

SAILPLANE & GLIDING

VOL. 69 NO.6

HOW TO FEEL YOUR
WAY TO THE CORE

CROSS-COUNTRY
NOVICE MAKES MOST
OF CLASSIC K-8 DAY

REVIEWING THE
ERA 80 VARIOMETER

SCOTLAND FOR BRAVEHEARTS

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CONTENTS

- 04 BGA NEWS
- 06 OPINION
- 07 YOUR LETTERS
- 10 TURNING FISHGUARD
- 18 ALL CHANGE AT THE BGA LADDER
- 20 AS IF BY MAGIC
- 22 JUNIORS BOND
- 26 GLIDING GALLERY
- 28 AEROBATICS
- 32 VINTAGE GLIDING
- 34 LANDOUTS: FROM HEAVEN OR HELL
- 37 RATINGS LIST
- 46 RACING YEAR RESULTS

CLUB

- 50 DEVELOPMENT NEWS
- 51 AVOID LICENCE BEAR TRAPS
- 52 CLUB GALLERY
- 54 CLUB NEWS
- 60 CLUB FOCUS: HERON
- 62 2018 BGA CLUB MANAGEMENT CONFERENCE
- 66 ACCIDENT/INCIDENT SUMMARIES
- 69 AAIB BULLETIN
- 70 BGA BADGES
- 70 OBITUARIES
- 72 CLASSIFIEDS
- 74 INDEX TO ADVERTISERS

FEATURES

08 FEEL THE WAY TO THE CORE

Tony Cronshaw talks to Aim Higher coach Kevin Atkinson about the skill of feeling the air when locating and centring a thermal

14 CLASSIC K-8 DAY

Gary Western sets out in his K-8 in a bid to win the Woody Winch Challenge on only his third cross-country flight

24 EXPERIENCING A WHOLE NEW ERA

Steve Hunt gets to grips with the LX Era 80 variometer with a transfective 3.5 inch screen

38 SCOTLAND FOR BRAVEHEARTS

Tuesday 2 October proved an exceptional wave day, resulting in some epic flights in Scotland. **John Williams** flew 1,225km, which included a trip to Northern Ireland



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COVER STORY
London's Steve Lynn and Ed Downham took EB28 '13' to Portmoak at the end of September/early October, with Steve taking many stunning photographs. This one shows stacked lenticulars, looking north from the Cromarty Firth into increasingly deep cloud (Steve Lynn)

DEADLINES

Feb/March 19
Articles, Letters, Club News: 4 Dec
Display advertisements: 21 Dec
Classifieds: 4 Jan

April/May 19
Articles, Letters, Club News: 5 Feb
Display advertisements: 20 Feb
Classifieds: 7 Mar

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> Sergio Andrade has flown the first 1,000km FAI triangle in Brazil with his ASH 30Mi. Brazil has many good cross-country pilots, but nobody had yet flown a 1,000km FAI triangle. Located in low latitudes, despite having areas with good thermals, the days are simply not long enough. Thanks to detailed preliminary planning, Sergio was able to complete his task on 3 November, 2018.

> Congratulations to Rucha Ravindra Waikar, who, at 15, has become India's youngest female pilot. Rucha returned to the UK for a week to continue her training at Lasham. On 26 September, DCFI Jordan Bridge sent her solo.

> Aviation historian Ary Ceelen from Eindhoven has died, aged 98. Ceelen was regarded as an institute in the field of aviation. His knowledge about the history of gliding in the Netherlands was impressive and he had a particular interest in Welschap airport. It is partly thanks to Ceelen that some aviation buildings from the pre-war period have been preserved. For his dedication and involvement in many areas, Ceelen received the honorary insignia in gold from the Royal Dutch Society for Aviation (KNVvL). In 2013 he also received a bronze medal.

> The Inter-club League final took place at Booker GC, on 1-2 September. After two days of racing and a very close finish, the Bicester GC team came out on top with the Bristol & Gloucestershire GC team in second place. Look out for the ICL feature in the next issue.

> The British Junior Gliding Team for 2019 has been announced. Congratulations to Simon Brown, Peter Carter, Finn Sleight and Jake Brattle, and to reserve pilots Clement Allen and Henry Inigo-Jones, who will be competing at the 11th Junior World Gliding Championships in Szeged, Hungary.

> Applications for Air League scholarships are being sought. Around 10 gliding scholarships, each worth £300, are awarded each year. Gliding to solo scholarships are available to novices, aged 16-18. Scholarships are also available for those who are already solo to broaden their flying experience. Applications must be in by 2 January, 2019. See: www.airleague.co.uk/scholarships

> Apologies, but we couldn't squeeze Grimshaw into this issue. Rest assured he will return with another cautionary tale in the next issue!

FULFILLING FLIGHT WISH RAISES CLUB'S PROFILE



Liz Russell and Olwyn Hopkins before the flight, filmed by the BBC (Gary Western)

RATTLEDSDEN Gliding Club made the home page of the BBC News website alongside Putin and Trump after it took 99-year-old Olwyn Hopkins for a flight at the end of September. The club's website subsequently crashed due to the high volume of traffic!

Olwyn's first experience of flying in a small aircraft was when she was 19, but she did not enjoy it and had not been on a similar aircraft since. With her 100th birthday approaching, she hoped to take to the skies once more.

Olwyn brought carers from her Bury St Edmunds care home and a BBC camera crew to film and record the occasion. Rattlesden's Liz Russell helped Olwyn cross a 'must do' off her bucket list with a flight in a Puchacz, which she thoroughly enjoyed. Olwyn has vowed to repeat the experience when she turns 100, now she has overcome a fear she's had for years.

■ Watch the video at www.bbc.co.uk/news/av/uk-england-suffolk-45731173/woman-99-takes-to-the-skies-over-suffolk-in-glider

A great start to the Winter Series

SERIES 7 of the UK Junior Gliding Winter Series got off to a successful start, with Round 1 taking place at Sutton Bank, 2-4 November. There were 75 launches and over 42 hours flying by the juniors.

Nine two-seaters were available at the event, thanks to Yorkshire, Peterborough & Spalding, Cotswold, Scottish Gliding Centre, Denbigh and the 620 and N syndicates. The juniors experienced ridge, wave and a fantastic bonfire and fireworks to top it off.

■ Round 2 takes place at Denbigh Gliding Club, 8-10 February.



Lucy Wootton and Chris Gill make the most of some welcome wave

Update on 8.33 frequencies

FROM 3 January 2019, the CAA will convert all air sport common frequencies to 8.33kHz. This includes the existing gliding common frequencies. Details are published in CAP1606. During early 2019, the CAA intends to allocate four additional 8.33kHz gliding common frequencies, at which point the revised BGA agreed use of each gliding common frequency will be published. BGA publications will be updated in due course.

Visit to Lasham

GRANT Shapps MP and a team from the All Party Parliamentary Group on GA flew into Lasham recently to learn more about the society and its operations. Following a meeting with chairman Mike Clarke, treasurer John McCullagh, BGA vice-chairman George Metcalfe and BGA CEO Pete Stratten, Grant and other visitors enjoyed a glider flight each, followed by a tour of the LGS site and the Gliding Heritage Centre. www.generalaviationappg.uk



Grant Shapps flies at Lasham

European office

TRIG Avionics has opened its new European Office, in Amersfoort in the Netherlands. Trig manufactures certified communication, navigation and surveillance equipment for general aviation. This location will host a European Sales, Support and Manufacturing operation. Bagpiper Gilian Hettinga, from MacKay Bagpipe Services, loudly welcomed guests to the building. Trig is headquartered in Edinburgh, so this traditional greeting was matched by haggis.

■ Otto Bacher and Christian Mathieu have spent five years restoring the Minimoa pictured far right. The glider, built in 1939, was destroyed in an accident in 1960 and had not flown since then. Otto flew the 'new' Minimoa for the first time in mid-October. When Schempp-Hirth's Tilo Holighaus heard about the planned maiden flight, he grabbed his Minimoa and so both flew together over the Hahnweide, Germany.

(Photo courtesy of Schempp-Hirth)



No age limit on Ted Lys Awards

TOO old for many of the gliding scholarships? There's no age limit on the Ted Lys Awards, so if you are an experienced pilot looking to develop your gliding skills why not make an application to the trustees? Ted Lys Awards are also available for group coaching and

development activities. The closing date for applications is 31 January, 2019, and the awards will be presented at the BGA Sporting Conference on 2 March.

