by falling over on the airfield. Unfortunately, they had a minimum requirement of £5 million cover, and our policies only went to £2 million. These final

stages were being discussed in the week of the event, and it went right up to Thursday evening before we knew everything was in place and the group was definitely going to fly on the Friday. Without the help of our friends Steve and Andy at Hill Aviation Insurance Services pulling out all the stops to get quotes and agree our cover it wouldn't have been possible. The other important factor was that the school agreed to meet the cost of the additional cover as it wouldn't have been economically viable for us to pay it.

For four years of my membership of Lincolnshire Gliding Club I was the only adult female member. Now I am one of three, with three junior or student members coming along regularly. We have reached the point where a visitor from another gliding site commented: "This looks like a women's club!"

My advice to anyone wanting to broaden the base of their membership is that it won't happen by chance. Go out and speak passionately about your sport to your new target audience. It really helps to hear the message from someone committed, excited and looking "like me".

Then it's just a case of creating an environment where people can feel at home, and generating an atmosphere of fun and friendly support to take part on the ground as well as in the air. New members will often hold back from helping in case they do something wrong, cause an accident or just because all the existing members look far too competent to need any help – they need positive, gentle encouragement to get involved.

REAL SUCCESSES INCLUDE TWO GIRLS, WHO LIVE WITHIN GLIDING RANGE OF THE CLUB, RETURNING WITH THEIR OWN LOG BOOKS



Lincolnshire Gliding Club has seen an increase in the number of its female members and students



Trying out a Swallow for size



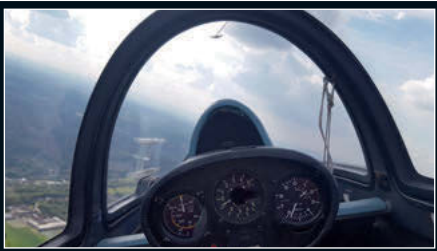
Trepidation before flying: Derek Woodforth instructing



Girls from the Ormiston Maritime Academy



■ 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



Is there anyone there? Steve Codd during his 17,000th launch, flying the Twin Astir at Kenley. 'Hiding' in the front is the club chairman's granddaughter



This page from top right:
Robert Danewid, Swedish gliding federation president and EGU stalwart, flying his new glider, an ASG32 Mi (Jens Trabolts)

5GC, Portmoak's DG-505, flown by two junior pilots at sunset in October 2016 during the Winter Series (David Edwards)

Soaring the Purcells, British Columbia, Canada (Invermere) with Trevor Florence in Duo 007 in May 2017. Mount Nelson is on the wingtip (Martin Lawson)

Facing page, clockwise from top left:
ASG 29E and ASH 31Mi over the Alps (Pete Wells)

Club Pawnee and DG-1001 neo demonstrator at Devon & Somerset GC (Mark Courtney)

Stunning wave structures captured by Carl Peters from Duo Discus 'R1' during the UK Mountain Soaring Competition in 2016. Both were taken from ~10,000ft just east of Easterton, Moray on a cross-country task. You can see Loch Indorb with its small island

Taken at 4,300ft just north of the River Aire at Knottingley to the west of Burn. "The wave was producing stationary cumulus that keep forming in the same spot and never blew downwind. The lift was generally 2kts with bursts of 4kts at times, but the strangest part was the head wind measured at just 7kts from the west," says Alastair Mackenzie

This ("whacky, over-processed") final glide image was shot from the backseat in Mark Burton's Arcus during the last day of the Dunstable Regionals on 13 August 2017 (Steve Lynn)





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Photo: Alastair Mackenzie




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ADVISORY 2: SPOTTING INSTRUCTORS

OK. YOU'VE just joined a gliding club. So it's going to happen. After a thumping delay someone will come up and ask: "Have you flown yet?"

"No," you say... "been here blimmin ages..."

Then they'll tell you to put a parachute on and 'hop into the front seat' whilst they climb in the back. But who is this person? How do you know it's not some nutter escaped from the local institution? Someone, perhaps, who jumped the fence to bluff their way into a life-long ambition to teach flying before they send the van for him? Should you stand up and shout: "Oi, does anybody know this bloke... How good is he?" and look a complete fool, or should you just hurtle meekly to your fate? That is the scary dilemma faced by all *ab initios*... just for their first two flights. I say two because the first landing could just possibly have been a fluke...

And there's even a remote chance that absolutely everyone present could be loonies... escaped en masse and having fun acting out something they all enthusiastically read about in a *Sailplane & Gliding* magazine left by some kind person at the asylum. How 'normal' do launch-point people look to you? The real launch crew might have all gone to lunch... how certain are you?

OK, I just had a slightly 'senior' moment there, but the point is that glider pilots are an odd bunch. Now don't get me wrong, they are just as keen on safety procedures as any other aeronauts, it's just that they do like everything to look dead casual. Some clubs seem to positively delight in the shambolic, but even at large polished clubs when someone asks you to do something – or more likely not to do it – you still have no means of knowing if that person's an expert or an idiot. This is quite normal, just try not to lose sleep over it.

Because whatever club you're in, sown in amongst the strange personality types are those who really know what they are doing, or, more to the point, know what you should be doing. They are called instructors. But who are they, exactly? This is not an easy question but I can give you some clues:

In the clubhouse you spot them at briefings. The bloke in the front throwing the chalk is almost certainly one. But look around for others. A rapt, attentive, or worried look indicates a student. Bored-looking people could be anyone. Leaving and re-entering during the briefing indicates a level of seniority... or a weak bladder. Don't expect certificates... they're just for trial flights... disgusting... we don't discuss that sort of thing.

The best place to spot instructors is at the launch point, so that's where we need to go. Now there are hazards to your physical well-being at launch points so you will need the usual briefing before they let you wander out there. But there are also hazards to your inner well-being... which I must include because no-one else will. This is why I was sent to Earth.

The best indication of an instructor is an idea I stole from Kodak called 'Point and Shout'. It's when someone lands, climbs out of a rear seat and starts pointing and shouting. People who merely point and shout without first landing are suspect... commoners... probably. But this is not infallible. Occasionally instructors sit in the front seat just for the hell of it. Sometimes they instruct each other. At large centres, instructors can be thick on the ground and enjoy a challenge. Lasham, for instance, ☺

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



The power of suggestion: (Left) Idiot suggesting you do something (Right) Expert suggesting you don't do it

THE BEST PLACE TO SPOT INSTRUCTORS IS AT THE LAUNCH POINT



**GLIDING,
YOU SEE, IS
ALL ABOUT
MAKING SOUND
JUDGEMENTS
ABOUT LONELY,
WORRYING
SITUATIONS AS
THEY DEVELOP
AROUND YOU,
SO THIS IS THE
PLACE TO START**

✈️ has more instructors than some clubs have members. Instructor courses running in parallel to ordinary training can be awkward for *ab initios*, as wrong assumptions here can lead to embarrassment in the bar later.

At the launch point, note who's controlling the take-offs. It's either going to be an instructor with a cold or an Old Hand with a radio. Watch who talks to him... or her. Ignore the person charging around with log sheets... go for the radio. Anyone giving this person orders is either an instructor... or their wife. Or mother. In fact, if you see any two people in an earnest heads-down natter at the front of the launch queue, the chances are that one or both are instructors. The further down the queue this happens the less likely instructors are to be involved. Drift nonchalantly upwind and eavesdrop. However this can be awkward when the discussion is about a pupil's ineptitude. Especially if it's yours.

Away from the launch point all manner of bods are liable to give 'suggestions': "I think we need another tyre on that wing" could be anybody, but someone bellowing "OI.. CANOPY" at you is either an instructor or a club member with an inferiority complex. Who gives the most orders putting aircraft

back into the hangar? One instructor will be a Super Type, in charge of all flying arrangements for the day, but this whizz kid will be well camouflaged. Don't worry, it's not your problem. It's only a problem if your instructor doesn't know who it is.

A properly run launch point should have no indication anywhere to tell you who's qualified to do what. There's no technical reason why you can't enquire, of course... you'll be treated kindly with compassion and understanding... but really, you're expected to make quiet, astute observations on your own and sort of sum them up. Gliding, you see, is all about making sound judgements about lonely, worrying situations as they develop around you, so this is the place to start. Think of it as being given a practice chanter long before the full set of bagpipes.

For the bold and carefree, spotting instructors is easy... but for them everything always is. They just note who it is flying behind them. But don't try to ascertain this in the air, or it will totally screw your turn co-ordination... if any.

Some general points: Don't go by appearance. Grey hair and a haggard expression does not denote rank in this game.

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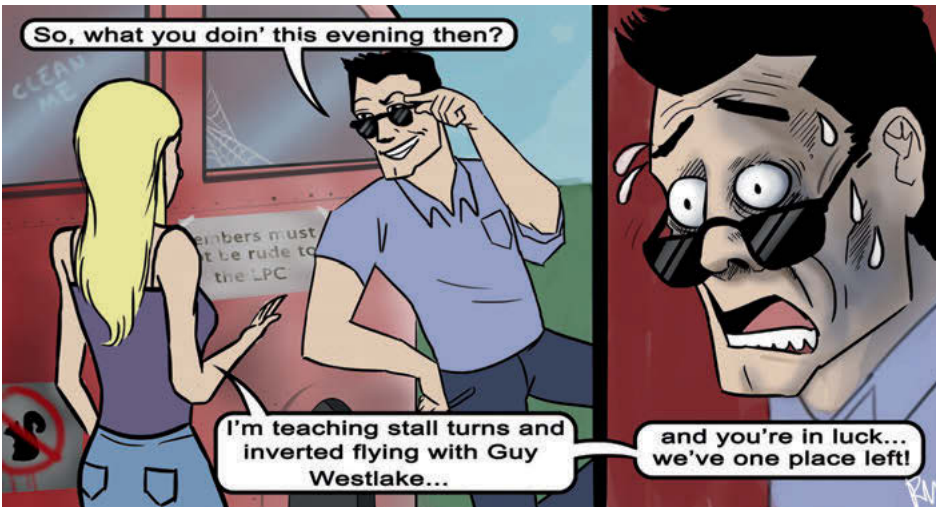
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True, some instructors went that way after their third student, but many are just aged students who finally came into some money. The rest are simply grey, haggard pilots. And gents, beware of chatting up young females in a reckless manner. Do not assume the Young Thing you saw hanging around the launch point bus is waiting for her introductory flight... she might be the Regional Champion. Even her younger red-haired friend might jump into a tug plane and tow you to three thousand feet! Extreme caution is advised... I speak from experience...

If all this uncertainty makes you nervous, relax. Gliding instructors are definitely hidden around you somewhere... if they're not at lunch. They are highly experienced and trained, and will preserve you from all manner of peril on the ground and in the air, although it may not seem like that when practising spins.

You can be sure all instructors will have done Great Things. They will have hundreds, if not thousands of flying hours. They have all passed scary flying courses and examinations set by national experts. Moreover, they've all been 'refreshed' on a 'regular' basis (not just in the bar) and are personally approved by the Chief Flying Instructor himself, so he, at least, knows who most of them are. There should be a full list somewhere in the Flying Office, but the only people who normally venture in there are, er...

Instructors are amazing. They know everything. They can come out of spins on the same heading they went in. They can 'box' the tug plane without overtaking it. They've soared the Cairngorms without landing on any. Red lines on aeronautical charts do not scare them and they will have landed in fields the size of postage stamps... in gusty

crosswinds... with hailstones... avoiding courting couples that popped up out of nowhere. Importantly, they will have thwarted every single attempt by their many protégés to kill them (well, at least the ones you meet will have done) and there is only one thing that these incredible winged gurus are no good at. The discovery comes as a shock:

You are trusting your life to someone who cannot keep a badge reading 'INSTRUCTOR' pinned to a hat... or a lapel. It does get tried from time to time, but despite the whole point of gliding being to earn impressive badges, the actual wearing of the blasted things normally proves too much... as it does for most British glider pilots.

It's strange but true, like many things in gliding... as you will find out.

Next time, I'll advise you of other odd things you can expect as part of the routine training process. You'll thank me for it... I promise.

*Ebenezer
Grimshaw*

DON'T GO BY APPEARANCE. GREY HAIR AND A HAGGARD EXPRESSION DOES NOT DENOTE RANK IN THIS GAME. TRUE, SOME INSTRUCTORS WENT THAT WAY AFTER THEIR THIRD STUDENT, BUT MANY ARE JUST AGED STUDENTS WHO FINALLY CAME INTO SOME MONEY



■ All cartoons by Ross Martin



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EB 29R - FLOWN BY CHAMPIONS

Binder's newest evolution of the Open Class wonder EB 29 is the EB 29R, flown recently in the Lasham Europeans by new Open Class champion Michael Sommer. Danish Open Class pilot Jan W Andersen recently had the opportunity to carry out a test flight for *Nordic Gliding* and found the EB 29R to be close to an optimal combination of the latest construction methods and knowledge of wing profiles, with an extreme gliding performance (200km+) that fully matches short wing Open Class gliders, while keeping all the known benefits of long wings intact


Gliding over beautiful Rhön. After a trip to the Wasserkuppe, it was clear that the R model climbs effortlessly even in turbulent 1-1.5 metre bubbles (2-3kts) and, even without water ballast, the glider is very comfortable at 200km/h (107kts) when cruising (All photographs by Jens Trabolt, *Nordic Gliding*)



IN RECENT years, the old statement “there is no substitute for span” has been challenged by several glider manufacturers: Jonker/Schempp-Hirth/Schleicher and others. The World Cup 2017 in Benalla was won by the UK’s Russell Cheetham in the JS1 C, a 21-metre variant, ahead of types with greater span.

It is fair to say that the differences between the individual aircraft types do not in themselves determine a competitive result, but, conversely, the level of competence of the world cup pilots is broadly so high that everyone seeks to access “the best Formula 1 car in the field”.

The EB 29R seems to be close to the best combination of the latest construction methods and latest knowledge of wing profiles, which together allow high-speed performance (200km/h+) to fully match 21-metre performance while retaining the known benefits of “long wings”.

Early in the summer, I was together with Jens Trabolt from *Nordic Gliding* and Danish friends Peter Sommerlade (co-owner of our Danish EB 29) and Steen Elmgaard (a Danish pilot who participated in the Open World Cup in Benalla) in 



Above: Simple and friendly landing characteristics, but the heavy glider will pose a challenge during landouts

Below: You need all the strong friends you can get when moving the giant EB 29D Electro that has max all up weight of 900kg



✈ Ostheim – where I was going to test ‘EB’, the Binder factory’s EB 29R, and the version that Michael Sommer flew to a Silver medal in Benalla.

The EB 29R is an EB 29 with a brand new wing of 28 metres. The R-wing has an area of 14.9m² compared with 16.5m² for the old wing with 28.3m span, giving an aspect ratio of 52.6 compared with 48.5 of the old wing. Thus, the R-wing allows wing loadings from 45 up to 57kg/m² compared with 41 to 48.5 previously.

The new wing is designed on the basis of the latest knowledge of modern wing profiles – in consultation with aerodynamicist Loek Boermans – and is equipped with blower turbulators on the underside of the wing.

First impressions

Let me say right away that my impression after the 90-minute test flight was very positive. I think Binder has succeeded in developing a “racing plane”

without compromising on the many positive features of long-range Open Class racing.

Taking off from Flugplatz Büchig airport is always west, where the terrain slopes. Even starting in a 10kt tailwind was handled without problems – and the negative flap wings worked optimally with good steering, even with a starting weight of 46kg/m². The R model climbs remarkably well, so our K-16 photo platform had difficulty staying with it. Later during air-to-air photography, the photographer had to recognise that a K-16, even with full power and 170-180km/h, could not compete with an EB 29R on a glide.

The EB 29R has good-natured and harmonised controls and already at the start of the flight, I notice that changing turn direction in the unstable 1.5-metre bubble is quickly executed. The roll rate feels similar to our own EB 29 with its smaller 25.3-metre span span (the EB 29 comes with multiple span spans to provide the optimum glider for every weather!).

Repeated slow-speed provocations document good-tempered stall properties, although you, as a pilot, also quickly



BINDER EB 29R

Wing span:	28m
Wing area:	14.9 m ²
Aspect ratio:	52,6
MTOW:	850kg
Wing loading:	45-57kg/m ²
Max speed (VNE):	approx 280km
Price:	approx €300,000 incl VAT

recognise that the EB 29 R needs to fly at 100-110km/h (54-59kts) to climb optimally.