For more information, see <https://members.gliding.co.uk/launchpoint/ted-lys-award-application/>

DATES

NATIONALS, REGIONALS AND OTHERS

Europeans	Turbia (Poland)	11-25/5/19
Open, 18m and 20m multi-seat Classes		
Club Class Nationals	Aston Down	22/5-2/6/19
9th World Sailplane Grand Prix	La Cerdanya (Spain)	1-8/6/19
Competition Enterprise	Sutton Bank	6-13/7/19
18m Class Nationals	Hus Bos	13-21/7/19
Europeans	Prievidza (Slovakia)	6-21/7/19
15m, Standard, and Club Classes		
20m Multi-Seat Class Nationals	Hus Bos	13-21/7/19
Standard Class Nationals	Lasham	3-11/8/19
15m Class Nationals	Lasham	3-11/8/19
Open Class Nationals	Lasham	3-11/8/19
Junior Nationals	Nympsfield	17-25/8/19
Two-seater comp	Pocklington	18-25/8/19
UK Mountain Soaring Champs	Aboyne	1-7/9/19
Women's Worlds	Australia	3-17/1/20
Glider aerobatic competitions		
Dan Smith	Dunstable	13-14/4/19
Saltby Opens	TBA	
World Championships	Romania	18-27/7/19
Aerobatic Nationals	TBA	

BIDFORD REGIONALS

22-30/6/19

SHENINGTON REGIONALS

29/6-7/7/19

BOOKER REGIONALS

13-21/7/19

BICESTER REGIONALS

20-27/7/19

HUS BOS CHALLENGE CUP

3-11/8/19

INTER-SERVICES REGIONALS

3-11/8/19

DUNSTABLE REGIONALS

17-25/8/19

LASHAM REGIONALS

TBA

■ **BGA Conference and AGM, 2 March 2019 at the Belfry Hotel, Nottingham**

SUCCESS IS BUILT ON CLUB ACHIEVEMENTS

BGA Exec member **Nick Bowers** reflects on the challenges faced, highlights of current governance significance and some encouraging signs, with an increase in the numbers of junior members



IN THE first of the series of articles by members of 'The Exec' (p6, Aug/Sept 18), by our chairman Andy Perkins, he wrote under the general heading of "Opinion". The Exec indeed has a duty to form a collective opinion on how to discharge the responsibilities of managing the affairs of the Association, it is also absolutely vital that the Exec understands and reflects YOUR opinions.

This series of articles aims to outline the organisation and activities of the Exec, and promote conversation with more club members. There is a plan for Exec members to be more visible and accessible to as many club members as possible. For example, we explored the possibility for some Exec meetings to be held at any club premises, where suitable facilities exist. As a trial, the July Exec meeting was held at Rufforth. It was a good opportunity to turn up early and spend part of the day talking to the members there, learning about the detail of their successes and concerns, and participating in their daily operations. I hope that the folks I met found that day as pleasant and useful as I did. Other, and perhaps more efficient, possibilities under development are that some Exec members will turn up to regional seminars to enable engagement in conversation with as many club members as possible.

Self-governance

Underlying everything is the goal of maintaining good governance in gliding. It is vital that we maintain and demonstrate the continuing ability for competent self-governance.

The article by my Exec colleague Dave Latimer (in Oct/Nov 18) outlined the breadth and depth of many of the governance issues that are covered by the activities of the Executive committee. A strategic overview is needed, of course, to keep all of the strands of that governance in proper perspective. Among the highlights of current significance are: maintain a good safety record; ensure that we preserve the widest possible access to airspace while minimising

the occurrence of infringements that may compromise those freedoms; encourage innovation; all with the imposition of regulation with the lightest possible touch.

As and when that strategic view reveals the need to attend to some item of detail, unless the issue is already being worked on by one of the sub-committees, members of the Exec can, and often do, step up to the plate, initiate and participate in the resolution. For example, led by a group of safety experts, a root and branch overhaul of the material previously published in *Laws & Rules* was undertaken. This resulted in the publication of the new *Managing Flying Risk* manual, which is fully up to date and recommended reading for all participants of our sport.

There are undoubtedly some significant challenges still ahead of us in respect of access to airspace and the availability of airfields from which to operate. I expect that these subjects will be a focus of our efforts for some time to come.

In respect of participation, I see some encouraging signs with an increase in the numbers of junior members. There remains a strong, but aging, core of established members who make up the backbone of the army of dedicated volunteers, without whom the sport of gliding would be difficult to continue. Hopefully, the arrival of those enthusiastic juniors, supplemented by some returning to gliding after a break, will enable us to maintain continuity and eventually promote growth of our sport.

Strong contenders

The competition scene is strong with Inter-club League, regional, national and international comps well represented across the country. At local level the competition is lively, and at international level the UK teams are always strong contenders, regularly occupying the podium at the conclusion of international events. Success at all levels of these competitions is valued and is recognised as demonstrating an ability to lead the development of the sport. A keen competitive environment is a key driver for innovation in all aspects of our sport. Innovation that often delivers benefit to other areas of aviation, that helps to ensure that the country maintains a leading position in the world of aviation development.

Such sporting success is built on a foundation of the achievements of clubs across the country to encourage participation by as wide a cross section of people as possible. Running a gliding operation is, of necessity, a team effort. When the operation is running smoothly, the skills developed that are required for success do stand the participants in good stead for other career opportunities. Many professional pilots, engineers and administrators employed in the aviation sector (some say the best of them!) have a background as members of a gliding club.

As well as being an ideal activity for the development of skills useful to a career in aviation, the opportunities for personal satisfaction and recreation are integral to the sport of gliding. It is important to recognise that the sheer joy of flying is, for many, justification enough to turn up and participate at club level.

■ **BGA Executive member Nick Bowers flies with Bath, Wilts & North Dorset Gliding Club. He is an instructor, tuggie and inspector and can often be found fettling gliders in the club workshops, with the help of a team of fellow inspectors. Nick is currently deeply involved in renovating and recovering his own, and all-time favourite glider, a K-6e.**

FAIRER, SAFER STARTS?

SEBASTIAN Kawa makes a valid point about the distractions and dangers of gaggle flying in competitions and the added opportunity of leaches gaining a free advantage (*Now is time to change rules*, pp20-23, Oct/Nov 18). The restricted start line exacerbates both of these issues.

Perhaps one alternative would be to have an AAT-style start sector. Pilots would declare their airborne start time by pressing the start button, with a restriction that once selected, the pilot cannot restart within 10 minutes. In this way no other pilot following could be certain when the

glider ahead has actually started. This potentially reduces gagging and leaching and gives a greater variation to achieve a good first track.

The scoring for the first leg (a variable distance) would be akin to AAT scoring and could be used for all types of task (racing tasks, DHTs, AAT's). There are further advantages too, including greater flexibility for the drop zone as everybody could be dropped in a thermal within the start area and more interesting maggot racing for spectators as the race unfurls.

Kevin Atkinson, York Gliding Club

How gliding helped me to overcome a fear of flying

SURREY Hills Gliding Club has shared a positive success story from a very satisfied customer. Alexa Sage had always had a great fear of flying and, under club manager Steve Codd's excellent guidance, the club was able to help her combat these fears.

Alexa said: "I just wanted to say a massive thank you to the team. I was booked in for four gliding sessions (my first ever experience) hoping to give me positive associations with flying to get me over my debilitating fear of commercial flying.

"I already had a flight to Ibiza booked and you guys really kindly worked things round to make sure I could do the gliding before my trip, even though you had a really full diary.

"Then, not only did you fit me in so accommodatingly, but Steve, who took me up and talked through everything, gave me the MOST incredible experience. It was magical. And it felt so natural to be in the air. So beautiful. So much excitement and adrenaline. He made me feel so comfortable and prepared. I think it's the most magical thing I've done in my life.

"But more than that, because of finally feeling happy and natural being in the air, I got on my flight to Ibiza yesterday



Alexa Sage says gliding has changed her life and finally didn't experience the fear, so committed to staying on the plane! I could never have got on that plane if I hadn't done the gliding.

"Because of gliding, I feel I can fly anywhere now and enjoy it. It's opened up so many new possibilities to go to places I never had the confidence to fly to before. It has honestly changed my life and I can't thank you all enough."

Alexa Sage

SAILPLANE & GLIDING



Andy Davis
Competition flying



Paul Whitehead
SLMG



Howard Torode
Airworthiness



Derren Francis
Tugging



Mike Fox
Instructing



Dr Peter Saundby
Medical



Andy Holmes
Winch operating



Neil Goudie
Airspace



Alison Randle
Development



Bruce Stephenson
Vintage gliding

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

EXPERT ADVISERS

Please send letters (marked 'for publication') to the editor at editor@sailplaneandgliding.co.uk or the address on p3, including your full contact details. The deadline for the next issue is 4 December

BGA initiative for acquiring and improving soaring and cross-country skills



#3 FEEL THE WAY TO THE CORE

Tony Cronshaw talks to Aim Higher lead coach Kevin Atkinson about the skill of feeling the air when locating and centring a thermal

vario volume too loud so that the pilot suffers sensory domination by the audio that detracts from the sense of feel.