I flew west to the Wasserkuppe and reached it at a height of 900 metres. Towards Ostheim a Cu had formed and here the R-wing showed its true colours. The EB 29R wanted to fly at 200km/h (107kts), and it is clear to me that the Binder factory has created a new “Wunderwaffen” (miracle weapon), which apparently has all the “old” advantages – plus an R-wing with an “overdrive”. Under the cloud at 200km/h I thought how it would be with the “full-ballast” competition trim, and it’s realistic to expect a glide speed between 200-220km/h (up to 120kts) with a sink under 2m/s (giving a glide angle of >30:1).

Based on interviews with Michael Sommer, Tassilo Bode and Oliver Binder, all of whom have experience with both EB 29 and EB 29R, the high speed polar is moved by more than 20km/h (11kts), which sets entirely new standards for Open Class flight. It means that the EB 29R, in spite of its 28-metre wing, will at least match the high speed performance of the 21 and 23-metre

“racing ships” in the Open Class. At the end of the test flight, I tested the climb properties in weak conditions and playing in 1kt thermals found no reason to believe that the EB 29R will not climb well in the weak thermals of the last hour in the evening on my way home from big distance tasks. And it is precisely here that “long wings” will pull away from smaller gliders.

The EB 29 is, as is the case also for the R version, a very harmonious aircraft that handles well. I often compare the flight features with an ASW 20. The EB 29/EB 29R appeals to a very wide range of pilots. The aircraft can be used for hobby flights, record flights and competition flights. Once you get used to flying a big plane, including handling on the ground at the start and during landing, you feel like a very privileged and safe pilot in the big and spacious cockpit.

The engine system belongs to the most successful system I have flown with, which is also

Above: Continued impressive self-launch characteristics. Even in the tailwind start (+10kts) the ailerons are effective – I would recommend that the pilot accelerates to 60km/h (33kts) before positive flaps are selected. When airborne, climb performance is fully in line with other EB aircraft, despite the smaller wing area

Below: it is not unusual to remove the wingtip wheel during competitions for increased performance



BINDER HAS DEVELOPED THE LATEST FORMULA 1 RACER – WHILE MAINTAINING A NUMBER OF OLD AND VERY IMPORTANT CHARACTERISTICS OF THE LONG WINGS



EB 29R over the Wasserkuppe at 4,000ft. An incredible glider in the air. Not a bad day to be a glider pilot!



Jan Andersen (57 years old and approx 3,700hrs) is an experienced Danish competition pilot based at Nordsjællands Svæveflyveklub, just north of Copenhagen. Jan has participated in numerous world gliding comps and has been Danish national champion countless times. After 25 years flying Nimbus, Jan has formed a group flying a new EB 29

✎ substantiated by the fact that the Binder Factory has for several years been in charge of engine installations for several other glider manufacturers.

My conclusion is that the Binder factory has been successful with version 2.0 – and that the EB 29R and EB 29DR (a “1.5-seater” version) will set new standards in Open Class at the top level. Binder has developed the latest Formula 1 racer – while maintaining a

number of old and very important characteristics of the long wings. So Binder rewrites the old saying to “There is only one substitute for span = The R wing”). The Binder factory currently has six R models flying and, in addition, a series of EB 28 and 29 models has been delivered.

The capacity is three to four gliders a year, an impressive effort from the small family company in Rhön, where

development, certification and production is tuned. It will be exciting to see the continued development in Open Class, where Binder with the new R model seems to have marked a new level. It’s excellent for the sport that we are in a development race.

I would like to thank Oliver Binder for the demonstration and for taking photos from the K-16. I think we will hear more about EB 29R/EB 29 DR in the coming years. With the right pilot, in an R edition, both the human maximum performance and the technical maximum performance will be united.



Instruments
Michael Sommer
flew with in Benalla



BINDER, A NICHE BRAND

THE CONVENTIONAL “big” glider factories, such as Schleicher and Schempp-Hirth, have a very wide range of aircraft types in their production line – ranging from dedicated racing gliders like the Ventus to more club-oriented types like the Discus and K-21. There is, however, a producer that does not follow this modus operandi; Binder Flugmotorenbau is a unique manufacturer that does not cater for the average glider pilot and clubs. Binder has a single focus on gliders that target the demanding and experienced pilot with a thick underlining of performance. Therefore, Binder airplanes are typically extremely big, have extreme glide performance and are probably also some of the market’s most expensive gliders.

The company was founded in 1979 by Walter Binder, who started as a glider pilot in 1966. In 1974 Binder started his experiments with the motorisation of gliders to give them self-launch potential, and ever since Binder has proved its great expertise in the

development and integration of both SLMG and turbo engine systems, from which other German manufacturers have taken advantage.

In 2014, Walter Binder received the OSTIV award for his efforts. Binder is not least known for its high-performance Open Class aircraft, including the ASH 25 28 and EB 28 Edition, single-seat EB 29 and the “marginal” two-seat EB 29D (Binder describes this as “1.5 seat”), as well as a prototype electroversion of the same glider. The Binder aircraft have taken three championship titles with German Michael Sommer as pilot (including the 2017 Europeans held at Lasham in August).

In 1995, nephew Oliver Binder took over the role of director of the company. Oliver is an experienced glider pilot and has won regional championships in Bavaria.

The company and approximately 10 employees build an annual three to four aircraft at the small factory in Ostheim, about 20km east of the gliding mecca, the Wasserkuppe.

Pictured clockwise from top left: Overhead view of the Binder factory in Ostheim vor der Rhön

Walter Binder (left) receives the OSTIV award in 2014, presented by Loek Boermanns

An EB 29R during final preparations before delivery

The world’s most expensive hangar? They keep only long-winged EB gliders in the hangar at the airfield in Büchig

Owner pilots keep the factory busy, this time with the wheel of an EB 29D, broken after a hard landing in lee-wave rotor in a valley. The pilots and the rest of the glider were OK

Walter Binder’s nephew, Oliver Binder, has been in charge of the company for more than 20 years

■ www.binder-flugmotorenbau.de/

LA



Top: The opening ceremony featured a spectacular air display (Max Kirschner)

Above: Team GB (left to right) Tim Scott, Gary Stingemore, Russell Cheetham, Mike Young, Peter Harvey and Brian Birlison (Max Kirschner)

Main photograph by Tony Cole Photography & Digital Art

SHAM

2017 EUROPEAN CHAMPIONSHIPS

REPORT BY WERNER STROUD



WHAT an absolute pleasure for me to come back to Lasham in the guise of Team GB media manager, having been an infrequent visitor since leaving here as general manager in December 2015.

I have to say that the place is looking in fantastic condition and clearly the organisation had put a huge amount of thought into preparations for the event, which had been fully tested during the pre-Euros event, Lasham Glide, in 2016. A large water container with hosepipes had been placed in the glider parking area, which was adjacent to the scales on which gliders would be weighed every day as they were towed out to the grid. An extensive and effective wifi network had been set up that coped admirably with the demands placed upon it. A large marquee had been erected and situated outside the main clubhouse,

which would act as the entertainment hub for a varied and excellent programme of events organised by club member Mark Davenport.

The entertainment programme started with an impressive air display at the opening ceremony and included other notable successes such the famous international evening and, I must confess to a little bias, the Team GB miniature roast beef and Yorkshire puddings were a real showstopper. There was also a traditional pub games evening, an open mic night and a wonderful final party featuring a 20-piece swing band.


The UK last hosted a senior world event at South Cerney in Gloucestershire in 1965 when British pilots came 5th, 6th, 7th and 9th. With the exception of the 2005 Junior World Championships, the UK has not been a favoured country 



Photo by Tony Cole Photography & Digital Art

THAT WAS THE DAY THAT TEAM GB MADE A SIGNIFICANT MOVE AND IT WAS PROBABLY THE BEST DAY RESULTS FOR TEAM GB EVER

✍ for international events because of preconceptions about the British weather. We are all aware that the UK weather is a fickle friend even in the height of 'summer', and with the jet stream misbehaving and being too far south, fingers were crossed for good gliding conditions for the European Championships at Lasham. We were in good hands as far as weather forecasting was concerned as our met man (Hugh Brooks) is a legend in gliding competition forecasting and got it right on every day.

So, the bid for the 19th FAI European Gliding Championships at Lasham was submitted some three years ago and in the event duly arrived with some superb weather conditions. Three practice days were available for those who wished to fly and there were 65 entrants from 21 countries, including two Hors Concours competitors from Australia... well, if they can enter the Eurovision Song Contest, why not a European Gliding Championship?

There were some who feared that it would not be possible to have a normal club operation alongside an international event. The demarcation between club and comp was well and truly rehearsed at LashamGlide2016 and the first competition day brought great weather and everyone out to fly. There was a Crocodile Dundee type of joke around along the lines of.... someone pointed to the

competition grid and said "Ah, that's a grid" to which a well-respected Lasham member observed whilst indicating the Lasham club grid – that's not a grid, THAT's a grid. (It should be noted that the comp grid on Day 1 was 'TRUMPED' by the Lasham club grid of 85 aircraft!)

Day 1 was indeed a stellar day with big tasks set for all classes. This is exactly what the organisers were hoping for and, with everyone in great spirits after a wonderful opening ceremony, it was fitting that the good vibes be carried forward to good tasks.

It was a great day for everyone, but especially for Team GB member Mike Young, who was the 18m Day Winner in a lengthy Assigned Area Task, with the Opens being set a racing 625km task and the 15m a 503km task. Now that's how to start off a competition.

On Day 2 the weather was not so good, hence a late briefing at 11:30 followed by a first launch at 14:15, all on Task B into what appeared to be a slowly improving sky which didn't live up to expectations. A damp air mass moved in from the SW quicker as the day was in progress and resulted in quite a few land-outs; the 15m Class being hardest hit. Not a massive points day with the 15m having a non-contest day due to the number of gliders not passing X, but we had another day winner in Peter Harvey, with Russell



It was calculated that eight tugs launched 148 gliders from Lasham in two hours 25 minutes, including both of the grids in this pictures. Just a little better than one launch every minute! (Paul Haliday)

Cheetham hot on his heels in second place. Competition director Andy Davis did say at briefing that he would not launch the grid if there was a likelihood of a mass out-landing. He was reminded of that observation at briefing the following day.

Day 3 - After the front came through some superb flying conditions encouraged the task setters to "go large" again. BBC *South Today* came to Lasham and recorded a piece for the evening sports news. There was an intention for them to return for a live interview with Andy Davis, but we were pushed off the agenda by the imminent arrival of *HMS Queen Elizabeth* into her home port of Portsmouth; clearly a more newsworthy item!

The first couple of days of the contest set the tempo for Team GB with good results daily thereafter and our standing in the Team Cup alternating between second and third place; it was proving VERY difficult to dislodge the German team from first position. In fact on one of the contest days, there was a plaintive observation over the team radio along the lines of "I wish I had an EB 29 like Mr Sommer" (there's no substitute for span – or so they say!).

Then on Day 12, Team GB made a significant move and it was probably the best day results for team GB ever! We had five out of the six team members on the podium with two firsts, two seconds and a third. For the final day it was a case of keeping up the momentum and this the team achieved with three more podium places, clinching the Silver medal in the Team Cup.

Who said that the UK was not a good place for soaring? There were 10 soaring days in the 18m and Open classes and seven in the 15m class – and that is much better than several international competitions of late. The total task distance set was 7,568km and the total number of kilometres flown is a staggering equivalent to three and a half times around the equator! Blimey, if only glider flights earned Air Miles.

So the competition has now closed with a mercifully welcome, but effective short closing ceremony. Crews and pilots have departed on their way home with great memories and new friends; safe travels and see you in Poland in 2019, unless you are attending the forthcoming Worlds in Poland and the Czech Republic.

Well done team GB with a Silver medal in the Team Cup and a "shower of medals" in all classes.

■ **More on the EGC on the next page**



Photo by Paul Haliday



Photo by Tony Cole Photography & Digital Art



Photo by Werner Stroud



Team GB - pilots and crew
(Max Kirschner)

DAY 1 WAS FORECAST TO BE A ROMP WITH HIGH CLOUDBASES, BUT THE DAY HAD A STING IN THE TAIL



■ Congratulations to Team GB, awarded the Silver medal in the Team Cup, collected by team captain Max Kirschner. The cup was won by the German team

Crew perspective from Peter Sheard:

AS I no longer have a glider and will probably not be competing again in the UK, it has been good to be involved in the British team in a small way, crewing for both Ed Johnston at Benalla and now Mike Young here at Lasham. Mike was flying Steve Jones' new Ventus. That made for a very easy crewing job as the glider lived in Steve's hangar with everything needed to hand. I was impressed that Mike managed to secure the Silver medal position having never flown a new Ventus before. It was fun to see him leap onto the bottom podium in Benalla and now the middle podium at Lasham.

Gary Stingemore, 15m Class Bronze medal:

AS USUAL in England, the changeable weather kept both Tim Scott and myself on our collective toes. Day 1 was forecast to be a romp with high cloudbases, but the day had a sting in the tail. A 500km task with the first 300km travelling at 120km/h, but then within a matter of miles the weather changed with spread-out and difficult climbs all the way back from the Grantham area. The earlier starters managed well and still clocked 108km/h for the task. Tim fared better than myself, but we still ended the day down on points.

The rest of the tasks were similar, not in size, but with gear changing the order of the days. We both did well on the AATs and clawed points back, but a short 149km task was to set us back again with the two Germans beating us by nearly 30 minutes with a disproportionate amount of points for such a short task.

So on the last day it was all to play for, effectively four pilots in contention for three medals – any variable was possible. Tactics? We had been flying well on the

previous few scoring days and thought we could outrun them. We got into a great position to start, with team Germany well behind the line. We started and had a great run up to Buckingham, clocking 115km/h; the Germans, who started five minutes behind, only managed 110km/h to the same area. Our luck then ran out, it went blue, and not good blue either. We struggled to get decent climbs and eventually we split. Once past Northampton I managed to get a few reasonable climbs and got about 10km ahead of Tim. He eventually came in at 700ft AGL into a thermal that I was leaving 2,500ft higher. Tim climbed away slowly, but survived. I then pressed hard and opened up a gap of about 15km on the trailing pack. Meanwhile team Germany slowly reeled in the gaggles and made up ground on us. I failed to get a decent climb for about 40km and struggled all the way back to Oxford where I was then caught by Freddy Hein at a similar height, with Uli Schwenk 1,200ft below. I pressed hard all the way back as at the start of the day I was only 20 points behind a Bronze. Meanwhile, Tim had had a good run and was only 5km back.

As always with Germany, it went into extra time and then they beat us on penalties! Unfortunately, Tim dropped a place on the last day to take Silver and I pushed hard on a final glide to nudge out Uli and bag a Bronze by the narrowest of margins.

It was a competition of 'what ifs' with changing fortunes. It could have been any one of the four of us, in any of the four positions – it was that close. Tim and myself flew well together with similar styles which helped, quite often splitting then 'flip flopping' leads – but always communicating well. A most enjoyable experience.



Dorian Bury captured the competition with an excellent series of videos. See www.egc2017.co.uk/videos (Susan Newby)



Morten Bennick, of the Danish gliding team, was on his way home on the ferry from Dover to Calais when he discovered that all three champions were on the same ferry. He was able to gather all of them together on deck for this picture. Left to right: Wolfgang Janowitsch, Michael Sommer and Freddy Hein



Above: Awarding the prizes at the closing ceremony (left to right) Roy Pentecost, Patrick Naegeli and Andy Davis

RESULTS OF 19TH FAI EUROPEAN GLIDING CHAMPIONSHIPS LASHAM, 10-26 AUGUST 2017

15m Class:

- 1 Freddy Hein, Germany
- 2 Tim Scott, GB
- 3 Gary Stingemore, GB

18m Class:

- 1 Wolfgang Janowitsch, Austria
- 2 Mike Young, GB
- 3 Bert Schmeizer, Belgium
- 21 Brian Birlison, GB

Open Class:

- 1 Michael Sommer, Germany
- 2 Peter Harvey, GB
- 3 Russell Cheetham, GB

www.egc2017.co.uk/Results

■ www.britishglidingteam.co.uk

Right: An impressive array of medals for Team GB with four Silver and two Bronze (Max Kirschner)





Stunning Slingsby Skylark
(Vincenzo Pedrielli)

Andrew Jarvis and Nick Newton report from the 45th VGC International Rally, held this year in Dunaújváros, Hungary

DRIVING into the Dunaújváros airfield, you see a menacing MiG-15, pointing rakishly skywards. In contrast, a warm welcome greeted us as we arrived for the 45th Vintage Glider Club International Rally at the end of July. Rally organisers, Sándor Plósz and Patrik Ungár, and their support team had done a brilliant job! The infrastructure was amazing: there were THREE camp areas, with spotless toilet and shower blocks, and also limitless electricity hook-ups. The mighty Danube was just nearby (hence the name – Dunau is Danube).