KEVIN: Absolutely. But it is not just the vertical gusts. We can feel and see the horizontal gusts through the ASI and deflections on the yaw string, indicating we are on the edge of the thermal, ie the boundary between rising and falling air. In this position, we are being blown away from the core and have to correct our flightpath.

We need to develop the skill of sensing these subtle air movements from the glider as a whole or through the controls. Hence avoid a tight grip on the stick, or playing or leaning on the rudder, which would mask our ability to feel and see what the air is telling us.

Remember also that, when we are learning, we need to slow down quite a bit to feel the air. A block speed suitable for thermal to thermal transit is likely to be too fast. Not only is it more difficult to feel the air, but we are likely to shoot through the good air and out the other side. Note also that some glider types give much more feedback than others, something that can make the glider easier and more pleasurable to fly.

TONY: *Perhaps one of the problems with acquiring this skill is knowing when to slow down, and how to interpret the various (tiny) sensory clues presented to the pilot transiting into the edge of a thermal.*

KEVIN: It's really important to have good understanding of the structure of thermals [3]. Although thermals are invisible, there are numerous clues to indicate where we are in relation to the thermal bubble structure. In fact, as a training exercise, I show students these clues by flying straight through the centre, or slicing through the side of the thermal so that the student can match these clues to pre-flight briefings and ground school theory.

TONY: *Figure 1 (left) shows the toroidal vortex structure of the thermal bubble.*

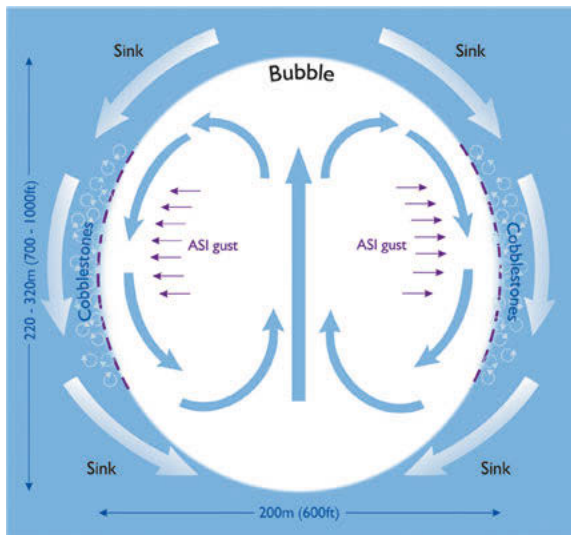
VISUAL clues are often an excellent bet when searching for thermals, especially if the sky has a classic distribution of cu [1]. But how do we locate and core the lift when the sky ahead is blue (and devoid of clues) or a sprawling cloud pattern that's very difficult to read?

TONY: *Experienced pilots demonstrate time and time again an amazing ability to locate and centre thermals despite a lack of obvious visual clues. What's the starting point in acquiring these skills?*

KEVIN: We could, of course, discuss how it's possible to read the ground to visualise where thermals might originate, but often the climbs we ride up in are not generated simply from the ground, or may be completely detached from their original ground source. So, rather than focusing on that, can I suggest we discuss something even more important, namely how to read the sky we are in by feeling the air? This is a key skill, enabling the pilot to manoeuvre towards better air and away from sink. It is a skill that we can use in a wide variety of soaring situations to consciously (or subconsciously)

map out the flows within the air. It's valuable not only when we lack visual clues, but equally when we have followed visual clues to find better air and our goal is then working out how to position our glider in exactly the right place, eg to find the core of a thermal and stay within it.

TONY: *The importance of 'feel' came up in a previous discussion with G Dale and Sebastian Kawa [2]. G made the point that we are talking about sensing very subtle vertical accelerations (eg a 'going uphill' feeling) which are easily masked by clumsy handling.*



Above: Figure 1

■ Aim Higher courses are held at clubs by arrangement, run either by Kevin or by club coaches briefed on the training materials and S&G articles developed by Kevin and Tony (jointly awarded Royal Aero Club Certificates of Merit in May 2018).

Please contact kratkinson@yahoo.com if you, or your club, would like to participate in future Aim Higher courses.

What is the sequence of clues we might expect as we approach and enter the bubble?

KEVIN: Before we enter the bubble, the first clue is likely to be sink, often quite strong if the bubble ahead is rising strongly. But note that sink on its own might simply be downwash from a spent cloud, wave sink or subsidence from a dissipating light shower cloud (the rain above having evaporated, ie virga). However, if we shortly afterwards experience a gust on the ASI, this would indicate we are indeed entering a thermal. We might also hear the gust depending on the cockpit/canopy sealing/design.

TONY: *Assuming these clues are positive, what's the next step in the sequence?*

KEVIN: Having crossed the sink, we must slow down and very often we'll feel the 'cobblestones', ie the turbulent layer on the edge of the bubble. We may find the outflow from the thermal (the ASI gust) is symmetrical on the nose, or asymmetrical and trying to bank the glider away from the good air, in which case we respond by banking promptly towards the good air.

There is a common belief that the vertical thermal surge lifts one wing to indicate where the core is, but really this depends on the mass of the glider, its lateral design stability and how the glider reacts to side slip. Modern higher mass ships with little dihedral tend to react less than older/lighter, high-wing types.

TONY: *When we bank initially towards the better air, G Dale calls this a 'searching turn' because it's not a thermalling turn: It's a shallow turn, but easily converted into a steeper turn if/when we feel the core.*

KEVIN: Also look for small deflections to the yaw string. The outward flow from the thermal will cause the string to momentarily deflect away from the core. This again tells us which way to bank.

TONY: *Assuming we have banked in the correct direction, the sequence of events should look like figure 2 (right) as we tighten up the turn into the core.*

KEVIN: But be careful of the timing of tightening up: Too

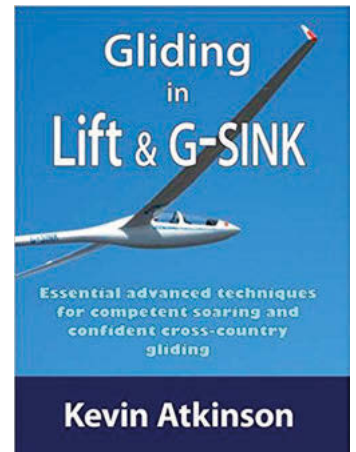
early and we form a circle that passes through the core, but circles back through weak lift. Too late and we circle just beyond the best air, again passing in and out of the core. It's always possible to re-centre in these cases, of course, but with practice we should be able to get the timing right and find ourselves circling in the core first time.

TONY: *What are your tips for getting the timing right?*

KEVIN: Again this is down to feel. There will be an obvious vertical surge as the glider enters the core. This may be under both wings, or asymmetrically under one wing. This is the signal to add bank immediately.

The vario/audio will also show a marked improvement in response to the surge, but don't wait for the vario to peak before banking as it usually lags too much and we turn too late. Add bank quickly, but progressively. Use feel to judge the turn entry to circle where you feel the core is located. And use plenty of bank if it feels like a strong core [3].

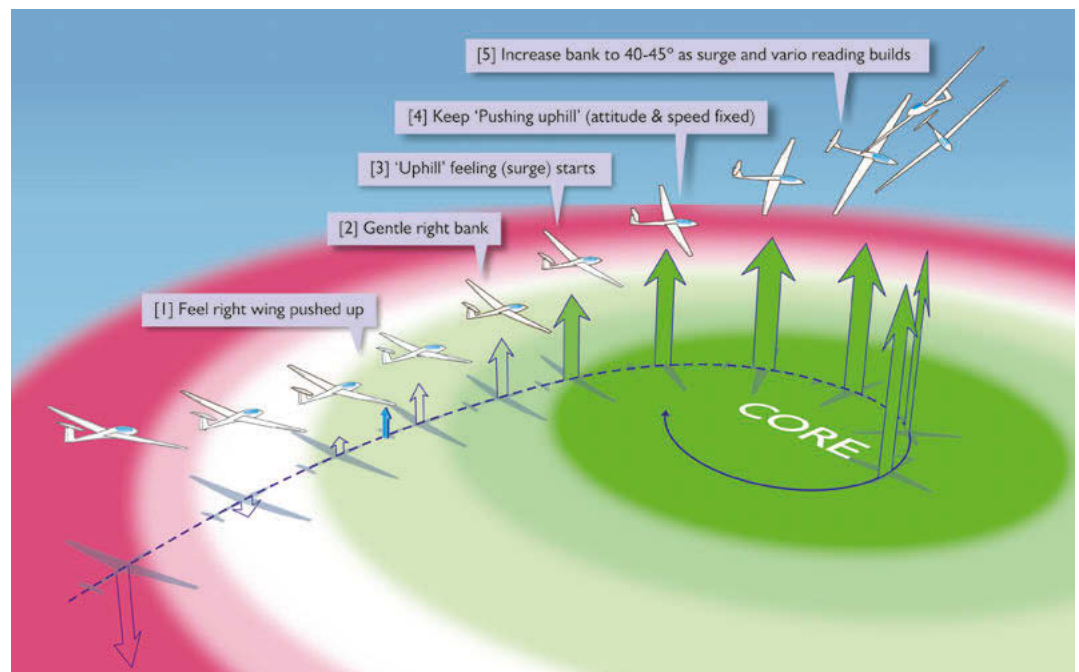
■ Scan this QR code to read the full article *Ways to get that feeling from S&G* April/May 2017, or visit www.sailplaneandgliding.co.uk/current-issue



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

- [1] *Read cu and find the best climbs*, S&G Oct/Nov 2018, pp8-9
- [2] *Ways to get that feeling*, S&G April/May 2017, pp8-11
- [3] *Banking on a fast climb*, S&G August/Sept 2018 pp10-11

Below: Figure 2
(Illustrations by Steve Longland)



Trevor Stuart makes history with a flight turning Fishguard, and a request to make the lighthouse a turnpoint

I've never been a fan of dog-legs; 400km tasks can be flown under BGA Ladder rules without going further than 50km from home, in a modern glider maybe never out of gliding range?

A 400km out-and-return is so much more exciting, you feel like you've been somewhere! Exploration is part of gliding. Out-and-returns are therefore my favourite thing and if the TP is on a coastline even better. St David's has been on my 'to do' list for some time, but it's not accessible from Nympsfield on many days. On Saturday 12 May it came close.

I'm tending to use Topmeteo as a primary weather forecasting source, it can be uncannily accurate at times (see S&G article Aug/Sept 2018, *Weather apps for dummies*, pp28-35). On Friday 11 May, it forecast a band of soarable weather extending from the Forest of Dean to west Wales, with light winds and coastal convergences. Good enough for St David's? No, cloudbases came down near the coast and St David's was unsoarable. Fishguard seemed the safer bet, besides, I'd never been to Fishguard.

I was rota'd to fly the Nimbus 3DT and needed a P2. An email to a selection of likely candidates produced a prompt reply from Peter Bennett, a young instructor from DSGC. Peter was revising for a first year Mechanical Engineering exam at Cardiff in two days' time and wanted a break. He'd studied train times and could be in Cheltenham for 10am the next morning. The train pulled in on time, a good start.

By 11am we were pulling the glider to the front of a busy, but static, grid. It wasn't soarable locally, but Mr Meteo said thermals would pop at 11am over the Forest of Dean; just out of sight. At 11:30 we took a high aerotow. On reaching the forest, three turns gained us 100ft, a confidence building climb; there had to be others.

A slow glide across the forest to find another 1kt thermal north of Monmouth, a 400ft climb this time. This pattern of stronger and higher thermals repeated itself until we were finally back to launch height in the

TURNING

Left: Fishguard in the foreground, but wouldn't a lighthouse be a more fun TP than the roundabout? (Trevor Stuart)



Usk Valley, west of Abergavenny. Higher bases could be seen south of track over the Brecon Beacons. We peaked at 5,000ft (all heights ASL) south of Pen-y-Fan.

Confidence was also high, a cloudstreet on track over the mountains. I've never mastered cloudstreets, either taking the wrong line, slowing up in lift when I should circle, circling when I should slow up, or all of the above. It was downhill for 50km, finally stopping for 3kts at Gorslas. We needed to start heading north, but were drawn further south to what looked like a convergence line... and spectacular views of Carmarthen Bay.

A strong climb south-east of Carmarthen took us up the side of cloud (see photo on next page). We ran this parallel to the coast for 25km before striking out for Fishguard. We needed another climb, but the cloudbase had started to come down as forecast. A two-minute search under cloud south-west of Crymych Mast produced another 4kt climb and we were now only 20km from the TP. Taking no chances we kept this climb going into cloud, straightening up at 4,700ft. We were clear within a few minutes.

Breaking cloud above cloudbase is one of gliding's most heart stopping/stomach churning moments, in a good way. This

occasion was doubly breathtaking with the west Wales coast laid out before us. We reached the TP earlier than expected; I'd assumed it was the lighthouse, but no, a roundabout, on the A40. We have roundabouts on the A40 in Cheltenham – if I've come all this way I want a lighthouse!

We turned the roundabout anticlockwise at 3,500ft, still above cloudbase. A quick look down to St David's to confirm it was a TP too far and a photo to the north on leaving the sector. We retraced our steps and took the first climb available, then doubled that not far away and continued into cloud again.

A discussion followed about retracing our steps or trying a more northerly route. We were both tempted by clouds to the north and 15km later we were climbing at 5kts to cloudbase at 4,500ft, east of Crymych on the west end of a cloudstreet. Time for Pete to fly the glider. My P2 had no problems with cloudstreets; 80kts for 20km with no height loss, then a long glide out to I knew not where. No cumulus, flat calm, back to best glide speed, scanning left and right, looking for any signs of lift. Then, a single cloud over Llandovery, contacted at 2,000ft; not great but better ahead. How it looks ahead is the biggest motivator.

The next climb appeared to be just short ↘

Trevor Stuart's flight in a Nimbus 3D on 12 May 2018
NYM - FIS - NYM
(Illustration by Steve Longland)

WE REACHED THE TURNPOINT EARLIER THAN EXPECTED; I'D ASSUMED IT WAS THE LIGHTHOUSE, BUT NO, A ROUNDABOUT, ON THE A40. WE HAVE ROUNDABOUTS ON THE A40 IN CHELTENHAM – IF I'VE COME ALL THIS WAY I WANT A LIGHTHOUSE!

FISHGUARD

A FIRST FROM NYMPSFIELD

I HAVE TO CONCEDE AN ACT OF FAITH IS NEEDED TO START A FLIGHT LIKE THAT



Trevor Stuart went solo at Lasham in 1974. He started serious cross-country flying at Dunstable, 1980-90. Trevor has flown from Nympsfield since 1991, an ASG 29 and Nimbus 3DT. He has 340,000km and 7,000 hours (2,000 are mentoring). And also 381 outlandings!

of Sennybridge danger zone and it was, by 2km. That was our highest climb of the day, 5,500ft, exactly as forecast. Still 100km from home, time to start thinking about a final glide. A climb on the Welsh side of Monmouth gave us an 80kt glide for the last 40km, finishing within 79ft of the 1,000m height loss rule; 378km @ 83km/h – very satisfying. The grid had dispersed, but not in a good way. The weather remained unsoarable locally and nobody went anywhere.

I have to concede an act of faith is needed to start a flight like that. It's worth studying these computer-generated forecasts, be it Topmeteo, Skysight or RASP. If they correctly forecast the start of the day it's likely the remainder will be accurate – 12 May was spot-on. On looking at the Ladder, Chris Gill was able to make use of the good soaring weather along the west Wales coast.

Would I have tried this without an engine? No. Having an engine is flying with a personal travelling safety net. If the first climb didn't materialise, it's field selection, an engine firing and a litre of fuel.

People tell me nobody had turned Fishguard from Nympsfield. I checked



A strong climb south-east of Carmarthen took Trevor and Peter up the side of cloud

– nobody has turned Fishguard from anywhere! I will make a point of revisiting in 2019, but can we move it to the lighthouse please?

Pete went on to pass his exams.

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Nice view of the Suffolk countryside from 7,000ft over Newmarket (Gary Western)

Gary Western sets out in his K-8 in a bid to win the Woody Winch Challenge on his third ever cross-country flight



Time for a sandwich en route to Lavenham

SUNDAY 15 July was looking promising and a classic K-8 day; light winds and good lift up to possibly 6,000ft. So I set myself a task for the Woody Winch Challenge, which means taking a winch launch, then flying to Tibenham first followed by a distance flight after that. I had initially planned to go to Bungay after Tibenham then down to Claydon and so on, but realised on Sunday morning that out towards the coast it was going to be blue so I had a rethink. After chatting to Pete Harrison, I settled on Tibenham, Lavenham, Rattlesden, Mendlesham, Newmarket and back to Rattlesden – a total of 193km.

I took a very nice gentle winch launch to about 1,100ft (thanks Ged, take-up was perfect) and more or less flew into lift, not strong, but it gave me a gentle climb to 2,500ft where I decide to look for something a bit better. I straightened more or less into wind to the west side of the main runway and headed to a place where I generally find lift. I went straight into a corker, which took me straight up to 6,000ft. I climbed so quickly that when I looked down

I was still more or less over the end of the runway and looking down at the launch point bus. With that, I pointed the nose at Tibenham and was off.