Next to the campsite was the main hangar – a steel masterpiece that could swallow up every glider at the rally. The airfield was superb, but it would be a long, hot walk to the winch launch point.

The rally was declared open by VGC President, Jan Forster, on Monday 31 July and the great bell was rung. Flying began, but many learned the expensive lesson that early launching did not pay. Nevertheless, many hours of soaring were achieved – both from winch and aerotow – Johannes Fischer making a superb out-and-return to Lake Balaton in his Meise.

In the evening, the 1,000 horsepower engines of the two huge resident Antonov AN-2 crop-spraying biplanes rumbled into life and the aircraft flew away, quite low, towards the sunset. Glorious!

By Tuesday 1 August, the weather pattern was clear: it was going to be VERY hot. Oh for an open cockpit! Flying on Tuesday was subdued, but the traditional international evening was very successful – a chance to make new friendships and to renew old ones.

By Wednesday, we had learned that the thermals worked to a timetable: they would start at 14:00 hrs, and when the temperature exceeded 32°C! The thermals were an hour late, but did arrive; the best were naturally over the nearby steelworks, where we had been 'discouraged' from going! One could barely imagine the temperatures down there. Gere Tischler and Andrew Jarvis swapped gliders: Gere flew the homely Oly 463 (BGA 1334), while Andrew flew the sporty L-Spatz (D-8262), both getting lucky in the hot industrial blast.

The 463 was also flown by Constanze Bruns and

THE



Goran Bruun, as well as Alexander Gilles; sadly these were all brief flights. Also flying were the Bruns' beautiful Minimoa, D-8064; Alexander's perfect Standard Austria; the Moswey III of Jürg Thomas Weiss, and Peter Ocker's 'new' Antonov. On the winch side, there was brisk business, especially for the two T-21s: Klaus Schickling's all-white BGA 3195, and Peter Moskovits' very smart RAF-liveried WB975.

Wednesday saw 32 winch and 40 aerotows; the longest flight being just one hour seven minutes in the Weihe, flown by Konrad Schleinzer. In the evening, the VGC's AGM was held amidst tropical heat and humidity, after flying had stopped.

Thursday was similar: 84 launches, but longer flights, three hours 25 minutes being registered for the beautiful Swiss Moswey III flown by Jürg Thomas Weiss. By now, the temperature was nudging the 40s, but

still worse was to come! The longest flight from the winch was Gerhard Rijese and his passenger in the T-21, lasting two hours 32 minutes. They were among the lucky 'cool' guys! Dramatically, the American Champion Scout tow-plane caught fire while being started and, despite all efforts with fire extinguishers, was soon a smouldering skeleton! Fortunately, the tug pilot escaped unscathed.

Thursday also featured the Hungarian national evening, starting with aerobatics by Christoph Zahn in his eye-catching Habicht. Naturally, Hungarian goulash and strudel followed, finishing with music by the band 'E.K.Avenue'.

Fortunately, some night owls were still awake at 3am, as storm-force winds got up – endangering gliders tethered outside. With a tremendous effort by many (one or two in pyjamas!) and the tireless hangar packing ☹️

The Standard Austria S owned by Alexander Gilles benefits from a hot industrial blast, flying a safe distance from nearby steelworks during the VGC International Rally, held in Hungary from 31 July to 10 August (Vincenzo Pedrielli)

**WE HAD
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EXCEEDED 32°C**

HEAT'S ON



(Above left) The beautiful Condor IV (D-4854), with K-6CR D-8032 behind, at the 45th VGC International Rally in Hungary, and (above right) VGC past-president Nick Newton (left) with Hellmut Hirth, son of Wolf Hirth, designer of the Minimoa (Andrew Jarvis)



VGC founder member Graham Saw (left) and chief rally organiser Josef Mezera

SMALL EXTINCT VOLCANOES ARE DOTTED ABOUT FOR ADDED INTEREST – AND SURPRISE THERMALS



Rana barefoot pilot, Ulf Kern, with the unusual Kmotr side-by-side two-seater (Andrew Jarvis)

VGC Rendezvous 2017, Rana

OUR international rallies are always exciting, *writes Andrew Jarvis*. The format is that a small 'Rendezvous' rally is held before the main International Rally. Usually, the venue for the Rendezvous is a 'short' drive from that of the main rally. For 2017, the Rendezvous was held at Rana, in the Czech Republic (24-29 July), while the main International Rally was at Dunaújváros, in nearby Hungary – a mere 680km away! Also, the Rendezvous wasn't small – there were over 60 visiting gliders – itself probably a record. First, a few words about Rana, which is the birthplace of the great tradition of Czech gliding, and the site of many gliding competitions.

It's set in a tranquil area, although the route from Germany skirts huge opencast mines. The plume from a power station a few kilometres north-west serves as a huge windsock. Small extinct volcanoes are dotted about for added interest – and surprise thermals.

By the opening Monday, the trailer line was amazing, with about 50 already lined up. Vintage trailers can be as interesting as the glider inside, often bearing the stickers from past rallies, but sadly, these stickers – like heraldic car bumper stickers – are becoming extinct!

Looking up from the encouraging row of trailers, there were a dozen classic vintage gliders circling lazily under an overcast sky.

Rana is a hill site, but the 'ridge' is not like the Alps, or even the South Downs, and wisely only five gliders are allowed to soar the mile-long ridge at once. Somehow this worked well.

This must be the most intensively soared hill in the world – 41,367 launches were achieved back in 1946! This know-how has never been lost and a feature of the rally was the amazing launch rate. Three Rotax-powered microlight tugs gave us inexpensive launches, with barely time to strap yourself in. The winch was used early in the rally, but when the wind dropped it was all aerotow. The rally proceeded very smoothly through the week, with some rain every day, but flying every day too!

At the Friday briefing, rally organisers Josef and Thomas Mezera, and their incredible team, were thanked by the VGC for 'the best Rendezvous ever'. Happily, the rally was far from over and Friday's soaring was brilliant, continuing into the evening.

At the launch point, the scene was idyllic: the backdrop of the historic Rana Ridge, so many colourful gliders, such happy memories. Many stayed on for a last great day on the Saturday, while others hit the road for the 420-mile drive to Dunaújváros.

✈ team, led by András Karsai, every glider was rescued.

Saturday was the last great day: 80 launches and some magnificent flying! Jürg Weiss clocked four hours 59 minutes in the Moswey; Christian Ueckert flew the Minimoa for 4hrs 47 whilst covering 134km; and a great 4hrs 41 minutes was achieved by Péter Moskovics in his beautifully-restored Slingsby T-21.

On Sunday another storm was forecast, so gliders were de-rigged or hangared. The thunderstorm arrived around 7pm. It was dramatic, but not cataclysmic. The next two days were wet, so participants went exploring. Many visited Budapest, or just chilled out.

On Monday we hoped for good post-frontal flying conditions. Frustratingly, an inversion clamped thermals to 800 metres. Despite, or perhaps because of this, a record 99 launches were made. Star performer was Thomas van de Ven, who managed four hours 38 minutes in his K-6E. Tuesday was similar, and the inversion continued into the final day of the rally, Wednesday, so many people de-rigged and prepared for departure. The evening ended with the traditional closing ceremony and a very enjoyable gala dinner.

The wonderful organisation and superb running of this great meeting was appreciated by everyone. At the closing ceremony, Jan Forster praised the superb work of the organisers, and ceremonial medallions were presented, marking the enduring gliding comradeship which we always associate with our VGC International Rallies.



Peter Ocker stands proudly in front of his Weihe D-15-1406, looking superb after a total restoration (Andrew Jarvis)



A colourful K-6 belonging to Astrid Van Lieshout and (inset) this Rubik R-11b Cimbora replica was built in 1984 (Alexander Gilles)

CONVERSION OF POWER PILOTS

Bob Jones explains why he believes power pilots have special needs that need to be better understood and addressed when they are converting to flying gliders

DO WE understand and meet the needs of power pilots who decide to train as glider pilots? Much work has been done in developing a syllabus of *ab initio* training. Power pilot conversion training is still ad hoc and I believe that needs to be re-examined. This has been bugging me for the past two or three years and I am going to try to explain my concern in this article.

It all started several years ago when there was a rash of gliding accidents, I think five or six, within a few months at my old gliding club the Scottish Gliding Centre at Portmoak. Luckily there were no fatalities, although there could easily have been. For the most part (but not all) seriously substandard airmanship was involved. Airmanship so poor, in fact, that

two pilots were later asked to leave the club following subsequent incidents.

Virtually all the pilots involved were power pilots, who had converted to gliding in the preceding few years.

Recently there was a tragic fatal accident here at my gliding club in Auch, France, where a highly experienced and respected military pilot with many thousands of hours, but relatively inexperienced in gliding, seemingly ran out of height during a circuit. (Accident investigation ongoing.)

It was this latest event that has given me the impetus to put finger to keyboard.

I suppose I could have embarked on a detailed statistical analysis to prove or disprove my concern. I have decided instead to concentrate on possible causal links.

Now I need to say that I mean no disrespect to our motorised brethren. These accidents did not happen because the pilots involved are stupid. Stupid people tend not to become pilots of any kind. On the other hand we are all more than capable of making mistakes, myself included.

There are many similarities between flying a power plane and a glider, but we should not let that give us a false sense of security during conversion training. I have heard instructors say things along the lines of "if you can fly a power plane you can fly a glider". I believe this is dangerously untrue. We all know that new skills, such as rudder aileron coordination and a different type of circuit planning (to name but two), have to be learned. Pilots with previous experience are inevitably going to receive a truncated training programme. Our challenge is that we do not miss something out.

I want to mention here an important concept we will come back to later – primacy. The idea that when things go wrong we tend to go back to the first thing we learned which fits the situation. Primacy is built into the BGA training syllabus. For example in the very first lesson – effects of controls – elevator, we learn that pulling the stick back does not always raise the nose by having a gentle stall

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Photo credit: Tobias Barth Photographie

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demonstrated. The primacy a power pilot has learned and reinforced with experience will be very different from that of a glider pilot.

For the purpose of this article I want to focus on one specific area, height management. There other areas that worry me – but maybe another time.

In powered flight, height is controlled through use of the engine and judged using the altimeter. On the other hand, glider pilots do not control their height and have to react to it. For example reacting to running out of height in the circuit by shortening the glide distance to landing. When soaring we need to monitor our height in relation to our planned landing area, adjusting our location and being ready to consider alternatives. The key to all this is early recognition that a change of plan is needed and making good decisions in plenty of time to act towards a safe outcome. We discourage our students from using the altimeter at or below circuit height relying instead on visual clues. A very different approach to power flying, I am sure you will agree.

One final point here. During training a power pilot will have been exposed to simulated engine failures below circuit height. In a Cessna, for example, with the engine throttled back with an airspeed of about 80kts and a descent rate of around one in 10, things happen very quickly. There isn't much time to do anything other than pick an open space to crash into.

For example, when I was doing my PPL the suggested landing area following a power failure on take-off included the grounds of a factory which manufactured military ordinance and where the ground had been contaminated with explosives (no longer there).

This then, is our power pilot's primacy.

So imagine this. Our retrained power pilot is flying his or her glider. Two or three years after going solo, enough time to revert

to their power flying habits. Local soaring, nice and relaxed. A little complacent and not monitoring their height and distance properly, or caught out by sudden sink, or maybe the altimeter just sticks a little. They don't pick up the visual cues and before they realise it they no longer have the height for a safe return to the airfield. Suddenly and unexpectedly they are low and in a situation that their primacy and experience has taught them to fear. With little time to make decisions and stressed, the pilot is in a difficult situation and an accident is almost inevitable. Sound familiar at all?

So what to do? As instructors we need to satisfy ourselves that our pilot can cope with these situations during training and during subsequent check flights. We do this by:

- Showing pilots how to judge their height without the altimeter by covering the instrument.
- Exposing pilots to running out of height situations during the circuit (with and without the altimeter covered).
- Demonstrating how far the glider can go from, say, 600ft and how much time is available to make decisions.

In order to challenge primacy these exercises need to be done in the same way we would for an *ab initio* pilot, and continued into post-solo and check flights. Repeating the exercises until you are satisfied the pilot can cope and is not over stressed.

In conclusion then: Power pilots are trained well to fly aeroplanes, but have special needs when converting to gliding that need to be understood and addressed. I have focused on one topic, height management, but I suspect there are others. I'm sure that briefings and in flight exercises can remedy these areas. Not all pilots are the same, we need to be alert for gaps in relevant experience and take corrective action and not inflict unnecessary training on everyone.



Bob Jones got his first taste for gliding in 1973 during the summer vacation from university. A two-week course at Lasham in the Derek Piggot days. He was totally hooked, but life got in the way and Bob didn't return to gliding until he started to fly at Portmoak in Scotland in 1979. Bob became an instructor in 1987 and a tug pilot at about the same time.

He started a cadet scheme for young people (14-18) to learn to glide at Portmoak, which still runs today, and also did a stint as CFI.

Bob moved to France in 2009 and started to fly at the gliding club based at Auch airfield (Centre Vélivole d'Auch) where he quickly gained his French brevet. When the EASA licences were introduced and accepted in France, Bob began instructing at Auch and continues to do so, mostly with English speaking pilots. He also flies the tug.

Bob visits Portmoak from time to time, mainly to fly with the cadets at their summer week.



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CLUB VOLUNTEERS

2017 CLUB MANAGEMENT CONFERENCE 11 NOVEMBER

THIS is our favourite event of the year, for people like you who make British gliding possible. The accidental conversations with fellow volunteers are where the value of the day lies. What will you do with the ideas that really grab you? What are you going to put into action over the next few months? If you're grappling with implementation, please do call on the BGA Development Committee, which exists to help you make these ideas a reality.

■ If you are a club member, please do join in and support committee members. Helping them to keep the cockpit a committee-free zone makes a world of difference for many volunteers.

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

DEFINING VOLUNTARY ROLES TO SET AND MANAGE POTENTIAL VOLUNTEERS' EXPECTATIONS IS HELPFUL

DEVELOPMENT News in the last issue of S&G discussed volunteering matters and referred to the Sport & Recreation Alliance (S&RA) sports club survey. Since then, the BGA Development Committee has run a comparable gliding club volunteering survey, giving clubs three weeks during August to respond. This is the first time we have asked for information in this way. Despite the fact that for some clubs answering during August was impractical, 50 per cent of clubs did respond, giving us a statistically reliable insight into the state of volunteering in gliding clubs and a valuable comparison with results to the same questions from sport in general (see the table below).

As expected, a high proportion of gliding club members volunteer compared with sport in general. However, given that in order to get airborne most people need the assistance of several other people, this figure was lower than expected. Is there a type of volunteering activity in gliding which is not consciously visible? Or is it really the case that 45 per cent of club members don't volunteer with anything at all? Delving further into the data, we can see that of the clubs that responded, 5 per cent have a written volunteering strategy and 13 per cent of clubs have someone who manages the volunteers. As discussed in the last issue, defining voluntary roles to set and manage potential volunteers' expectations is helpful.

There is further analysis to carry out, comparing club responses to the volunteer management answers, club size and overall volunteering figures to help us to devise practical resources for clubs. Interestingly, 76 per cent of clubs said they recruit

volunteers from their membership, but 10 per cent stated that they also recruit from outside the club. This compares with 60 per cent and 14 per cent for sport in general. There are some areas where we might think that gliding lags behind sport in general, but this is not necessarily the case.

Another factor is the effect of employing staff on the volunteering model: 46 per cent of clubs employ staff, although taking administration staff out of the equation brings this figure down to 33 per cent; 18 per cent of clubs employ a club manager. Employing staff can make people unsure about whether they should volunteer, so clubs that employ staff need to be especially clear about how club members can join in. This is an area that will benefit from more detailed analysis of the data to understand what the correlation is between the effects of employing staff; active volunteer management; and volunteering activity.

What else does the survey tell us? The survey asked for demographic information to establish an indication about how inclusive clubs are. For instance, looking at the proportion of men to women (for gliding 90:10) we see that we have the same mix as motorsport; the mix for sport as a whole is 70:30; and that the most equal sport of all is the highly physical sport of swimming (52:48). Demographic gaps highlight opportunities for marketing and club recruitment, but need to be backed up with relevant strategic and policy work.

Finally, there were questions about club management which gives us relative information about club capacity, attitudes and potential gaps in BGA support and resources. The results have helped to inform the Club Management Conference agenda, the BGA Executive Committee's strategic work and the work of the Development Committee, all of which should subsequently help the volunteers who run gliding clubs.

I would like to thank all those club volunteers who took time out of a busy August to collate and contribute club figures in a short space of time. We will be publishing a full report in due course.

HEADLINE SURVEY RESULTS SHOWING HOW GLIDING COMPARES WITH SPORT IN GENERAL

Gliding		Sport in general
55%	club members volunteer	17%
76%	clubs recruit volunteers from membership	60%
45%	clubs pay for training and qualifications for their volunteers	46%
82%	clubs encourage and verbally motivate their volunteers	54%
3%	clubs don't do anything in particular to recruit or retain their volunteers	8%

The BGA Team and General Information



Executive Committee

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chairman@gliding.co.uk

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

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Pete Stratten

Airspace

John Williams

Instructing

Colin Sword

Training Standards Manager

Mike Fox
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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/>

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Anticlockwise from top centre:

Portsmouth Naval's Lewis Merry-Taylor de-rigs his K-6E. After entering the Bicester Regionals one month after his 16th birthday, he flew his Gold distance and Diamond goal in this glider – a distance of 325Km. The youngest Diamond in the UK?

With The Wrekin on the horizon, Lilly, an Air Cadet from Solihull squadron, enjoys a first flight in Wrekin's K-13

Following a recent flight at Herefordshire GC by 95-year-old Ida Johnson, 94 year-old Freda (Freddie) Hurlock also signed up for a flight in July. Freddie, who served with the RAF during WW2, was visiting the annual Food and Flying Festival at Shobdon when she decided to go for a flight with Rose Johnson (Les Kaye)

Joel Hallewell gets some weight on the nose of the Fox aerobatic glider at Pocklington (George Morris)

Old and new: Matt Cook and Gordon Macdonald's kids' first glider flights – in a T-21 at Lasham in July. Left to right: Milo 6, Henry 6, George 4 and Fabio 4. T-21 - aged 63! (Matt Cook)

■ 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:
Praying for better weather on the first day of the Dunstable Regionals (Andrew Sampson)

Tornado time at Strubby

Geoff Lloyd achieves his NPPL at 74. On his left is Trent Valley instructor Richard Hannigan, with CFI Rob Parker on right

Burn GC founding members John and Pat Stirk still soaring together after 50 plus years (Russell Walsh)

Stuart and Phil Wray learnt to fly at Crowland. They are now both qualified as RN Merlin pilots. Dad Mark also went solo at Crowland

Oxford's Garry Cuthill and Peter Brooks in their hired yellow Bergfalke III at the VGC Rally in Hungary

James Thomas and Dillon Bennett, Abbey College scholars, achieve solo status at Nene Valley Gliding Club

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



CLUB NEWS

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

A SUCCESSFUL Friends and Family day in June saw us getting an early start and, with the weather staying decent throughout the day, we managed to fly a good number of trial flights. The sausage and bacon butties at the launch point were a great success and the ladies put on a supper in the clubhouse for a record number of people. Thank you to everyone who helped make it such a superb day. We are in the middle of instructor training and many thanks must go to Alan Smith from Hus Bos for coming over to Hinton and giving the courses.

David Sibthorpe

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

CONGRATULATIONS to Susan Brownlie and Tony Barber on completing Silver. Ian and Jess introduced us to the gorgeous Poppy. We held the Inter-Services at Keevil and had a brilliant week. It will be at Keevil next year, too, open to all Silver pilots, not just service personnel. Three of our juniors flew in the Junior Nationals: Matthew Tilling and Sam Arnold in 16, with Simon Foster and Jon Arnold; Matthew Dews in his Astir GEB. Congratulations to Bob Bromwich on winning the two-seater championship at the Wolds.

Alison Arnold

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

IN JULY, we celebrated our 25th Anniversary with a massive Hog Roast, which attracted members old and new. Now we look forward to the next 25 years. We congratulate Tim Fletcher on winning the Club Class Nationals. We are all getting old (Tim excepted) and have two vintage events to report. Firstly, Phil Drake and his partners in crime had fun with their older machines at Aston Down, then the VGC risked a visit to us, where we treated them to what Geoff Pook described as a "cracking weekend". Tenacious Harriet Gamble, who just missed her 5-hours last issue, succeeded gracefully on 2 July, Trevor Harrod completed his Silver distance, while Chris Teasdale soloed. Our Friends and Family day was on 4 August and we anticipate the chance to fly a visiting Perkoz.

Chris Basham

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

AFTER a sterling effort, Dinant Riks – OUGC President and long-standing member – has completed his instructing D-Module at Dunstable and passed his instructing assessment with Pete Stratton. Dinant became a BI earlier this year and has made rapid progress. Our ever-growing cadet group, led by CFI Julian Bane, will shortly hold its challenge week and camp. Congratulations to various members: Francesca Gregory and Ollie Wheeler – Silver badge completion; Fran and John Roberts – second in HusBos Challenge Cup; Owen Walters – second in 15m Nationals; Pete Harvey – second in 18m Nationals and third in Open Class Nationals; Maz Makari won the Gold medal in the 2017 Dan Smith Aerobatic Competition.

Martin Clark

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

THIS has been an 'up and down' year, with good conditions in May and June, but a disappointing end to July. David Findon flew the first 500km flight of the year in early July. Craig Thompson was awarded a Wally Kahn Scholarship and Owen Reynolds was awarded a Caroline Trust Bursary. The 'Midland Spirit Fly In' generated a healthy contribution to our bar profits. Chris Morris has achieved his basic BI, as has Chris Vincent, who was a returning member to our club.

Mike Pope

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

CONGRATULATIONS to Jeff Stillwagon, who is now cleared to fly our Pawnee towplane. Jeff comes to us with vast experience, including flying Hornets from carriers in the US Navy and big Boeings round the world. It's also great to have Don Gosden back flying solo. The SZD Perkoz demonstrator is, as I write, at Talgarth and impressing many with its performance and aero capability. Good northwest wave in mid-July saw many pilots enjoying the views with climbs to FL100... who says you don't get wave in the summer?! We are open seven days a week until late October and offer great fun for visitors with thermal, ridge and wave and... no launch queues.

Robbie Robertson

BOOKER (WYCOMBE AIR PARK)
WWW.BOOKERGLIDING.CO.UK
513642N 0004830W

THE summer expedition to Klippeneck in southern Germany was well subscribed; pilots at all levels enjoyed flying in different conditions. Our regionals were a great success, with Handicapped Distance Tasks set by Richard Crockett and excellent weather forecasting by Nils Wedi enabling everyone to enjoy the indifferent weather. Visiting pilots commented on the convivial atmosphere and good organisation. We have been saddened by the death of Geoff Taberner while flying in the Alps. In losing Geoff the club has lost one of its most skilled and adventurous pilots, an outstanding contributor to the club who was chairman for five years, and someone who had a smile and a good word for all whom he met. We shall miss him very much.

Jane Moore

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

WE SAID goodbye to long-serving K-13 EUC, in which many of us made our first solo flights. We installed a professional wireless network, received new club branding material and kicked off a new website. Instructors worked hard to keep the mid-week operation running in the absence of a professional instructor. A large contingent took part in the Club Class Nationals. Sid's task week got off to a reasonable start, but the weather interfered towards the end. A trio of pilots started BI training, including George, who completed his Silver. The first of this year's cadets, Ben Payne, soloed along with Simon Cooksey, Tom Bungard and Alex. More than 15 gliders flew between 300-500km on 12 July. The Old Flying Club Café continued to gain in popularity.

Greg O'Hagan

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

ANOTHER busy period for the club, despite some poor weather. Our vintage group is up and running again, with a Skylark 2 and a T-31 (soon). We welcomed new junior and senior members, more would be nice. Glide Britain visited us for a day; unfortunately it was a bit damp to fly so they will be back. We had visitors from Bowland Forest and Borders. Our programme of evening groups went very

(Left to right): **Bath, Wilts & N Dorset's** Chris Teasdale is sent solo; **Bicester's** Dinant Riks (left) passed his instructing assessment with Pete Stratten; Tim Macfadyen sent Alex Ruther solo at **Nymphsfield** (Greg.O'Hagen); Simon Grice (left) with BBC *Look North* at Burn (Russell Walsh)



well, with up to 20 flights being made each time. Expeditions to Portmoak and Milfield are on plan for September and October with quite a few members taking part. We will be running a winter membership scheme again for those of you who want a hard runway to use all through the dark months.

Danny Lamb

BURN (BURN)

WWW.BURNGLIDINGCLUB.CO.UK
534445N 0010504W

WE HAD a very successful Glide Britain day on Tuesday 25 July, which is not a normal flying day for us. More than 25 club members came down to support the flying. Many thanks to DCFI Mike Howey, our duty instructor, for flying with our visitors in our Janus C and K-21, and duty pilot Mac, who kept us all organised on the day. The day was complete with a live interview on BBC *Look North* with Jago Roberts and our chairman Matt Ellis. Our new workshop has been erected and is being adapted for our requirements.

Russell Walsh

CAIRNGORM (FESHIEBRIDGE)

WWW.GLIDING.ORG
570613N 0035330W

TEAM Feshie successfully retained the Scottish ICL trophy after a windy weekend at Portmoak. Nick Norman, Mike Morrison and Bill Anderson brought home the bacon for the second year! Back at Feshie, Miles Davies flew his first solo in the Puchacz. There were a couple of weekends in July with good wave above 10,000ft, but otherwise it's been a wet summer with a lot of low cloud. The winch has seen more action in August while the Robin was offline for its annual checks at Aboyne.

Phil Hawkins

CAMBRIDGE (GRANDSDEN LODGE)

WWW.CAMGLIDING.UK
521041N 0000653W

CONGRATULATIONS to Andy Farrell, Darren Robertson, Joanne Brand, Joseph Donalds and Mike Toomey on going solo. On the weekend of 10-11 June, the club hosted the regional Inter-Club League competition and a parallel training weekend for the UK Junior National team. On the Saturday evening the Junior team treated us to an amusing and informative talk on preparations for the World Championships and this was followed by a BBQ and party. Although the weather could have been kinder it was flyable and a

fun weekend for all. We had a very successful Women Glide Day on 25 June and Glide Britain visited the club on 15 July. Our Cloud Rally, a fun event for the whole club, ran from 5-13 August.

Chris Davis

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

WE WERE pleased to welcome BGA coach, Kevin Atkinson, to Aston Down in mid-July for an Aim Higher course. This was followed by our hosting of the Open Class, 20m Class, Standard Class and 15m Nationals and we thank all the club members and partners who helped with the smooth running of the competition. We regret that we were unable to arrange better weather. Sir David Hempleman-Adams visited during the nationals, congratulating founder member Larry Bleaken on his Royal Aero Club Bronze medal, while BGA Chairman, Pete Harvey, presented Richard Carter with his BGA Bronze medal. We raised over £800 for the Wiltshire Air Ambulance during the competition.

Frank Birlison

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

SUMMER has seen our trainee pilots progress well, with Dave Bowns, Oliver Bates and Scott Keenal converting to the K-8. Scott obtained his Silver height on his second solo in the K-8. Congratulations to James Smith on soloing in the K-13, and to Mike Brown on doing a 100km and 5-hours duration, completing his Silver. Also, congratulations to Simon Brown on his 500km from Darlton in the club Discus on 2 July. We had a visit from Dr Mike Epton, a trainee glider pilot from New Zealand, in June. Mike experienced his first winch launch, having done all his training on aerotow; he now has three winch launches in his logbook. He was going to return, but the weather put a stop to that. We wish him every success in his training in New Zealand.

Barry Patterson

DARTMOOR (BRENTOR)
WWW.DARTMOORGLIDING.CO.UK
503517N 0040850W

SUMMER was a mixed affair: weekends of rain and starting work on the new glider workshop and general maintenance, with random weeks of great soaring, including our soaring week

at the start of August. The amount of aircraft on site continues to multiply, with new solo pilots and existing members choosing to base gliders at the site all summer, and in expectation of the easterly winter wave. We welcome visitors when the conditions prevail. The three home-grown instructors are now fully settled in and are doing a great job of sharing the load; training of new pilots is going well.

Richard Roberts

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

JULY was a difficult month: firstly damage to our ASW 19 rudder (a replacement being found in Germany), then Puchacz FYL being destroyed in a landing accident, thankfully the pilot was uninjured. Grateful thanks to Lasham for the long-term hire of a K-13, and to Edensoaring for the loan of a trailer to get it to Aboyne. Thanks also to Allstar PZL, who brought the SZD Perkoz to Aboyne to let us evaluate it as a potential replacement for our Puchacz.

Glen Douglas

DENBIGH (LLEWENI PARC)
WWW.DENBIGHGLIDING.CO.UK
531239N 0032312W

WE'VE been busy upgrading our facilities for visiting pilots. We have acquired a tug, which will be perfect for towing people into wave – we still have our SkyLaunch winch too. We now have a DG-1001M, a high performance self-launching two-seater, which is available to visitors who want some coaching in wave/thermal cross-country/ridge soaring. We have upgraded our sleeping facilities and toilet/shower block. Some great flights from here this year – in particular Bradley Soanes in his ASW 15 climbing to FL195 earlier in the year; he was still going up at 4kts! Please get in touch if you want to come and visit and sample some of our incredible conditions. Open seven days a week, all year round from our tarmac runway.

Chris Gill

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

JOHN Klunder has stepped down as CFI, and we thank him for all his hard work in the role. We welcome Don Mackenzie as our new CFI. Due to weather, the Longest Day had to



(Left to right): Miles Davies (right) sent solo by Cairngorms instructor Ray Hill (Ian Campbell); Sir David congratulates Larry Bleaken, while Pete Harvey presents Richard Carter with Bronze medal at Cotswolds; Air Cadets from Canada visit Fenland; Martin Clark resolos at Herefordshire (Dewi Edwards)



✈️ be postponed, but was eventually held, raising money for the Caroline Trust. The vintage rally was at its best at both ends, a bit wet in the middle. Congratulations to Mike Armstrong for his third place in Competition Enterprise. Our access road repair completion, promised for the end of August, is now expected end of September.

Dave Salmon

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

TASK week was a washout, with only a couple of days flyable, plus we could only winch-launch owing to our tug being out of action, and therefore could not launch on strong crosswind days (and there were plenty of them!). At least with some members camping on site we had a pretty good turnout for our AGM, held in our new clubhouse extension. All existing committee members were re-elected. There was very good news from our treasurer, who told us that our landlord has agreed to extend our lease from three years to 30 years. Thanks went to all who had worked hard around the airfield, and carried out the glider maintenance and certification. We were able to hire a tug for a couple of days, and have managed to clear a backlog of pre-booked air experience flights.

Colin Weyman

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

LIKE most of the UK, the Cumbrian weather of 2017 has not been as good as we expect, but nevertheless some outstanding flights have been achieved by members and visitors. The good spells have seen much more wave activity this year. When the rain has stopped play our improved facilities have allowed classroom training sessions to go ahead. We still need more local members and hope to encourage recruitment with some local shows using our simulator caravan. Over the winter we will be promoting more visiting groups for the 2018 season.

John Castle

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

OUR annual open day was a great success, despite being held up by rain and a member of the public inadvertently

jettisoning a canopy (on the ground after his flight, thankfully!). We had a great turn out, everyone worked very hard and we gained some new members. Our second flying week was largely rained off, but there were some good flights between showers. Congratulations to Callum Hitchins on his Bronze C, to Allen Cherry for his Silver duration and height, and to Jago Roberts for her Silver duration. We have also been following Jago's progress around the country as part of the Glide Britain team. Our summer courses have been a success, with a couple of new members having since joined. Thanks to members who gave up their time to help and to make the students feel welcome.