Getting to Tibenham was very straightforward and I arrived overhead in less than an hour after take-off. Only once did I drop below 4,000ft, but it was not many minutes before I found a good climb again. I turned the turnpoint at Tibenham at something like 6,000ft and started back to Rattlesden and Lavenham. This now proved a bit more difficult, not with finding lift as there was always plenty, but I had quite a strong headwind which made progress quite slow.

It was frustrating to fly in a straight line more or less on course for what seemed ages, doing a bit of dolphin flying in between good thermals only to turn in a thermal and look back and Tibenham and Diss seemed no further away! Eventually I made progress and got back over Rattlesden, once again very high.

I carried on the battle into wind to Lavenham, where I got buzzed by a big white bird with 2A on its tail going just a tad faster than me (Alex O'Keefe was off on another jaunt). Round the turnpoint at Lavenham, still very high, which actually makes going

round a turnpoint quite difficult as you are not 100 per cent certain whether you have gone round it. To get things to look right, you have to go quite wide and at Lavenham my Kobo was telling me I was getting near to airspace. Anyway, I got round safely and headed back to Rattlesden where I arrived overhead quite quickly. I then reset the Kobo to my next task, which was the Cunningham Triangle. The Cunningham Triangle is another club task that has a trophy attached – Rattlesden, Mendlesham, Newmarket, back to Rattlesden.

Off then I went on track to Mendlesham at a reasonable height and heading across a blue patch to some clouds over Stowmarket. Whilst crossing the blue I hit some strong sink, but was still only just below 4,000ft so I pressed on and went straight into a cracking thermal in the blue which shot me up to over 6,000ft. I got back on track and used the clouds over Stowmarket to retain the height and another one just the other side for a top-up before heading to Mendlesham as the turnpoint was totally in the blue. Bolstered by the good thermal I got before reaching Stowmarket I thought I am bound to find another good one and Mendlesham appeared to be in touching distance. Wrong! Firstly, it is further than you think and, secondly, the lift seemed to strangely disappear! Well the good lift did anyway.

I managed to scrape to the Mendlesham turnpoint staying above 3,000ft, finding little snippets of lift, climbing perhaps a



Gary Western before the flight from Rattlesden on 15 July

couple hundred feet then pressing on in the hope of finding something better. It was promising ahead over Great Ashfield, but I had to get there first and looking left to Rattlesden it looked a long way away and was not an option. Eventually I limped to Great Ashfield and the welcoming clouds where straight away I got the cracking climb I was waiting for. It was only after that climb that I realised how tense I had been for the last half to three-quarters of an hour; it was nice to relax a bit. After that, apart from having to contend with a reasonable crosswind which made staying on track more difficult, I had a reasonably easy ride to Newmarket.

I arrived at Newmarket to see a big blue bird thermalling near the turnpoint, it was Colin Ashman in his Skylark 4. He took

■ **The Woody Winch Challenge is one of Rattlesden Gliding Club's annual trophies. The trophy is awarded for the longest handicapped distance flight from a winch launch at Rattlesden, using Tibenham as the first turning point. The distance from Rattlesden to Tibenham is approximately 37km.**

■ Gary submitted this article on his 193km flight in a K-8 following a request in the Aug/Sept issue for readers to share any meritorious flight. If you have had a memorable flight, whatever the distance, please consider sharing it with S&G - editor

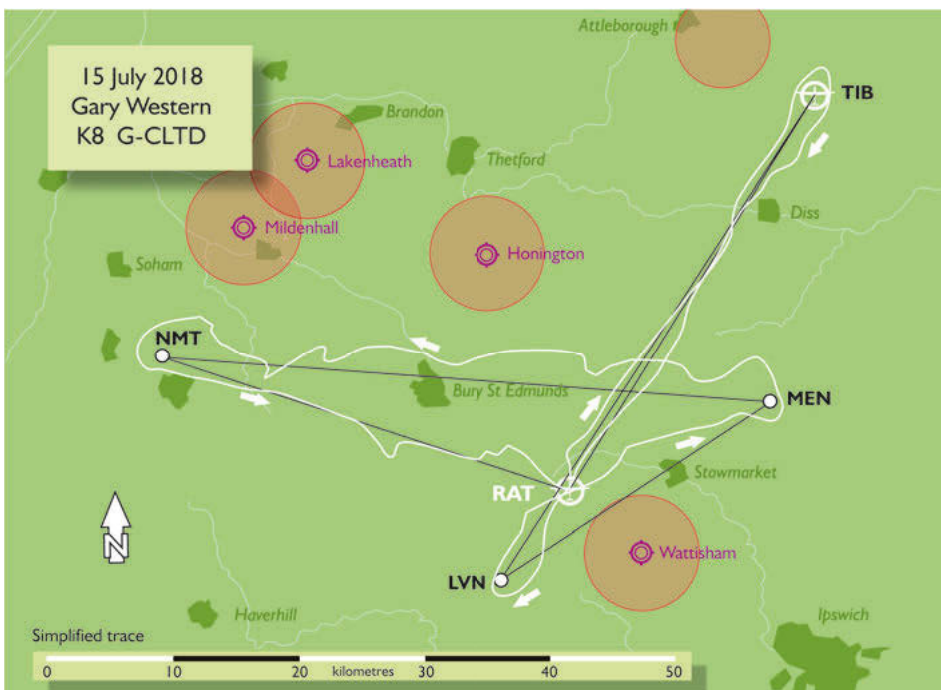


Illustration by Steve Longland

EVENTUALLY I LIMPED TO GREAT ASHFIELD AND THE WELCOMING CLOUDS WHERE STRAIGHT AWAY I GOT THE CRACKING CLIMB I WAS WAITING FOR



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Struggling with Silver distance in his Slingsby Swallow, Gary Western bought K-8b G-CLTD (MR)

off after me with the same task in mind and I expected to see him on my return from Tibenham somewhere, but never did. So here he was in front of me now – how did he get here before me, I asked myself? It was only after I landed that he told me that he did not like the look of the blue stuff towards Mendlesham so re-routed straight to Newmarket.

We both picked up some lift near the NMT turnpoint and I followed Colin about a mile behind him. When I started heading back to Rattlesden I spotted Colin up ahead thermalling and, by this time, he was quite a bit higher than me. I was at just under 6,000ft so he must have been nearer 7,000ft. Eventually I reached the same thermal and shot up to 7,500ft, which I thought was plenty high enough to get me back to Rattlesden. Another wrong assumption!

I settled down for a straight glide home at between 55-60kts looking down at the ground over the nose – yes, that's what it's like in a K-8 going at speed, lol! I was making reasonable progress and bang on track, but thought I should be doing better than I was. It was then that I spotted a bonfire and the smoke was telling me that the wind direction had changed. I now had a serious headwind component. I started to get low just past Ickworth House near Bury St Edmunds and the sky had a big blue hole. I thought, here we go again!

There was a cloud off to my right which looked inviting, so I

headed towards it only for it to start decaying in front of my eyes and reward me with nothing but sink. This is when I thought I was going to fail the task as I was now down to 2,500ft with no clouds within gliding distance. I could see Rattlesden quite clearly from where I was, but there was no way I could reach it from this height.

I then spotted some large warehouses just to the right and in front so I headed towards them, hoping and praying they may be generating something. My prayers were answered and I took a very satisfying and welcome climb up to 4,500ft. I could have taken it a lot higher, but Rattlesden was now within easy reach so I headed home and arrived overhead at around 3,000ft.

A very rewarding flight once more in a beautiful, but challenging, cross-country glider. Now I look back, I did thoroughly enjoy it, but you do wonder sometimes at the time when things are not going as smoothly as they should be.



Altimeter showing 7,400ft – it was showing 7,500ft before Gary got the camera out



Gary Western started gliding in 1972 at Essex & Suffolk Gliding Club. He soloed in a K-2 after 21 aerotows and quickly converted to the club's K-6. Within a year, Gary had his Bronze C.

Due to starting his own business and a family in 1975/76 gliding took a back seat. In 1980, Gary converted to a PPL A and, with his 30hrs gliding experience, managed to get 10hrs knocked off the PPL syllabus. He then purchased a Jodel D120, which he flew until diagnosed with a heart condition in 1998.

After that Gary did nothing until 2013 when a chance meeting with the CFI (Dave King) of Rattlesden Gliding Club saw him join the club. He re-soloed quite quickly and also learnt to winch launch.

Gary purchased a Slingsby Swallow in which he achieved the first parts of his Silver, with a 5-hour flight and height gain at Portmoak in 2014. He sold the Swallow and purchased the K-8 from the Netherlands as he was struggling with Silver distance.

Gary completed his Silver in 2017, became a BI and also achieved the basic aerobatic rating. Gary also managed to revalidate his PPL A with the medical required to be a BI, so is now also one of the tug pilots at Rattlesden flying the delightful EuroFOX.

He is now working towards his 100km diploma and possibly a 300km task – all of which must be done in the K-8!

ALL CHANGE AT THE BGA LADDER

After many years of sterling service, John Bridge is finally passing on his role as National Ladder Steward, with Chris Fox taking the helm

Season	2002/2003	2018
Participating clubs	34	72
Participating pilots	190	744
Flights claimed	862	5,300
Distance flown	230,788 km	1.3 million km (Ladder record)

Ladder statistics show growth in popularity



John Bridge started gliding in 1979 at Woodspring Gliding Club. He has been a member of Cambridge GC for 26 years. He enjoys cross-country flying both in the flatlands of the UK and the mountains of the French Alps. John flies around 200 hours a year and has a total of over 7,500 hours gliding

WHEN I took on the stewardship of the BGA National Ladder in 1994, it was a very different beast to that you see today, **writes John Bridge.** There were only two Ladders then: Open and Weekend. Competition flights were not permitted and handicaps varied depending on whether the flight was completed and closed-circuit and if water ballast was used. Certified barograph traces and turnpoint photos were required if one qualified for a trophy.

The system was essentially paper-based: club ladder stewards were required to compile their own club's statistics and send the details to me by post and I would compile them into the Open and Weekend tables, which I would then send off to S&G for publication. This guaranteed that no-one would see the latest tables until they were well out of date.

I decided to develop a web-based system, partly to improve my programming skills, but mainly, as I'm basically lazy, to ease my personal Ladder workload. Step 1 was to build a website that would enable club ladder stewards to compile tables for their own club pilots, which I could then easily combine into a list that I could email to S&G.

Step 2 was born in 2002 during a mailboat cruise on *Pelorus Sound* in New Zealand. What I wanted was a system that would allow pilots themselves to enter their flight details, which would not only take the pressure off all club ladder stewards, but would also become instantly available to all. Well, that was the spec; I had a notebook, it was a sunny day, there was not much to do apart from enjoying the scenery and drinking beer. After six hours I had designed the basis of the system that you see today.

The new Ladder was released in time for the 2002/2003 season and since then many new features have been introduced. The scoring logic has been tweaked and refined over the years and for that I owe a huge debt to David Masson, who has had his finger on

the pulse for well over a decade. The growth in popularity is evident from the statistics shown in the graphic, below left.

I am delighted that I managed to bribe Chris Fox to become the new National Ladder steward. The system that he has developed over the past year or so brings the Ladder completely up to date, with many exciting new features while still retaining the core functionality of the current Ladder. I'm already looking forward to the new season!

Chris Fox writes:

A couple of years ago, I was sharing a drink with John and somehow ended up 'volunteering' to have a go at redeveloping the National Ladder website. This proved to be a much bigger task than I anticipated, but the result is hopefully worth the wait.

Everyone in UK gliding has reason to be grateful for John's expertise and quiet competence in developing, promoting and maintaining this invaluable resource. It's more than time for someone else to take up the burden.

So, what will happen?

Right now:

- the new site at www.bgaladder.net is available for you to explore. Your login, settings, flights, and so forth, are all there as in the existing Ladder.
- Data from the current Ladder is copied to the new site on a (roughly) daily basis.

The new site is up and running now, and you're welcome to drop in for a look. However, you should not use the new site to submit your flights until after 1 January 2019 – you'll get a warning if you do. Flights submitted to the new site will be overwritten when data is copied across from the current Ladder.

On 1 January 2019:

- All the data in the existing Ladder will be copied across to the new Ladder.
- All access to the existing Ladder site at bgaladder.co.uk will be redirected to a new

'transition' site at *'transition.bgaladder.net'*.

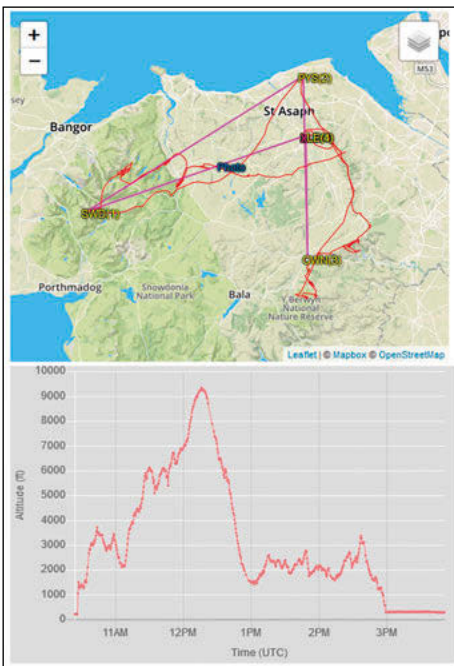
The transition site looks and operates exactly like the existing site, but uses the same database as the new site.

This approach minimises the risk of any disruption; the familiar Ladder interface will remain available whilst the new system beds in.

What does this mean for you in practice?

- From the changeover data, you will have the option of using the familiar-looking transition site or the new site, interchangeably. After a settling-in period, the transition site will be withdrawn.
- Your flights, personal settings, login details and the like will be transferred across on the new site automatically.

Season	2018
Name	Mike Fox
Club Name	Staffordshire Gliding Club
Launch Point	Denbigh (Llewenni Parc)
Date of Flight	21 Mar 2018
Glider	LS4 Rag MF (Handicap 96.0)
Turbo/Motor?	No
Logger File	[B3LE71F1.IGC]
Google Earth	[B3LE71F1.kml]
Competition Flight?	No
Expedition Flight?	Yes
No Score?	No
Format	Classic
Task Description	LLE LLEWENI PARC SWD SHOWDON PYS PRESTATYN S CWN CORWEN LLE LLEWENI PARC
Declared	No



Above: mapping of flights has been improved and (right) you can link photos and videos to flights

What's in the new site?

- A new look and feel, with a more mobile-friendly approach.
- Some enhancements that will make the site easier to use:
 - Using the Calculator has been simplified – if you declare a flight to your logger, then fly that task, you can simply upload the IGC file; the task and performance will be extracted from it. Thanks to Alastair Green and Richard Brisbourne for sharing their software that made this relatively straightforward.
 - You can link photos and videos to your flights. We're not going to try and store everything as there's only a limited amount of storage available per pilot for photos. Links to photos stored elsewhere are supported, as are videos from YouTube or Vimeo. Location information is supported and will be used to annotate the displayed trace.
 - Mapping of flights has been improved and you can get a map showing all the flights flown on a particular day.
- All sorts of clever stuff under the hood!

What's planned?

- The main enhancement we'd like is to automate the process of airspace checking, so if the system thinks you've entered airspace, it will ask you to confirm that it was all above board – as it probably was!

What can you do to help?

- Be patient. We have pretty limited resource for this work, and there are bound to be some initial glitches. Please do pass them on, and I'll get them sorted as soon as I can.
- If you feel you can offer technical help, I'd be happy to talk to you.

Flight Gallery



Chris Fox is a Full Cat instructor who flies a Duo Turbo, mostly in Wales and the north west. He also flies fixed wing and rotary aircraft



You can get a map showing all the flights flown on a particular day

THE SYSTEM DEVELOPED OVER THE PAST YEAR OR SO BRINGS THE LADDER COMPLETELY UP TO DATE, WITH MANY EXCITING NEW FEATURES WHILE STILL RETAINING THE CORE FUNCTIONALITY OF THE CURRENT LADDER

A STORY OF THE ELVES AND THE GLIDING CLUB AS IF BY MAGIC!

Katharine York lifts the invisibility cloak on the magic that keeps our gliding clubs running



Above and below: we all know that it takes a team to launch a glider, but what is happening while your back is turned? Many things are more noticeable in their absence – when someone who has quietly been getting on with unofficial duties stops, for whatever reason



IF YOU have flown without an engine, even once, you have tasted the magic of gliding. In order to get into the air you have benefited from a subtler magic, one that is easily overlooked and is frequently an invisible barrier to new members.

As I wandered around my club a few weeks ago, I noticed nettles growing up around the workshop and trailers. I'd never noticed them so high before, yet when I stopped to think I knew they had always been there. Hmm, I thought, someone should do something about that.

Then it dawned on me, the reason that I had never noticed the nettles before and the reason they were a problem now is because one of our members has been unwell and is no longer active at the club. One of Pete's unofficial duties was strimming the nettles. Others included patching up the workshop and the caravan that serves as a clubhouse. No-one ever asked him to do it (never needed to) and no-one ever saw him do it (he'd pop down on a non-flying day), so no-one realised he'd stopped doing it.

That got me to thinking about how smaller gliding clubs run, and how similar they are to the story of *The Elves and the Shoemaker*. We all know that it takes a team to launch a glider, but ponder instead the things that happen while your back is turned.

If nothing springs to mind, it can be easier to notice these things by their absence. For instance, how annoying is it when there are no blank log sheets or temporary member forms? Why are there no tea bags? Why is the bin overflowing?