Cathy Dellar

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

OUR Wings & Wheels weekend in June was well attended; we flew 114 of our neighbours and generated a sizeable donation for the Essex Air Ambulance. Congratulations to George Green for winning Shennington Regionals; Bradley Soanes, our new BI; Les Jordan on solo; and Jake Gazzard, completing Silver. Third round of East Anglian ICL at Rattlesden saw NGC the round winners, but we still hold the lead. Our Grob 103 with Xav Overbury-Tapper, under-age for solo cross-country, and Andy Sanderson snoozing in the back seat completed the 108km novice task in a time that would have scored second place. We welcome Steve Cocks, Mark Horsefield, Daniel Cortez and David Wilde as new members.

Paul Robinson

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

SUMMER holidays got off to a great start with nine International Air Cadets from the exchange programme joining us from Canada. It was their first time winch launching and, needless to say, they thoroughly enjoyed the experience. On the same day, Dale Meacham-Roberts conducted his first solo after a 27-year break with a near textbook launch and landing – well done! After an extended break, the Falke is back in action for experience flights, training and tugging. The reliability of the MT fleet should now be improved with the arrival of replacement truck in July.

Matt Clements

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

OUR membership is growing and we have more people training than we have had for many years. Congratulations to Martin Clark on re-soloing after many years away from gliding. The Shobdon Food and Flying Festival enjoyed good weather and our stand was a great success, making numerous contacts and selling plenty of trial lessons. We were less lucky with the weather for the Glide Britain visit, but they managed to do a bit of flying with us and filmed everything in sight! Our task week also suffered from poor weather, but we flew most days. Welcome to Matt Cook, who has joined from the Mynd to fly as a BI here, as well as there.

Diana King

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

CONGRATULATIONS to Patrick Strachan on going solo. It was gratifying to see that amongst the ground crew for his flight were another three under-16 solo pilots. The Perfo reinforcement has bedded fully into the grass meaning that all gliders, including those with tail skids, can safely take off from the Perfo strip which is on runway 26. Our team competed in round two of the Scottish Inter-Club League and managed to score a few points, so it's still all to play for in the next round. We tend to forget that we own an effective (if scary looking) winch and have resolved to use it more. Any visiting pilot just has to ask.

John Thomson

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

OUR new bookable training programme has worked well, thanks to all involved. We will review the training scheme in the light of the experience of trainees and feedback from members. Our courses have been very well attended and trial lessons remain popular. The summer weather has been mixed, providing some good spells and some more challenging times. We trust our task week provides some good soaring and our club visit to Shenington is also blessed with sun, warmth and thermals. Our hangar and is undergoing some repairs, but we are seeking a long-term solution for this important, but fading facility.

Mike Bowyer

(Left to right): Paparazzi training available at **Strubby** as Katharine York briefs trial lesson student; Argentine Person, 14, solo at **Mendip**; Matthew Ward is sent solo at **Nene Valley**; **Oxford's** Dave Bray after his 500km flight in his Libelle (Paul Smith)



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

GOOD weather brought a flurry of badge claims through June and July: congratulations to Alistair Webb for completing his Silver height and duration, Mike Collins for his 50km to complete his Silver, while Tom Wilson completed his 5-hour towards his Silver. Rob Curry converted onto the K-18 and completed his Cross Country Endorsement, and Adam Furze also converted onto the K-18. Congratulations to Will Jones, who won the Saltby Open Aerobatic competition. Will was competing for the first time so an even greater success, which led to an unfamiliar glider in the skies over Odiham with the FOX aerobatic glider at Odiham for a few weeks while Will continues to practise seeing the world inverted! Air Cadet flying is now in full swing, with visiting cadets attending most days.

Neil Armstrong

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

MANY of our members are in France for the French Chateaux Competition. They have gone, but not without a practice – we had a BBQ at the airfield. It was a beautiful summer evening, with the Lakeland fells looking magnificent across the estuary. Congratulations to Ben Moake on his solo flight.

John Martindale

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

CONGRATULATIONS to Matt Doyle, Steve Kingham and Peter Milligan on their first solo flights, and to Paul Weatherill and Kate Jenkinson on their re-solo flights. At the time of writing, the Dunstable Regionals have got off to a rather damp start, but we are hoping for brighter weather later in the week. We are looking forward to our task week towards the end of August, followed by our annual club expedition to Talgarth later in September. For our winter events season, we have our forthcoming 'clean-up' day, bonfire night, Winter Wednesdays' series of informal seminars and the annual Bronze lecture programme.

Andrew Sampson

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

CONGRATULATIONS to Argentine Person, our first 14-year-old solo pilot. Also to Andy Harryman on completing his tug pilot training. We hosted the Glide Britain tour in July. We all had a very enjoyable day with the K-21, and our good friends at DSGC provided a Pawnee for the day. We are looking forward to seeing the promotional video shot by the GB team. We have attended several local shows and village fetes, organised by Penny, with a glider on display. We will have to wait and see if this results in new members. We continue to offer introductory flights to local ATC squadrons, who really enjoy the experience.

Barry Hogarth

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

WE HAD a busy afternoon at the Welshpool Air Show with a surprisingly large number of genuine enquiries. We were offering a range of training packages designed to appeal to a wide cross-section of potential members. On 24 June, nearly the longest day, we held an open day, advertised as a glider taster day. We flew from 05:30 until 21:36, flying over 80 people, again generating considerable interest. Mynd pilots had successful time at the Husbands Bosworth Regionals, a highlight of which was Mike Witton coming 4th. Shrewsbury School held a gliding camp at the club for some of their members of the RAF section of the CCF, and the Appleby ATC have also enjoyed another visit to the Mynd.

Steven Gunn-Russell

NENE VALLEY (UPWOOD)
WWW.NVGC.ORG.UK
522612N 0000836W

OUR open weekend in June provided us with a steady stream of weekend 'drop in' visitors, some of whom have become firm enquiries for membership. James Thomas and Dillon Bennett, from the gliding scholarship training scheme we operate with Abbey College, Ramsey, achieved solo status. Also Matthew Ward, who started flying after his father decided that it would be a great 15th birthday treat. We saw the return of past member Peter Seymour after a 10-year break. At the Young Pilots Challenge at Bicester in August, we will be represented by James Thomas, Dillon Bennett, Sam Lee and Jake Emms

(grandson of instructor Roger). We have said adieu to Bethany Aston, one of our initial scholars, now working abroad with a travel company. Further scholarship selections take place in September.

David Coker

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

HARVEST is in full swing so it must be summer; the weather though is not so certain. Our pilots have been out and about, clocking up the kilometres. Four of them have been dominant, between them claiming 2,982km in June and 1,726km in July. Clive Wilby completed a 445km task on 5 July in the Stemme. During the same period we have flown groups from school in the daytime and adults in the evenings. Round three of the ICL is now upon us, with a good weather forecast.

Adrian and Barbara Prime

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

CONGRATULATIONS to Rob Rowntree on becoming our newest BI. His services will be much in demand as our club has just purchased (from Nympsfield) a rather nice K-13, which brings our club's fleet up to three two-seater gliders. Trial flight visitors continue to help with finances and two or three have joined. We have a few members knocking on the "solo door". Thanks to hard working members, who have given time to paint our clubhouse and on the repair and maintenance of club aircraft. The authorship of our own inhouse newsletter has been handed from son to father, so thanks to Neil Hughes for many years of entertaining reading and thanks to his Dad, David, for stepping into the breach.

Brian Williams

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

THERE are not many members who have completed their 500km from our home airfield, but we can now add another to the list. Belying its 49 years of age (the Libelle, not the pilot!), Dave Bray completed his 500km in just under 7hrs on 2 July – well done Dave. Further afield, the usual vintage contingent of pilots have made the (even) longer trip to this year's VGC Rally in Hungary



(Left to right): **Peterborough & Spalding's** Sam Downes completes his first solo; 1st and 4th Newbury Guides, plus helpers, enjoy a fun day at **Shalbourne**; **Shenington** Regionals winner George Green (Damien Dyer); Josh Setford goes solo on his 14th birthday at **Parham**



where, despite the heatwave, a good time was had by both Peters, Garry, Oscar and Alex in a hired Bergfalke 3, amongst others. Finally, we welcome our newest member Rowan Thomas Thofna Jackson to the world and the club; congratulations to Rob and Simawan, who are no doubt looking forward to the peace and quiet of the launch point.

Norman G Nome

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

CONGRATULATIONS to Sam Downes on first solo. We held our second and third intensive gliding courses. The RAF Cadet team sponsored Will Chew (18), and Joe Messina and Lewis Nicholls joined us from Peterborough Regional College. The college has increased its support for young pilots, this year offering an annual bursary for a further two trainees. We organised a 'selection day' for six candidates, who all flew an appraisal flight with our instructor Mike Newton. During the course, Joe (16) excelled in his 24 flights and completed the majority of the syllabus. He is now in a pre-solo phase, while Lewis is making similar strides forward. At our annual dinner, Phil Jameson was awarded the CFI's Cup for the second year in succession. Ian Taylor was given the cross-country trophy for an epic flight to Norfolk GC and retrieval of 'Snoopy'.

Tim Beasley

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

WE HAVE seen a great summer so far. The summer BBQ was well attended whilst we all watched Paul and Chris fly their Moths, with Kev following in his Jodel. Alan and Dave did a great job cooking whilst Jenna and Jade did the complex task of organising the event. Well done to Lewis, who completed his Silver at just 16, and me and Dave for our first solos in the mighty T-21. Jamie is currently competing in the Inter-Services so we wish him luck and to all the guys competing in the Bicester Regionals. The juniors are enjoying their exped to Eden.

Lee Allinson

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

CONGRATULATIONS to: Andrew Barr, full Silver; Shashank Pratapa, Silver duration;

Mark Bradford, Bronze; Lindsay McLeod and Glenn Charlton, solo. Another successful cadet week flying, with youngsters aged 12-18. Congratulations to Freddie Bull, Silver duration, Silver height and Cross Country Endorsement, and Andrew Blair, solo. Another cadet Joss Reid, 16, has become a BI. The Walking on Air (WoA) charity offers flying to folk having a wide range of disabilities; including regular visits from the Scottish War Blind's Linburn Centre. Friday 4 August was special – Helen Gray, 101 years of age, flew with WoA. She thought it was lovely and said she would like to do it again. I invited her back next year.

Chris Robinson

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

IT WAS a record breaking day on 8 July, with three solos (Adrian, Bob and Martin); one 5hrs (Selvam); and one 2hr Bronze leg (Alex); two Silver heights (Alex and Selvam); and one Silver distance attempt (John)! Andrew also completed his Silver distance, Charles went solo and Jonty got a Cross Country Endorsement leg, but on different days. Shalbourne played host to a rare Eagle glider (Competition Enterprise), the ATC, a group of former Royal Navy Artificers plus family (organised by Stan) and the 1st and 4th Newbury guides, who were camping nearby. We are hosting a women go gliding day. The hangar has a fantastic new floor and work is proceeding well on the new winch and the control point trailer. Thanks to all who worked on the hangar floor refurbishment.

Claire Willson

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

CONGRATULATIONS to Steve Tilling, who has become a BI. Thank you to outgoing CFI Derek Woodforth, and to Rowan Griffin for taking on the CFI role again. Al Cook has taken over management of our fleet maintenance and has instituted a weekly maintenance night to mobilise extra helpers. Clive and the band have made more improvements to the briefing room, and have carried out further maintenance on the building fabric. Plans continue to replace the showers. The 9th Shenington Regionals went well, with six days of flying. We enjoyed some great evenings, including

a visit from our local distillery, and a fantastic talk by 'Rusty' Waughman, a WW2 Lancaster bomber pilot. This year the regionals were won (by a comfortable margin) by George Green in his Discus T5. Midweek we are busy, with a mixture of courses, club pilots and expeditions from other clubs.

Tessa Whiting

SHROPSHIRE (SLEAP)
WWW.WELSH-WAVE.CO.UK
525002N 0024618W

THE season got off to a great start with our annual dinner. The Bill Mack Trophy was awarded to tug master Nick Peatfield, who announced his retirement this year. His experience, dedication and hard work have been invaluable over the years. Sleaf has welcomed the addition of a Silent 2 electro to its fleet by one of our members. Our two Junior members, Olly Giles and Chris Bowden, entered the Shenington Regionals in the 'Twin Pig', 258. They placed 23rd overall, with the lowest handicapped glider on the field. The lads were awarded the Director's Prize for competition spirit, proving you don't need a fancy glider to have fun.

Oliver Giles

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

JOSH Setford soloed on his 14th birthday, setting a new Southdown record. The reduction of the solo age limit is clearly one factor in our increasing junior membership. Paul Isaacs and Mike Tinkler are now BIs, and James Broderick has soloed. Whilst the druids at Stonehenge exhorted the sun to make an appearance, Southdown had its very own Summer Solstice celebration. At the crack of dawn we launched a vintage T-21 and continued with 80 more flights before sunset. The day ended with an evening of fine food and festive cheer. The sun having shone all day, human sacrifice was deemed to be unnecessary and the CFI departed unscathed.

Peter J Holloway

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

CONGRATULATIONS to Martin Permain on achieving solo status and to 14-year-old Joe White (one of our many keen junior members) on progressing onto our club Astirs. Our Grob Twin 111 will shortly be returning from

(Left to right): Tiego Oliveira (left) sent solo by **Staffordshire's** Ian Carrick; Nic de Gelder is sent solo at **Wolds**; Like Father, like daughter. **Wrekin's** Alun Williams shows daughter Ffion the ropes; **Yorkshire** instructor Kelly Teagle about to flight check returning pilot Nora Vanguenugten



its 10th summer season flying our members in the mountains at Gap. Congratulations to Geoff Williams on achieving (with excellent cooperation from the organisers) his 300km Gold distance during an Assigned Area Task at the Shenington Regionals. An impressive recent demonstration at the club of an Allstar SZD -54-2 Perkoz two-seater has provided many members with experience of aerobatic flying.
Stuart Edinborough

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

IT'S many happy returns to gliding. They just can't keep away! Ken Cutty re-soloed at the age of 76, having first gone solo at Carlton Bank in 1978. Aeromodeller Tony Hill, who soloed with us last year, has returned to full-sized gliders this season. And, after an extended interlude sailing, young Louise Wildblood has rediscovered her gliding skills. Congratulations to cross-country ladder leader Paul Hodgetts for a second 300km of the season. Tiego Oliveira was sent solo by Ian Carrick, and Lewis Halliday achieved his Cross Country Endorsement. After a long lay-off, the Pawnee is fighting fit and back in action with a rebuilt engine.
Malcolm Taylor

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

THE weather has not been the best this summer, but flying and training continues. Several groups of members have trips away to other clubs organised and we hope they all achieve their personal goals. We have several members who have expressed a wish to train to become BIs and wish them well in achieving that standard. The club has a new chairman – at the last meeting I got the honour of being elected – what have I let myself in for?!
Chris Leggett

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

DAVE Bramwell and Gary Newbrook took part in the Shenington Regionals in July flying, respectively, a Janus and Mini Nimbus. A club expedition to Edensoaring is planned for August and some of our newer members are coming along to experience flying at a different site and (hopefully) some ridge flying. We also took a glider to local village

fetes this summer; thanks to Angus, Henry, Olivier and Bob for their efforts in increasing awareness and getting members of the public interested in gliding. A warm welcome to our new solo course members Edward and Malcolm.
Chris Scutt

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

THE first half of 2017 has seen busy times. No fewer than nine new three-month members will hopefully stay with us beyond their initial terms, and we have two new BIs to help us achieve that – well done to Nigel Betteridge and Andy Burton on achieving their ratings. There has been a significant uplift in average flight times achieved from winch launches; a result of introducing the ex-RAFSGA winch acquired from Halton and an extended winch run using the whole airfield length. And finally, Barry Wood continues to make up for lost time since beginning his gliding career not far short of his 70th birthday and now has his Cross Country Endorsement – the Junior trailer is being prepared in anticipation!
Rebecca Hart

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

EAST Riding council has again refused the planning application to build houses adjacent to the threshold of our main runway. It has been a busy couple of months for pilot and instructor development. Congratulations to Nicolaas de Gelder (solo), Lloyd Finlay (resolo, Bronze and Silver legs), Jonathon Richardson (all Silver legs) and Joel Hallewell (Bronze and Cross Country Endorsement and advanced aerobatics flight evaluation). We have hosted a major aerobatics course at all levels from beginner to advanced, organised by Paul Conran. Summer courses have been well subscribed this year and, at the time of writing, we are looking forward to another strong entry list for our 32nd National Two-Seater Competition at the end of August.
George Morris