It's not surprising that new members struggle to get involved when so many jobs are hidden in the background. Gliding clubs appear to run by magic, so how does a new person make the step from student pilot to fully engaged member?

Think back to your first visit to a gliding club. Chances are that you were slightly overwhelmed. After several attempts to visit were cancelled because of the weather, and running out of time on your trial lesson voucher, you drove around in circles getting increasingly vexed and anxious. When you stumbled across the ill-marked, rather tatty looking entrance way you blundered across the airfield feeling alternately paranoid and belligerent: one moment fearing death if you drove the wrong way, the next cursing postcodes that send you three miles away and the rubbish directions you were sent.

Oh! the magic of gliding.

Then, waiting at the launchpoint, still fired up about being propelled into the air, you saw people scuttling about and making things happen. Occasionally orders were shouted: sometimes people responded, sometimes they didn't, yet gliders seemed to get up in the air regardless.

In a strange and hazardous environment, filled with standing orders and flying instructions, you may have felt nervous about pushing yourself forward when others seemed to have it all under control. Slowly, over repeated visits, you started to discern the rules and the patterns. What happens when and why. Who gets listened to and who gets ignored. How the rules change when different people are in charge. So far, so good.

Little did you know that the more experienced members were fuming about lazy temporary members expecting them to do all the work...

At some point, you were encouraged to

get involved in holding the wing, connecting the cable, driving retrieve vehicles, and began to feel like a useful member of the team.

Meanwhile, behind the scenes, someone was mowing the grass. Someone else was answering the phone to take trial lesson bookings. Someone was maintaining the website, Facebook page, Instagram account. Someone was strimming the nettles and emptying the bins.

Many of the roles that keep small clubs running are unofficial and not formally allocated to any individual. Somewhere in the history of the club, a member noticed that a task was going undone and stepped in to help out. That task became his or her domain, whether recognised by the wider club or not. A new member won't perceive it as a gap as it's being done and it takes a bold person to wade in and try to take over from someone more experienced who seems to be making a perfectly good job of it.

Fundamentally, the magic of unspoken cooperation that keeps gliding clubs running is also a major barrier to new members and a limitation to growth. New members who really get stuck in were usually able to identify a need within the club that they had the skills to support. If that doesn't happen, it can be a long, slow process to get new people to open up about their skills and for them to offer assistance without feeling they are stepping on anyone's toes.

If you recognise your club in this, there are risks and opportunities to consider. The principal risk is that at some point, key tasks won't get done whether because people cease



active involvement with the club or silently stop doing something because it's "somebody else's turn".

Addressing this risk means bringing it out in the open and working out what all the tasks are. Itemising the tasks gives recognition to those currently undertaking them and creates opportunities for early engagement of new members by sharing out duties and for succession planning by training people up for bigger roles.

Cartoon by Ross Martin

YOU MAY HAVE FELT NERVOUS ABOUT PUSHING YOURSELF FORWARD WHEN OTHERS SEEMED TO HAVE IT ALL UNDER CONTROL

A beginner's guide to joining a new club

JOINING a gliding club can be a daunting experience, writes *Mike Emberson* (right). You are entering a different world and will need to learn the unspoken code of the subculture. As a newcomer to Lincolnshire Gliding Club (LGC) I am reminded of the quotation from Tolstoy, in his great aviation novel *Anna K-13*: 'Happy gliding clubs are all alike; every unhappy gliding club is unhappy in its own way'. Armed with my top five tips below, anyone contemplating joining a club should be able to slip unnoticed into the pack.



- It's fine to consider gliding an aerial version of *Midsomer Murders* and explore interesting ways to kill your instructor. However, once you have done this thank them for their time, their expertise and patience - they do this for free, for you, for nothing. Say thank you.
- Identify the club bears. Do NOT poke the bears. They were once cuddly koalas, but have become scary bears because

they have endured the stupidity of newcomers like you for too long. Believe or not, the bears are trying to keep you safe. Do not poke the bears. Ever.

- You joined a club (the clue was in the title), you must first and foremost be a club member - push that glider, sweep that hangar, retrieve that plane, get that tow rope, etc. As a second priority you may get a few minutes in the sky (although it is likely that when it is your turn it will begin to rain).
- Recognise that everyone in the club who was there when you joined knows more than you do. Be prepared to be flexible about this. It was not till I joined LGC that I fully understood the variety of strongly held feelings on how a tow rope should be coiled. Never say "... but Bill does it this way...". Just don't.
- Always remember one day you will swoop through the skies like a latter-day Spitfire pilot, potential partners will fall at your feet, the chairman will refund all your flying costs and the CFI will slap you on the back and buy you a drink. Or so I'm told. Meanwhile it's probably time to cut those nettles back!



From left: Oliver Goodhew, Bradley Lefley Kemp (cockpit) and Charlie Baron, with instructor Larry Lawes



Charlie Baron gets a taste of cross-country flying during the first juniors midweek coaching session at Trent Valley

JUNIORS BOND

Trent Valley GC organises day to help juniors bond, become familiar with launch point activities and fly cross-country



Looking down on Mablethorpe: one lucky junior experienced a trip to the seaside with Steve Nock

S EVEN teenage ab initios joining Trent Valley this summer were encouraged to Aim Higher with an introduction to cross-country flights as part of a summer coaching school in late July.

Motivated by the BGA initiative, Aim Higher, the club decided to help the juniors bond as a group and boost their skills by organising a day dedicated to their training by providing top tips and encouragement in ground school before giving them their first taste of cross-country flight under instruction.

Pete Dixon is the junior liaison member at Trent Valley, a Junior Gliding Centre accredited club. He said: "The club has been concerned for a long time over the lack of ab initios and young pilots within the club.

"But we now have a healthy intake of new juniors and we wanted to help them bond as a team, supporting them in running the airfield themselves for each other, under supervision.

"It was a real success and the feedback from the teenagers was so positive that we're now planning to run another juniors' coaching session during the

October half term."

After starting with ground school training, including handling cables, launching gliders,

towing out, running the log and associated activities, flying instruction was provided by Larry Lawes and Steve Nock, himself previously a successful junior and now competition pilot.

"Primarily the day was to provide training solely benefiting the young pilots, who are our core juniors," explained instructor Larry Lawes. "There was no other club flying and, although some members made themselves available, it was a move to engage this group of pre-solos with all the launch point activity between themselves, and to bond a bit more."

Steve added: "The weather was ideal. I flew a couple of the juniors in the Janus as an introduction to cross-country flying, with one of them experiencing a trip out to the seaside to Mablethorpe on the Lincolnshire coast.

"I flew the others locally, giving them all soaring flights of over an hour each with 4,000ft+ climbs; bigger than they'd all previously experienced."

With such fantastic weather over the summer the club has struggled a little, with one of the two-seaters away for repair and a limit on soaring time.

"This is why it was really important to provide this opportunity for our newest and youngest members, and maintain the interest of this future next generation of pilots," added Pete Dixon. "The day was a resounding success with everyone beaming from their flights and wanting to know when the next one would be!"



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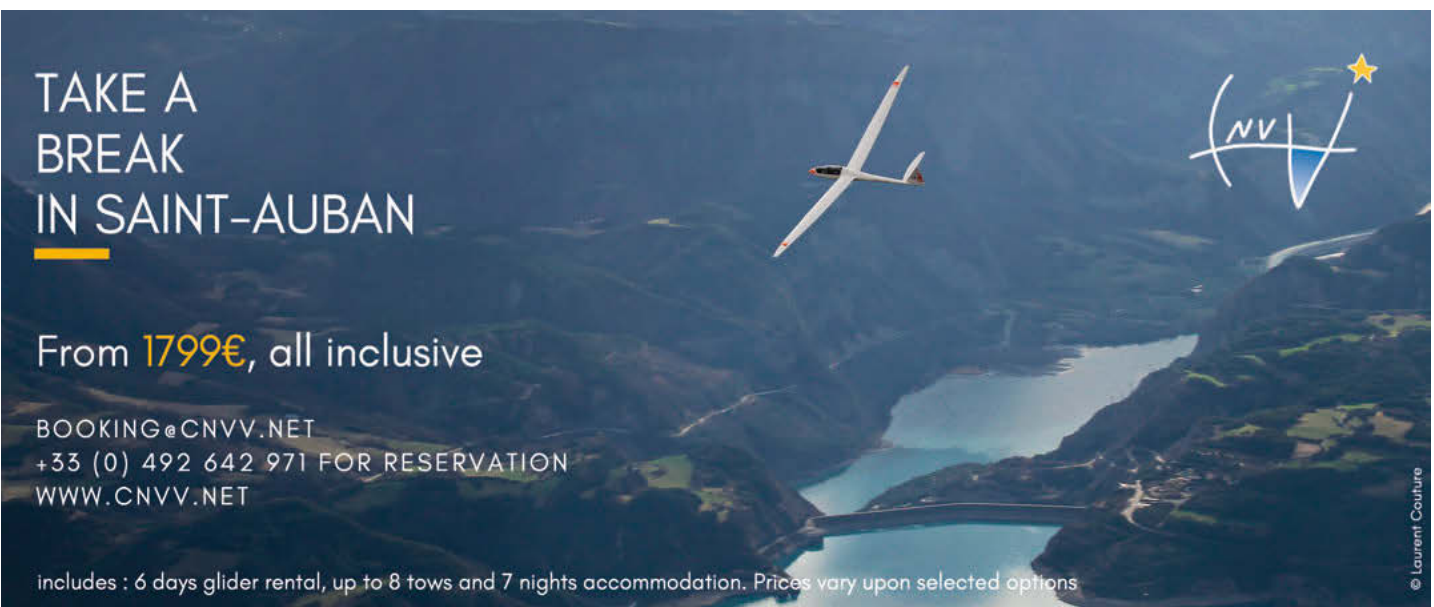
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EXPERIENCING A WHOLE NEW ERA