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

IT'S all change at Wrekin with the departure of club OIC Alan Swan on posting. Alan has been a tremendous club leader. We wish him

well in his new job and look forward to seeing him fly with us at weekends. RAF Charitable Trust bursaries have been awarded to 10 RAF Cosford trainees, who have started their gliding careers with the club, and 'Fly for a Fiver' remains as popular as ever with trainees on evenings after work. Congratulations to Mike Gagg on achieving his NPPL SLMG proving that, at the age of 83, you are never too old. Other achievements include Matt Morrison passing his Bronze exam and conversion to the Astir, and Geoff Catling on achieving both Silver height gain and the Bronze endorsement, nearly 50 years after going solo.
Geoff Catling

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

OUR newer members continue to make good progress – congratulations to Graham King on going solo. It's also nice to see our intermediate pilots expanding their horizons and a number have bought into private syndicates. The club ladder is looking healthy with several 200km+ flights on the board; congratulations to Mike Bond on having moved into a very strong first place. The expedition to Millfield was deemed a success, despite some iffy weather. And finally, after announcing her retirement in my last update, I'm delighted to welcome back Pat White as our newest (old) member of the office staff! Pat has agreed to do one day a week to help out – we knew you couldn't bear to leave us Pat!
Andy Carden

YORKSHIRE (SUTTON BANK)
WWW.YGC.CO.UK
541338N 0011249W

FLYING and launch activity is ahead of last year due to suitable weather, full fleet availability and willing instructors. Will Blackburn is handling our air experience flights and Steve Thompson's Tuesday evening flying training has been a great success. Steve also qualified as a Full Cat instructor and Nora Drury as a BI. Congratulations to them, to Paul Bulmer and Chris Haresnape on first solo and Kelly Teagle and Darren Lodge for Gold height gains. Instructor Kelly also re-soloed returning pilot Nora Vanguenugten, providing a welcome addition to our growing cadre of women pilots.
Ken Arkley



> CLUB FOCUS

EDENSOARING

AT A GLANCE

Membership:

Full: £250pa
Junior: £40pa

Launch type:

Winch only: £10

Club fleet:

2 x K-13, K-8

Instructors/Members:

4/32

Types of lift:

Thermal, ridge, wave, convergence

Operates:

May Bank Holiday to 30 October. Seven days a week

Visitors:

Very welcome.
Daily membership capped £40 a week
Trailer parking capped £20 a week

Contact:

www.edensoaring.co.uk
Tel: 07866 730273

Long and Lat:

544152N 00253506W

EDENSOARING GC has been established since 2008. Following a restructuring in 2012, the current club has developed improved facilities each year of operation and now boasts a clubhouse, office and briefing room, all housed in comfortable Portakabins.

The club was formed to locate a permanent base for soaring over the Eden Valley, on the Northern Pennines and The Lake District. This area gives wonderful opportunities to soar high, explore afar (and fly back home!) because of the different types of lift we find in abundance here. There is the long and complex Pennine ridge for hill-lift, thermals and lee waves. These can give climbs to FL195 above the site and to FL125 over the Lake District itself.

Our site at Skelling Farm, Skirwith, Penrith (CA10 1RL) lies at the foot of the Northern Pennine escarpment, close to Cross Fell, which is the highest point on the Pennines at 2,963ft. Our airfield is two farm fields with the adjoining wall removed. Each field is 450 metres long. We open each year at the beginning of May and continue flying seven days a

week, weather permitting, until the end of October. Members fly at other Northern clubs when Skelling is closed (the ground becomes too soft during winter).

We have been granted CASC (Community Amateur Sports Club) status. Membership is open to all. Any profits are ploughed back into the club to provide equipment and facilities for furthering our aims.

Our two training gliders are K-13s and there's a K-8 single-seater for solo pilots, but we're always looking to expand and improve the range of aircraft we offer. Instruction and supervision is available every day, provided by a group of volunteer instructors gathered from other clubs. Our growing band of local member pilots now has a number of single-seat gliders based on site. Launching is winch only and provided by the reliable SkyLaunch kindly loaned to us by Lleweni Parc.

Visiting groups are very welcome. We are also keen to offer the opportunity of flying to young people – real action and adventure for those who can be dragged away from the computer!

John Castle

1640 €

all inclusive week September-October 2017 *

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the month of September...
in St Auban!*



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Photo: Alastair Mackenzie

TWO PILOTS, TWO GLIDERS - AND HALF A CENTURY BETWEEN THEM



Allen Cherry with his Centrair 201B, Marianne



Jago Roberts-Coyne with her colourful K-6E

ONE Sunday in June, two members of Essex Gliding Club were both celebrating successfully completing five hours of local soaring for their Silver duration, **writes Jago Roberts-Coyne. Allen Cherry, 70 (he insists it is 70 years 'young'!)**

Allen is the treasurer, flying accounts manager and membership secretary of EGC,

a devoted and passionate individual when it comes to the club. He invested in a Centrair 201B 'Marianne' before he even went solo three years ago. Allen still receives some interesting questions when he says that he is "going out with Marianne", which he does as often as he can! Allen has been a member of the club since April 2013, and showed sheer determination throughout his training.

With his Bronze theory and practical exams passed and his Cross Country Endorsement to be completed, Allen attempted his Silver duration in his own glider on Sunday 19 June, and managed to stay airborne for over five hours. He was up against some challenging conditions, which even the most experienced glider pilots found difficult that day. The last 50 minutes were the most difficult, but the tuition he had received – "if it is a ½ knot up, stay with it" proved to be valuable advice. Allen was successful, so congratulations to him.

Jago Roberts-Coyne, 20

I have been a member of Essex Gliding Club since April 2013, where my passion for flying was initially developed. Gliding is where it all started, giving me the incentive to complete my PPL, alongside my hobby of gliding and the reality of working for a living.

Like Allen, I have passed my Bronze theory and practical exams, and will soon be completing my Cross Country Endorsement.

I hope to become a commercial airline pilot in the near future, but for the time being my focus is to prosper in gliding and complete my PPL. I own a lovely little yellow K-6E in which I achieved my Silver duration on the same day as Allen.

■ Jago is the co-presenter in the Glide Britain documentary, which involved a recent tour around a number of clubs in Britain to publicise gliding and all of its perks. <https://m.facebook.com/glidebritain/>



Cutting the cakes: landlord David Stratton (left) and club chairman Mike Thorne



Founder member Ron Lynch entertains with anecdotes, occasionally corrected by wife Joy

Celebrating 25 years at The Park

■ Bath, Wilts & North Dorset Club has celebrated its 25th anniversary of relocating to The Park from Keevil in 1992, **writes Chris Basham**. In July, 120 members and friends old and new attended a hog roast organised by Sue Cutler and too many others to name. Cakes were made by Jan Smith and decorated by Chris Chapell. Our landlord David Stratton and his family attended, the rain held off and Tim Dews treated us to a twilight flying display with pyrotechnics. David and chairman Mike Thorne cut the cakes, and founder member and ex-CFI Ron Lynch treated us to a speech reflecting on his happy memories of early days of the club, only occasionally corrected by his wife, ex-instructor Joy. Toasts were drunk, glasses clinked and animated conversation lasted all evening. We anticipate the renewal of our lease and look forward to another 25 years of The Park.

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BGA accident/incident summaries

AIRCRAFT				PILOT	
Ref	Type	Damage	Date, time	Injury	P1 hours
23	Pegase	substantial	24/02/17, 13:05	none	389
Field landing. After releasing from the aerotow the pilot made out-and-return beats along a nearby ridge. Returning to the airfield after the return beat, the pilot realised that he did not have enough height to reach the airfield so set up an uphill landing into a small field. While rounding out he noticed a wire fence across his path and was able to pull up to fly over it, but the glider then stalled onto uphill slope, damaging the fuselage under the cockpit.					
25	K-8	minor	21/02/17, 13:15	minor	120
Field landing. The pilot was aerotowed to 3,500ft ato between two wave bars slightly upwind of the airfield. After releasing, the pilot realised the gaps were closing and chose to descend through the nearest gap which was overhead the airfield. By the time the glider had descended below the 1,000ft ato cloudbase it was too far downwind to be able to return to the airfield. The pilot headed into wind, selecting landing fields. He chose to land in the third field, but the crosswind approach was in the lee of some trees and the glider landed heavily onto the soft, ploughed surface before tipping forward, denting the nose cone. The pilot fractured a vertebrae.					
28	DG-400	substantial	20/03/17, 15:05	none	929
Crashed onto moorland. The pilot had climbed to 3,000ft asl over a ridge on the east side of the Pennines before heading west to the next (1,400ft asl) ridge about 6nm upwind. Heading into the 20kt+ wind, the pilot encountered severe rotor and sink in the lee of the upwind ridge. He extracted the engine, but then abandoned an engine start due to the turbulence and chose to land straight ahead into a large field. At about 150ft agl the turbulence caused a wing to drop and the pilot was unable to completely level the wings before the glider impacted the ground. The fuselage was broken in two places, a wing was damaged and the canopy broken.					
29	Junior	minor	25/03/17, 16:20	none	4
PIO on landing. The pilot made a slightly fast approach in light wind conditions, using very little airbrake. Despite a smooth initial touchdown the glider bounced into the air. After the second bounce the pilot used more airbrake and the glider landed heavily, scraping the nose on the ground. There was some delamination under the cockpit.					
30	K-21	minor	26/03/17, 16:30	none/none	not reported
Heavy landing. This was the pilot's second flight in a glass glider and after touching down a little fast the glider bounced. The P2 put the airbrakes away and the glider continued to rise. The glider then descended and landed heavily on the mainwheel and bounced again. The P1 took control and the glider landed heavily on the tailwheel and then mainwheel. The tailwheel burst and damaged the wheel rim.					
36	ASW 27	substantial	02/04/17, 15:00	none	1100
Field landing accident. Over a valley in a mountainous area, the pilot set up a circuit into one of the few suitable fields. Finding himself high on approach into the light wind, the pilot elected to close the airbrakes and circle to the right, still with landing flap selected. On completing the circle, the pilot believes the airspeed was below his approach speed and the glider impacted just inside the field before groundlooping, breaking the tailboom and damaging a wing and the tailplane.					
37	Puchacz	substantial	05/04/17, 17:15	none/none	1,000+
Heavy landing damaged the undercarriage. On his previous two flights, the P2 had rounded out too high and allowed the speed to decay, requiring the P1 to take control to complete a safe landing. On this third flight the P2's roundout was too late/insufficient and the glider was flown firmly onto the ground.					
38	DG-1000	substantial	13/03/17, 15:20	none/none	5516
Wheel retracted on landing. The handling P1 confirmed that the undercarriage lever was in the down and locked position before landing and it was still there after the landing. A drive bracket in the undercarriage mechanism had failed.					
41	SZD 55	destroyed	08/04/17, pm	fatal	--
AAIB investigation.					
44	Twin Astir	minor	13/04/17, 12:30	none/none	606
Undercarriage collapsed towards the end of the landing ground run. On the first flight the wheel was retracted and then lowered for landing. On the second and this, the third flight, the wheel was left down. The P2 visually confirmed that the lever was in the down position as part of the pre-landing checks, but neither pilot manually checked the lever. A subsequent engineering examination found no fault in the mechanism.					

Incidents

19	LS 4	-	21/01/17, 15:40	-	-1500
Pilot walked in front of glider on approach. The pilot was carrying a parachute, batteries and other kit back to the clubhouse from the launchpoint and had scanned the approach before crossing the landing area, but did not continue scanning while crossing. He heard the glider approaching and was able to throw himself to the ground as the glider missed him by a few feet. The glider pilot was landing at the end of a soaring flight and flew into cloud shadow during the downwind leg and suggests that his eyesight may not have adjusted from being in bright sunlight. He also reports that he did not adjust the seat back in the club glider and may have been sitting too low to give a good view over the nose.					

BGA accident/incident summaries *continued*

AIRCRAFT Ref	Type	Damage	Date, time	PILOT Injury	P1 hours
20	Mosquito	-	05/02/17, 12:15	-	-
Glider unable to release from aerotow. While returning to the airfield and descending, a bow developed in the rope and shortly afterwards the pilot was able to release. The release had only performed half of the manufacturer's recommended release cycles, but some wear was found on the hook face so the release was replaced.					
21	Discus	-	16/02/17, 16:30	-	-
Battery came loose during flight. The pilot who did the DI reports putting both securing bungees over the battery, the pilot who put the glider away reported only finding one battery in the compartment. The second battery was later found dangling within the rear fuselage attached to the battery cable.					
22	Apis	substantial	08/02/17, 13:00	minor	-
Glider fuselage came off belly dolly during engine ground run. After performing some maintenance, the owner decided to start the engine to see if it would now work. He reports that they had run the engine with the fuselage in the belly dolly on previous occasions without incident and that he had seen the previous owners do a full power engine run with the fuselage in the dolly so he felt that it would be safe to start the engine at low revs. After several unsuccessful attempts to start the engine the owner pressed the start button one last time, the engine started, but at much higher revs than expected. The tail lifted, the fuselage then moved forward and tipped over. The owner was struck on the back by the propeller and then trapped under the fuselage, but was able to turn the engine off. He suffered severe bruising and some cuts to his back. The glider propeller, canopy, tailplane and probably the engine were damaged.					
24	K-21	-	04/02/17, 15:00	-	1173
Loose ballast weight found in front cockpit during aerobatic flight. The report suggests that the 1kg weight (comprising part of an up to 5kg ballast stack) had been left behind when the other weights and securing bolt were removed. The disabled pilot modification with its extended seat pan would have hidden the weight from a visual scan of the mounting area.					
26	K-8	-	11/03/17, 11:35	-	123
Aileron control obstruction. The glider entered cloud at about 800ft agl during the winch launch. The pilot released, lowered the nose and opened the airbrakes after which he heard a loud bang from behind him. Once clear of cloud, the pilot tested the controls and was unable to apply any right aileron. The pilot flew a cautious left hand circuit using the rudder to level the wings on final approach. After landing, it was found that the battery had not been secured in the battery holder and had fallen onto the floor of the fuselage next to the aileron control rod.					
27	ASH 25	none	15/03/17, 16:15	-	-
The pilot flying in the front seat intended to close the air vent, but instead operated the canopy jettison. He held on to the canopy until the glider landed.					
31	Puchacz	-	28/03/17, 13:00	-	-
Weak links broke at the tug end of the rope at 1,500ft agl during a turbulent, wave rotor affected aerotow. The glider P1, also an experienced winch launch pilot, automatically pulled the glider release as part of his launch failure recovery actions and the rope was lost onto farmland.					
32	Stemme	minor	30/03/17, 15:45	-	-
Car driving round the airfield taxiway struck the wingtip of the parked Stemme, damaging the wing and aileron.					
33	Grob Acro	destroyed	30/03/17, 10:45	-	-
Glider destroyed by fire. Due to the strong wind, the airbrakes were deployed while the glider was being towed behind a car to the launchpoint. Despite checking that the wheelbrake was not also engaged, the tow driver smelt smoke and saw flames coming from the wheelbox. Club members were unable to put out the fire using fire extinguishers and by the time the fire brigade arrived the fire had engulfed the fuselage and spread to the wings.					
34	DR 400	none	01/04/17, -	minor	-
Engine started despite the ignition being turned off. The tow pilot was having trouble starting the tug engine and another experienced club member offered to pull the propeller through a few compressions to clear any over-priming. The ignition was switched off and the key removed, but after pulling through a few blades the engine fired and the propeller struck the member's hand, causing some bleeding. Subsequent power checks revealed one magneto was always live.					
35	Nimbus 2	substantial	02/04/17, 12:30	-	-
New member towing out his 20m-wingspan glider for the first time at the club was unsure of the correct route to the launchpoint. While assessing the options the pilot allowed the tow car to get too close to the airfield perimeter, a wingtip caught in a hedge, breaking the towbar and swinging the other wing round until it hit the tow car, damaging the outer wing panel and both ailerons.					
39	LS7	minor	07/04/17, 15:00	-	-
Minor damage to rudder trailing edge. The pilot reversed the tow car into the rudder while preparing to tow to the launchpoint.					

continued overleaf

BGA accident/incident summaries *continued*

AIRCRAFT

Ref	Type	Damage	Date, time	PILOT Injury	P1 hours
40	K-13	-	08/04/17, 16:05	-	-
While moving the glider in the launch queue a loud 'clunk' was heard, a field investigation appeared to find a crack in a tailplane mounting bracket. An engineering investigation, including several dye penetrant and other tests, could not find a crack so both brackets were refitted.					
42	not reported	minor	09/04/17, 15:45	-	-
Aerotow rope struck a parked glider, damaging the trailing edge and wing underside. The tug pilot intended to overfly the launchpoint and land long for fuel, but omitted to look in the mirror to check that the aerotow rope had been retracted. A recently landed glider had blocked the normal landing area that would have enabled the tug to avoid overflying the launch queues.					
43	DG-500	none	06/04/17, 16:30	-	2,500
Wheel up landing onto grass. The pilot had climbed away from the circuit a couple of times, raising the undercarriage as he did so. On his final circuit the pilot thought that the undercarriage was down and neglected to lower the wheel.					
45	K-21	-	10/10/16, am	-	-
46	K-21	-	26/03/17, 14:00	-	-
Club reports two separate incidents of parachute strap ends becoming caught in the seat pan, preventing the pilot from getting out. The folded and stitched ends of the straps had fallen into slots in the seat pan through which the harness straps were secured to the glider.					
47	LS7	none	26/03/17, 14:00	none	-
Airbrakes came open during a winch launch and stayed out for most of the launch. After a short soaring flight the pilot then landed with the wheel up onto the grass landing area.					
48	K-21	substantial	05/04/17, 10:20	-	-
Aerotow rope struck glider in launch queue. The club has a marked edge to the tug approach and landing area, but the glider launch queue had been set up too close to the edge; the raised wing of the damaged glider encroached into the tug strip by about 2m. The tug pilot was also mindful of gliders coming from the hangar the other side of the tug approach area and thought that he had left sufficient clearance from the parked gliders. The rope cut through the glider's port aileron and dented the underside of the wing.					

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.

MARKETING OFFICER

The British Gliding Association is looking for the right person to coordinate and develop our marketing activity with a key aim of increasing participation in gliding.

This is a flexible, 20 hours per week, home based opportunity. Occasional weekend involvement will be required. Key responsibilities include;

- Coordinate BGA marketing and social media campaigns, including engagement with BGA member clubs
- Create dynamic, fresh, online content and other promotional resources that encourage engagement and increase audience presence on BGA websites and social media
- Identify trends in social media usage to drive engagement and growth
- Maintain a consistent corporate identity in all areas of marketing and promotional activity
- Provide clearly defined messages to several audiences and stakeholders

The right person ideally has relevant marketing and social media experience, is engaging and self-driven, has knowledge of the sport of gliding, and holds a full driving licence.

We offer a pro-rata salary of up to £25,000 depending on experience.

Please submit an application including CV in confidence to Pete Stratten, BGA, 8 Merus Court, Meridian Business Park, Leicester, LE19 1RJ. Closing date 30th November 2017



GREEN LIGHT FOR LAUNCH SAFETY

Paul Kerman's traffic light solution aims to prevent potential runway incursions at Lincolnshire GC

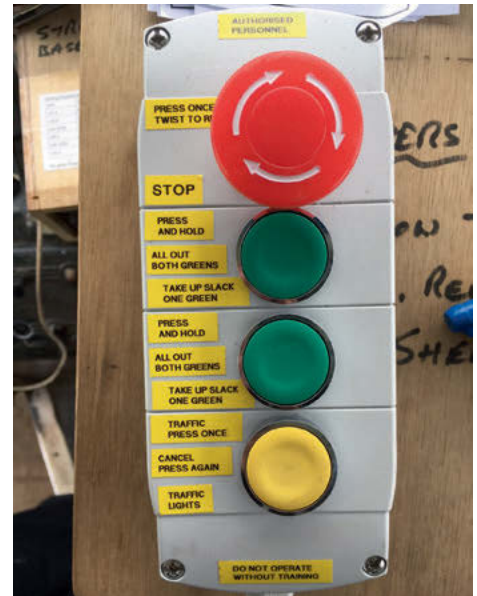
AT LINCOLNSHIRE Gliding Club we share access to our airfield with a number of other users, principally a model flying club. This means that there is the potential for runway incursions during take-off, launch failure and landing. At times we have to stop launches and send a driver down to the intersection to move cars to a safer area. We have long wished for a way to control vehicles remotely, which is why I invented a new launch control system that triggers traffic lights and controls signalling to the winch driver.

My background is in computer science and electronics, so I devised a project to develop control software and robust hardware for the harsh environment of a gliding club. For those in the know, it's based on an AVR micro-controller and an 868MHz LoRa IoT module. For those baffled by technical details, there's a wireless connection between the traffic lights, a remote monitor in the winch, and the launch controller. The traffic lights can be put on in advance of a launch, or will come on when the "take up slack" signal is issued. The lights remain on for a time after "all out" in case of launch failure or the cable dropping across the runway.

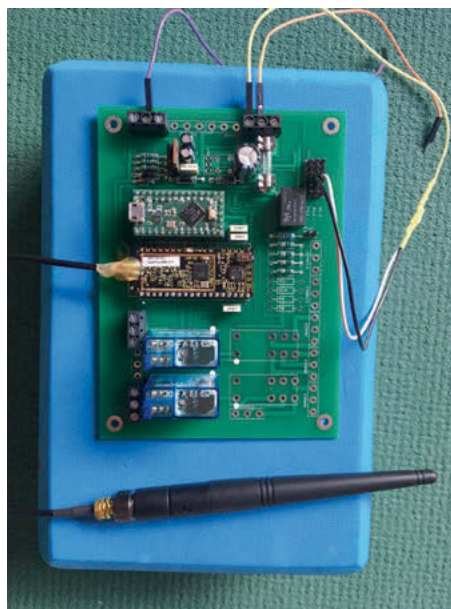
Phase two is to add in a set of lights at a second intersection, and ultimately to integrate it with a pilot and glider logging system. Other gliding sites facing similar concerns about traffic crossing their runway or interfering with launches can contact me for more information. The only requirement is line of sight between the devices, with a range of up to 10 miles!



Traffic lights connect to winch and launch point



The button box at launch point



The circuit board



Winch driver's remote monitor

■ **THE BGA COMMENTS:** Anyone using a helpful light system like this is advised to ensure that they also use adequate signage that, as well as ensuring drivers understand the hazard, also explains what the light signals mean. The launching team must continue to carefully check for potential hazards before commencing a launch.

BGA BADGES

No.	Pilot	Club (place of flight)	Date
FAI 750k Diploma			
115	David Sanders	Southdown	18/04/2017
Diamond Badge			
819	Anthony Spirling	SGU	11/04/2017
820	Paul Ruskin	Cambridge	02/07/2017
Diamond Distance			
1-1255	Anthony Spirling	SGU	05/04/2017
1-1256	David Bray	Oxford	02/07/2017
1-1257	Paul Ruskin	Cambridge	02/07/2017
1-1258	Simon Brown	Darlington	02/07/2017
Diamond Goal			
2-2563	William Fuller	SGU	07/06/2017
2-2564	Graham Stanford	Staffordshire	07/07/2017
2-2565	Jonathan Hunt	Oxford	18/06/2017
2-2566	Adrian Lake	Chiltern	26/06/2017
2-2567	Paul Field	Booker (Halton)	02/07/2017
2-2568	Robert Tatlow	Darlington	08/07/2017
Diamond Height			
3-1811	Anthony Spirling	SGU	11/04/2017
Gold Badge			
	Graham Stanford	Staffordshire	07/07/2017
	Jonathan Hunt	Oxford	18/06/2017
	Kelly Teagle	Yorkshire	25/06/2017
	Darren Lodge	Yorkshire	02/07/2017
	Simon Brown	Darlington	02/07/2017
Gold Distance			
	Jon Lomas	Bannerdown	03/06/2017
	Graham Stanford	Staffordshire	07/07/2017
	Jonathan Hunt	Oxford	18/06/2017
	Paul Field	Booker	02/07/2017
	Robert Tatlow	Darlington	08/07/2017
	Geoffrey Williams	South Wales	05/07/2017
	Simon Brown	Darlington	02/07/2017
	Andrew Neofytou	Lasham	18/04/2017
Gold Height			
	Dylan Bodrell	Deeside	19/03/2017
	Kelly Teagle	Yorkshire	25/06/2017
	Darren Lodge	Yorkshire	02/07/2017
Silver Badge			
	Josh Milner	Darlington	20/05/2017
	Harry Cooper	Lasham	01/06/2017
	Martyn Cobham	Darlington	31/05/2017
	Andrew Barr	Edinburgh Uni	07/06/2017
	Mark Blades	York	18/05/2017
	Gary Western	Rattlesden	03/06/2017
	Colin Ashman	Rattlesden	04/06/2017
	Kristoffer Ahlner	Essex & Suffolk	03/06/2017
	Michael Kingsley	Midland	18/04/2017
	Sophie Curio	Lasham	03/06/2017
	Toby Freeland	Channel	03/06/2017
	Michael Collins	Kestrel	07/06/2017

JIM LYELL (1960-2017)



the same stamping ground that was familiar to Jim Clark of Formula One fame.

As an undergraduate studying physics at Heriot-Watt University, he joined the university gliding club and learnt to fly at Portmoak. His first recorded flight was in a T-21 with Peter Yule in 1978. Jim regularly headed up to Kinross on his motorbike, eager to discover if the Bishop 'was working' that day, and 86 flights later he took his first solo in a K-8. Another site that he regularly visited at that time was Millfield.

In the early eighties, Jim spent many weekends flying different glider types at various UK gliding clubs. The Oly 2B was a favourite, and Connel was an often-frequented site. However, in 1984 he moved south to work at British Aerospace, and that was when he joined Lasham.

By 1986 Jim had acquired a share in an Oly 460 and was working his way through the then Surrey and Hants fleet. He spent many an hour fixing things, and was often seen 'fettling' in the vintage glider workshop. He was well known for welcoming newcomers, as well as for keeping in touch with gliding colleagues in Scotland. His friendly disposition and enthusiasm was infectious.

In 1990, whilst on holiday in California, Jim took the opportunity to work on his power flying. On his return to the UK he gained his PPL, two years later joining the Lasham tugging roster. There he remained, and was a regular tug pilot at weekends and for the Tuesday Evening Air Experience Group.

Jim met his wife, Sara, at Lasham and one of their first projects was to respray their Oly canary yellow. It was a stunning job, and was a colourful sight on the airfield for a year - until the glider type was grounded.

Jim enjoyed flying wooden gliders, and was one of many pilots in a T-21 syndicate. One memorable dual flight in 1993 was

flying the T-21 from Lasham to Didcot and back (100km) in three and a half hours.

With the Oly grounded, Jim bought a share in an ASW 20 and went on expeditions in the UK and abroad. One of his most memorable flights was on such a trip when, in 1996, he flew with Jacques Noel at Gap. It was the last day of a busy week, a mistral was blowing, and most people did not fly. Jim and Jacques took a launch, hopped from ridge to ridge, often in very turbulent conditions, and finally got into wave and climbed to 10,000ft.

With the arrival of Jim and Sara's daughters, time for gliding became more restricted and in 2001 Jim bought a share in a Stemme. He was a generous man and countless people recall the times when they were taken for a flight in 'the machine with the iron thermal'. Latterly Jim returned to single-seat flying in a turbo Ventus, covering many hundreds of cross-country kilometres each season.

Both of Jim's daughters joined the Lasham Cadet Scheme and Alex and Suzie regularly attended the Saturday group. Suzie went solo at the age of 14 and subsequently attended several national junior events.

It is hard to believe that such an energetic, well-liked, respected and integral part of the Lasham gliding scene is no longer with us.

Jim died suddenly on 20 May at his home. He will be missed terribly by his wife Sara, and his two daughters Alex and Suzie.

Nan Appleyard, Lasham GS

JAMES VICTOR GINN (1921-2017)



IT IS with sadness that I write to inform you of the death of my father James Victor Ginn (Vic Ginn). These are my recollections of his life - apologies for any inaccuracies.

He was born in Luton. There he served an apprenticeship on wooden aircraft at the Percival Aircraft Company at Luton airport.

He joined the RAF and was posted to Lubeck in Germany at the end of the war. There he was taught to fly gliders by an officer of the German air force using a Dagling/Zogling basic trainer.

On his return to UK he moved to

Eastbourne and joined the Southdown Gliding Club at Friston near Eastbourne. His logbook records my first flight there in a T-21 at the age of four and a half. He told me of a flight in a Scud where for a while he unintentionally dropped below the clifftop while soaring, but managed to avoid landing on the beach or in the sea!

In 1950 we moved to Luton, where he worked with Hunting Percival Aircraft Company as a draughtsman. Some of his work was on the Jet Provost aircraft.

He joined the London Gliding Club and in 1953 he began designing and building the Kestrel glider. He had involvements there with the Scud, Gull and Slingsby Sky gliders. From then on he spent much of his spare time maintaining and repairing gliders. Some of the repairs were drastic – broken wings and fuselages. At one time he bought an Olympia, which was an insurance write-off, rebuilt it back to an airworthy condition and sold it on. He replaced the cockpit area using a ply/balsa sandwich as used on the Mosquito aircraft.

By 1966, when he emigrated to South Africa, he had become an inspector, then senior inspector of the BGA.

Shortly after arriving in South Africa he moved to Rhodesia and joined the local gliding club. There he did another extensive repair. He also worked for the railways and, during UDI, worked maintaining Canberra reconnaissance aircraft. He later moved to Botswana where he worked in DeBeer's diamond mines as a draughtsman.

My father returned to the UK infrequently until a few years ago, when he had a heart pacemaker fitted, but was generally in good health and remained quite active, even doing small DIY jobs around his apartment until early this year.

He passed away on 10 August 2017 after a short illness.

Stephen Ginn, older brother of Barbara and Christine



The Ginn-Lesniak Kestrel built by London GC members Vic Ginn and Lesniak

BGA BADGES

No. Pilot Club (place of flight) Date
Silver Badge continued

Richard Watson	Wolds	03/06/2017
Anthony Barber	Bannerdown	18/06/2017
Steven Payne	Darlington	31/05/2017
Kristina Samuels	Trent Valley	03/06/2017
Anthony Wysocki	Seahawk	16/06/2017
David John	Lasham	14/06/2017
John Wells	Essex & Suffolk	02/07/2017
Lewis Merry-Taylor	Portsmouth	08/07/2017

Jacob Matthews	Seahawk	02/07/2017
Peter Zochling	Wolds	02/07/2017
Szymon Bartus	Lasham	02/07/2017
Ladislav Prokop	Upward Bound Trust	14/05/2017

Andrew Fletcher	Chiltern	05/07/2017
Jonathon Richardson	Wolds	12/07/2017
Michael Brown	Darlington	08/07/2017
Keith Jarrett	Lasham	24/05/2017
Andrew Peacock	Shalbourne	02/07/2017
Christopher Short	Black Mountains	18/06/2017
Ollie Sleigh	Cambridge	31/07/2017
Jonathan Jones	Darlington	10/08/2017
Juergen Schaper	Darlington	14/05/2017

Silver Distance

Allan Powell	Dorset (Husbands Bosworth)	18/05/2017
Josh Milner	Darlington	20/05/2017
Ian Sullivan	Kent	25/04/2017
Harry Cooper	Lasham	01/06/2017
Paul Holahan	London	14/05/2017
Andrew Bennett	Welland	21/05/2017
Martyn Cobham	Darlington	31/05/2017
Susan Brownlie	Bannerdown	03/06/2017
Mark Blades	York	18/05/2017
Gary Western	Rattlesden	03/06/2017
Colin Ashman	Rattlesden	04/06/2017
Kristoffer Ahlner	Essex & Suffolk	03/06/2017
Iain Hayward	Lasham	19/04/2017
Sophie Curio	Lasham	03/06/2017
Toby Freeland	Channel (Lasham)	03/06/2017

Michael Collins	Kestrel	07/06/2017
Steven Payne	Darlington	31/05/2017
Kristina Samuels	Trent Valley	14/04/2017
Anthony Wysocki	Seahawk (The Mynd)	16/06/2017

David John	Lasham	10/05/2017
Trevor Harrod	Bath, Wilts & N Dorset	03/06/2017

David Brown	Midland	02/07/2017
Lewis Merry-Taylor	Portsmouth Naval	08/07/2017

Jacob Matthews	Black Mountains	02/07/2017
	Devon & Somerset/Seahawk	

Szymon Bartus	Lasham	03/06/2017
Hakan Gokalp	Lasham (Klippeneck, Germany)	21/06/2017

Jörn Schuster	Bath, Wilts & N Dorset	02/07/2017
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Ladislav Prokop	Upward Bound Trust	14/05/2017
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Silver Distance continued

David Wilson	Cambridge	12/07/2017
Jonathon Richardson	Wolds	12/07/2017
Robert Shepherd	Midland	12/07/2017
Jonathan Hill	Surrey Hills	25/04/2017
Michael Brown	Darlington	08/07/2017
Andrew Peacock	Shalbourne	02/07/2017
Christopher Short	Black Mountains	18/06/2017
Ollie Sleigh	Cambridge	21/05/2017

Silver Duration

Dylan Bodrell	Deeside	20/06/2017
Paul Newman	Cambridge	01/06/2017
Andrew Barr	Edinburgh Uni	07/06/2017
William Wood	Welland	03/06/2017
Kristoffer Ahlner	Essex & Suffolk	15/04/2017
Shashank Pratapa	SGU	07/06/2017
Michael Kingsley	Midland	18/04/2017
Sophie Curio	Lasham	03/06/2017
Philip Jameson	Peterborough & Spalding	18/06/2017

Mark Pritchard	Bicester	14/07/2017
Richard Watson	Wolds (Lasham)	03/06/2017
Anthony Barber	Bannerdown	18/06/2017
Jago Roberts-Coyne	Essex	18/06/2017
Allen Cherry	Essex	18/06/2017
Anthony Wysocki	Seahawk (The Mynd)	15/06/2017

Andrew McCrorie	Lasham	13/06/2017
David John	Lasham	14/06/2017
John Wells	Essex & Suffolk	02/07/2017
Stephen Jones	Essex & Suffolk	02/07/2017
Alistair Webb	Fulmar	08/07/2017
Alistair Webb	Kestrel	08/07/2017
Peter Zochling	Wolds	02/07/2017
Szymon Bartus	Lasham	02/07/2017
Andrew Fletcher	Chiltern (Falaise, France)	05/07/2017

Thomas Fern	Bicester	05/07/2017
Jonathon Richardson	Wolds	02/07/2017
Harriet Gamble	Bath, Wilts & N Dorset	02/07/2017

Keith Jarrett	Lasham	24/05/2017
Christopher Short	Black Mountains	15/04/2017
Selvam Mudaliar	Shalbourne	08/07/2017
Ollie Sleigh	Cambridge	31/07/2017
Jonathan Jones	Darlington (Saltby)	10/08/2017

Silver Height

Jonathan Jones	Darlington (Tibenham)	14/05/2017
Ian Sullivan	Kent	25/04/2017
Ian Sullivan	Yorkshire (Challock)	25/04/2017

Neil Alcorn	Cambridge	01/06/2017
Kristoffer Ahlner	Essex & Suffolk	03/06/2017
Steven Scothern	Burn	03/06/2017
Robert Curry	Kestrel	23/04/2017
Dylan Bodrell	Deeside	19/03/2017
Sophie Curio	Lasham	03/06/2017
Philip Jameson	Peterborough & Spalding	18/06/2017

Mark Pritchard	Bicester	14/07/2017
Allan Powell	Dorset	18/06/2017
Kristina Samuels	Trent Valley	03/06/2017

continued on page 71

STAY ON TOP OF MAINTENANCE

BGA CEO Pete Stratten highlights good practices for maintaining your pride and joy



Access to a dry and well-lit workshop is ideal

IT'S A FALSE AND DANGEROUS ASSUMPTION THAT LIGHTER TOUCH MEANS THAT NORMALLY EMPLOYED MAINTENANCE STANDARDS CAN BE RELAXED OR EVEN IGNORED

AIRCRAFT owners are responsible for the airworthiness and maintenance of their aircraft. An airworthy aircraft is one that conforms to the appropriate legal and technical requirements for safe flight. One of those requirements is maintenance, which is of course defined as inspection, servicing, repair, replacement and rectification. This article aims to remind owners of their obligations and to highlight good practices that can help to ensure that their pride and joy is safely available when it's needed.

The operation of EASA aircraft along with non-EASA aircraft has introduced EASA airworthiness requirements alongside continued use of lighter-touch systems for non-EASA aircraft. As a consequence, the BGA airworthiness system has adapted to meet the needs of both EASA and non-EASA aircraft owners. The LAA Permit system takes care of a number of non-EASA tug aircraft.

The non-EASA requirements allow more freedom for such things as getting modifications and spare parts, freedom over maintenance scheduling and, usually, lower costs in terms

of oversight. However, it's a false and dangerous assumption that lighter touch means that normally employed maintenance standards can be relaxed or even ignored. The need to follow the technical guidance and instructions supplied by the aircraft type certificate holder or equivalent, use of a maintenance programme, prompt replacement of worn or damaged parts, maintaining the required documentation, and using correctly experienced and qualified people to certify maintenance are all key requirements for both EASA and non-EASA aircraft. Having a locally documented process in place to achieve all of the above is

important where club owned or large group owned aircraft are involved.

Where they own, or jointly own, the aircraft, licensed pilots are permitted to carry out limited pilot/owner maintenance. A pilot licence for BGA purposes is defined as Bronze Endorsement or a CAA-issued pilot licence. For club or group-owned aircraft, the person performing pilot owner maintenance must be a voting member of, and appointed by, the club or group. Clubs should assess competence and maintain a register of pilots who are authorised to perform pilot owner maintenance on club aircraft. Please refer to AMP2.1 (<https://members.gliding.co.uk/airworthiness-2/airworthiness-and-maintenance-procedures>). If unsure, guidance should be sought from the club technical officer or a qualified inspector.

Band of heroes

We must always keep in mind our vitally important BGA inspectors. Without this band of heroes, there's little doubt we would struggle to keep our aircraft airworthy. It is up to individual owners to consider, based on the available information, what service is required and to make their own arrangements with inspectors, whether commercial or otherwise.

Finally, making sure annual or other maintenance is completed in a timely fashion, keeping the paperwork in shape, and nurturing the aircraft, including carrying out cleaning and good quality preventative maintenance throughout the year will help any owner ensure that their aircraft remains airworthy and available to fly when the sun shines. Like in so many aspects of our sport, a bit of organisation, planning and effort can pay dividends with aircraft maintenance.

■ A summary of the BGA airworthiness requirements is on the BGA website under Laws and Rules at <https://members.gliding.co.uk/laws-rules/>

■ For details, please see <https://members.gliding.co.uk/airworthiness-2/>

BGA BADGES

No. Pilot Club (place of flight) Date

Silver Height continued

Allen Cherry	Essex	18/06/2017
Geoffrey Dailey	Midland	12/06/2017
Anthony Wysocki	Seahawk	12/06/2017
	(The Mynd)	
Roger Smith	Cotswold	19/06/2017
Michael Toomey	Cambridge	26/06/2017
Samuel Law	Bicester	08/07/2017
Martin Laver	Lasham	26/06/2017
Alistair Webb	Fulmar/Kestrel	08/07/2017
Hakan Gokalp	Lasham	21/06/2017
	(Klippeneck, Germany)	
Andrew Fletcher	Chiltern	21/06/2017
Jay Derrett	Cambridge	18/06/2017
Thomas Fern	Bicester	18/04/2017
Wenshu Xu	Cambridge	08/07/2017
David Wilson	Cambridge	12/07/2017
Jonathon Richardson	Wolds	26/06/2017
Jonathan Hill	Surrey Hills	25/04/2017
Selvam Mudaliar	Shalbourne	08/07/2017
Jonathan Linger	Cambridge	18/06/2017
Ollie Sleigh	Cambridge	15/04/2017
Scott Keenan	Darlington	09/07/2017
Heribert Hombach	Bidford	08/07/2017
Michal Cenzartowicz	Cranwell	13/04/2017
	(Portmoak)	

100k Diploma Part 1

Kristoffer Ahlner	Essex & Suffolk	03/06/2017
Russell King	Surrey Hills	02/05/2017
	(Shobdon)	
Adrian Loening	Borders	03/06/2017
Kristina Samuels	Trent Valley	23/04/2017
David Brown	Midland	02/07/2017
Jörn Schuster	Bath, Wilts & N Dorset	02/07/2017
Robert Shepherd	Midland	12/07/2017
Michael Brown	Darlington	08/07/2017
Walter Hall	Trent Valley	22/07/2017
Ollie Sleigh	Cambridge	17/04/2017

100k Diploma Part 2

Kristoffer Ahlner	Essex & Suffolk	03/06/2017
Adrian Loening	Borders	03/06/2017
Ollie Sleigh	Cambridge	17/04/2017

Cross Country Endorsement

Sophie Curio	Lasham	17/10/2016
Philip Jameson	Peterborough & Spalding	18/06/2017
Robin Tye	Cambridge	21/06/2017
Timothy Brunskill	Midland	23/06/2017
Paul Medlock	Devon & Somerset	24/06/2017
Richard Nadin	Trent Valley	17/06/2017
David Brunton	SGU	31/05/2017
Elizabeth Martin	Derby & Lancs	30/06/2017
Stephen Fletcher	Dartmoor	25/06/2017
Anthony Wysocki	Seahawk	12/06/2017
Jonathon Richardson	Wolds	26/06/2017
Peter Harvey	Dartmoor	01/07/2017
Philip Maund	Derby & Lancs	15/06/2017
Neal Shead	Burn	02/05/2017

Cross Country Endorsement continued

Lewis Merry-Taylor	Portsmouth Naval	01/07/2017
Dylan Bodrell	Deeside	02/07/2017
Jonathan Hitchman	Shalbourne	02/07/2017
Martin Laver	Lasham	23/06/2017
Elliot Akama-Garren	Bicester	01/07/2017
Anthony Ward	Midland	05/07/2017
Keith Morgan	Lasham	05/07/2017
James Roberts	Wolds	09/07/2017
Frederic Bull	SGU	06/07/2017
Gavin McMullen	Bath, Wilts & N Dorset	01/07/2017
Daniel Nichols	Portsmouth Naval	08/07/2017
Matthew Price	Bowland Forest	08/07/2017
Mark Williams	Midland	07/07/2017
Robert Walker	Essex & Suffolk	24/06/2017
Richard Clegg	Lasham	12/07/2017
Thomas Fern	Bicester	14/07/2017
Lewis Halliday	Staffordshire	16/06/2017
Craig Thompson	Bidford	12/07/2017
Giuseppe Cardillo-Zallo	Cambridge	27/05/2017
Joel Hallewell	Wolds	22/07/2017
Charles Stewart	Kent	25/07/2017
William Wood	Welland	31/07/2017
Arman Amirzhan	Lasham	30/07/2017
Wenshu Xu	Cambridge	01/08/2017
Paul Newman	Cambridge	07/08/2017
Alan Gate	Nene Valley	07/08/2017

INSTRUCTOR RATINGS

Basic

Adam Youle	The Gliding Centre
James Whelan	Buckminster
Andrew Burton	Welland
Nigel Betteridge	Welland
Malcolm Grout	Eden Soaring
Bradley Soanes	Essex & Suffolk
Anthony Drury	Yorkshire
Robert Rowntree	North Wales
Michael Tinkler	Southdown
Justin Brister	Cambridge
Gary Western	Rattlesden
Paul Isaacs	Southdown
Philip Mackenzie	RAFGSA Chiltern

Assistant

Mark Lawrence-Jones	Cambridge
Thomas Farquhar	Borders
Keith Ford	Buckminster

Full

Paul Ruskin	Cambridge
Michael Brooks	Buckminster

Congratulations to everyone listed on these pages for their achievements

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Prop hours remaining to overhaul: 843, or year 2020 calendar time

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Contacts

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BGA Courses and Seminars in 2017

BGA maintainer, inspector, club safety officer, instructor and examiner courses and seminars are detailed at
<https://members.gliding.co.uk/courses/>
Bookings should be made via the BGA office
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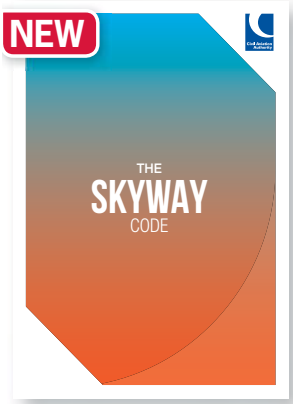
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September 2017

The Skyway Code



New from the UK CAA, The Skyway Code is intended to provide General Aviation pilots involved in non-commercial and flight training operations with practical guidance on the operational, safety and regulatory issues relevant to their flying.

Oriented towards Visual Flight Rules (VFR) flight, The Skyway Code includes some elements of flight crew licensing and airworthiness requirements, however the focus is on practical information and safety guidance that pilots can use before any flight.

The influx of new procedures, rules and regulations in recent years has left many pilots at a loss to know what is legal and what is out-of-date. This new publication from the CAA provides - in a single document - an authoritative source of up-to-date information, guidance and advice for the General Aviation pilot.

The Skyway Code's pocket-sized (A5) softcover format makes it small enough to fit into any flight bag. Its 163 pages are illustrated throughout with easy-to-understand diagrams and illustrations in full colour.

Pilots of all aircraft categories, powered or unpowered, will find The Skyway Code an invaluable safety aid and source of information. Condensing the 'must know' information on UK GA flying into a single publication with easy to navigate information and graphics, The Skyway Code gives today's GA pilots a one-stop source for safety rules, procedures guidance and practical advice.

- Contents of The Skyway Code include:**
- Pre-flight checklist
 - UK FIR – useful communications information
 - Requirements for the Pilot In Command (PIC)
 - Pre-flight preparation
 - Airspace
 - Aerodrome operations
 - GA Risks
 - Emergencies
 - Tables and codes
 - International flight
 - Finding out more

This printed publication is the latest (v1.1) version of The Skyway Code, released on the 31st August 2017.
Quickfind: SKYWAYCODE £12.95 C

The UK VFR Cockpit Companion Checklist 2017

Fully revised and updated for the introduction into the UK of SERA, this an indispensable checklist containing all the vital in-flight information that pilots need at their fingertips. It is often said that a pilot's IQ halves in the cockpit and faced with, say, an unexpected taxiway marker, confusion follows. The Cockpit Companion is specifically designed for just this situation, the 'memory jogger' a pilot needs when faced with the unexpected or unfamiliar. With 20 checklist pages in full colour, tabbed for quick reference and with a spiral binding for maximum ease of use, the UK VFR Cockpit Companion means that no pilot needs to be at a loss for a vital piece of information.

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Aeronautical Knowledge - Operational Procedures

Operational Procedures is one of the first Theoretical Knowledge (TK) subjects to be tackled on almost any pilot's licence course.

Nevertheless, many student pilots approach 'Ops Proc' with a heavy heart, not helped by the original syllabus for the subject which was confused and lacked practical knowledge. This shortcoming was addressed in the new 2015 EASA pilot training syllabi, designed to bring pilot training into line with the modern flying environment.

To make the best of this new approach to teaching aviation Theoretical Knowledge requires new training material for the student pilot, and *Aeronautical Knowledge – Operational Procedures* is part of a brand-new series of training manuals, designed from the beginning to take full advantage of this new methodology in aviation training. Rather than merely making revisions to an existing publication, AFE has produced a totally new training manual for Operational Procedures, covering new topics such as Threat and Error Management (TEM), EASA 'Part-NCO' regulations, Portable Electronic Devices (PED) and incident reporting.

Written by the best-selling aviation author of over 25 pilot training manuals, *Aeronautical Knowledge – Operational Procedures* finally brings this important aviation subject fully up-to-date.

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Sassy guys...

Mike, Wolfgang and Bert... a lifetime of dedication, meticulous preparation, unrivalled aptitude and dogged determination was shown by all three of you at the European Championships this year. You flew brilliantly, right down to the wire, winning the medals you rightly deserved. So isn't it typical, that all anyone can talk about is the fact you each happened to be flying the brand new Ventus. It's just so, so, unfair...

Seriously, great flying Mike, and congratulations to the rest of the British Team for their solid performances that helped secure a tidy medal haul and an overall Team Silver.