Steve Hunt gets to grips with the Era 80 variometer with a transreflective 3.5 inch screen



LX navigation uses standard CAN BUS connectors for all devices, which means you can transfer power and data via a single cable with every LX navigation device

FOR ANY LEVEL OF CROSS-COUNTRY PILOT, I RECKON LX NAVIGATION HAS A BIG HIT ON ITS HANDS

LX NAVIGATION claims on its website that the Era 80 is the most sophisticated technology it has ever developed and, as a proud user of one, I am happy to agree!

So, how did I arrive at purchasing this excellent instrument?

I had been flying with an older system for a number of years, but it was clear that this device was no longer supported by its manufacturer and that it was time for me to modernise my panel.

As I started the research on new instruments, I came across the LX navigation trade-in programme. The company offers you a discount for an old instrument, which lowers the price of new equipment – quick and easy.

I needed something compact that would fit in the panel without major change and that would give me all the functions I was used to, while also delivering substantial improvements. I had heard on the gliding grapevine that the Eos vario was one of the best performing varios on the market and, as the Era was a development of the Eos, it should be at least as good.

I was attracted by the digital, rather than analogue needle and first had a look at the competition that offered similar features, but concluded that the Era 80 is superior in all aspects. The display is super bright, Era is easy to use and nice to look at. Era even has a back-up battery and the variometer itself is probably the most accurate on the market. The choice was logical.

LX navigation is the original LX company and I liked the approach of the new dynamic team of engineers at LX navigation, all of whom are glider pilots. They have taken over the running of the company from Crtomir Rojnik, who started the LX vario business over 40 years ago!

Their support, and that given by their UK dealer, LX Avionics, has been superb. Installation was very easy; everything was plug and play, and any additional accessories I might add in future will be connected via a single CAN BUS cable. No more fiddly wiring!

Being an all-new vario system I knew that I would be, in some respects, a beta tester as the product was refined. I did have a couple of issues that needed sorting out, but these were quickly sorted by John Delafield of LX Avionics and the factory. I now have a mature system that has simply enormous capabilities.

The build quality of the Era 80 is the best I have seen in this class of modern glider instruments. Also, LX navigation has put a huge development effort into its new systems, with the computation element built around its own bespoke LX One Chip; a chip designed for gliding-specific tasks.

The company claims that it has put its 40 years of experience into its new devices and it shows. For any level of cross-country pilot, I reckon LX navigation has a big hit on its hands.

Features of the Era 80

So what features does my Era 80 have, apart from being a superb variometer useable with TE probe or electronic compensation?

Firstly, the display really is the best I have seen for clarity and it uses all but a fraction of the instrument's 80mm diameter. It has a huge 16GB memory with a very fast processor.

Secondly, it has a host of other features, and it will be easiest for me to just list them, as follows:

- Integrated G meter.
- 3-axis gyroscope and accelerometers.
- WiFi and Bluetooth 4.0 + BLE.
- Integrated 50-channel GPS receiver.
- Integrated voice module.
- Completely new design using the latest pressure transducer technology.
- Extremely bright direct sunlight readable display.

- Extremely fast vario data acquisition.
- IGC flight recorder.
- PDA/PNA port that supplies navigation and FLARM data to PNA/PDA.
- Rotary knob with push function for simple and effective operation.
- ENL (Environment Noise Level) sensor.
- OAT (Outside Air Temperature) sensor.
- External SD card interface.
- Integral back-up battery (three-hour endurance).
- Pre-loaded polar databases.
- There are multiple user-defined status inputs: Speed Command, Vario Priority, Event, Undercarriage, Airbrakes and inverted versions of all these.
- It gives me:
 - > Turning point database with almost unlimited number.
 - > Airport and airfield database.
 - > Airspace with graphical display and airspace warnings.
 - > Task navigation.
 - > Final glide navigation.
 - > And it does all this using just 150 mA @ 12 volts and remember that it has an integral back-up battery should my batteries fade.
 - > It will display FLARM (and ADSB) information using an external FLARM device.
 - > For ease of connection, the system uses CAN connections to supply power and data.

Glowing account

This is a glowing account of the new Era 80 and I am not alone in my views. I have permission to quote an email to LX navigation from another early user of the device in Europe (name and address available).

I was (and still am) using the LX Era 80 in combination with the new LX Joy in the LS8-18 as a beta tester and was really glad to be part of the testing. The Era 80 is an outstanding piece of equipment; does exactly what I expected it to do. Sure, as a beta tester it is normal to figure out bugs and improvements and I was really impressed by the reactivity of your service. I always felt I was being taken seriously and respected as a user, even if I am a normal pilot and not a former and actual gliding champion. Looking forward, I have a good feeling about your competence and service performance. (Joy is the fitting available for the top of your stick to enable even easier selection of functions.)

In terms of operation, it is intuitive and logical by use of the rotary knobs and the large push buttons (or the Joy). On the right-hand side of the Era are two knobs that allow you to scroll through the menus by



rotary and push-press operation, combined with two buttons which have predefined functions. I am told that if you have ever flown with any other LX product you will find it very easy indeed. If you wish you can chose white and black for the vario screen and also for the general theme. Well, for one who had not had previous experience of an LX product, I can confirm that even I found the operation easy to get my head round.

The Era certainly is well worth considering; extremely clear presentation, superb vario and easy to learn to use.

Just one criticism

I would add to the article that my only criticism is the speed of the auto switching from cruise to climb and back. I gave this feedback to the factory, and recently received the following reply:

There are three options for changing to circling mode:

1. Manual – with an SC switch, the reaction is instantaneous.
2. Speed – you set the threshold to a value which you don't exceed in circling, but always do in straight flight; let's say it's 60kts... below your set speed the instrument sees you as circling. Above, and you are gliding. This mode also has an instantaneous reaction.
3. Circling – uses our algorithm for recognising circling and needs roughly a quarter of a turn (90°) in order to detect that you are, in fact, circling. It also needs a couple of seconds to recognise straight flight. (I find this too slow to change.)

- www.lxnavigation.com
- www.lxavionics.co.uk

On the right hand side of the Era are two rotary knobs that allow you to scroll or push-press through the system combined with two buttons of predefined functions

■ **Prices from £1,260, incl VAT from LX Avionics**



Taken in 1968, CFI at the Ouse Gliding Club (York), Wilf Coulsey, holds the canopy for Steve Hunt

■ **Steve Hunt started gliding in 1967. Total hours are now 17,000+ of which 2,500+ are gliding. Steve won a couple of regionals on the way, is a lapsed Ass Cat and now get his kicks floating around cross-country from Pocklington**



This page, anti-clockwise from top:
North Wales wave in August (Chris Gill)

Trevor Dale's Pilatus B4 between the primary and secondary wave systems at Milfield on 18 September. The North Northumberland coast is just visible to the centre of the picture. The wind had increased to 40kts on landing! Milfield recorded a gust of 92mph on the anemometer during storm 'Ali' of that week (Trevor Dale)

Epic wave encountered in flight from from Burn on 26 September, overhead Harrogate, North Yorks. Alastair Mackenzie managed to gain 9,242ft reaching just under 13,000ft, while Jesper Mjels from Sutton Bank made it to almost 20,000ft in the same area, gaining over 16,000ft (Alastair Mackenzie)

Shark G-DLOT in wave at 14,500ft over Denbigh on 4 October. Photo by Southdown GC's Maggie Heslop taken from the front seat of Denbigh's DG-1000M, with Chris Gill in the back seat



This page, clockwise from top:

London GC's Steve Lynn and Ed Downham took EB28 '13' to Portmoak at the end of September/early October and encountered great wave conditions (see article on pages 38-45). These are some of the spectacular photographs taken by Steve Lynn during that expedition.

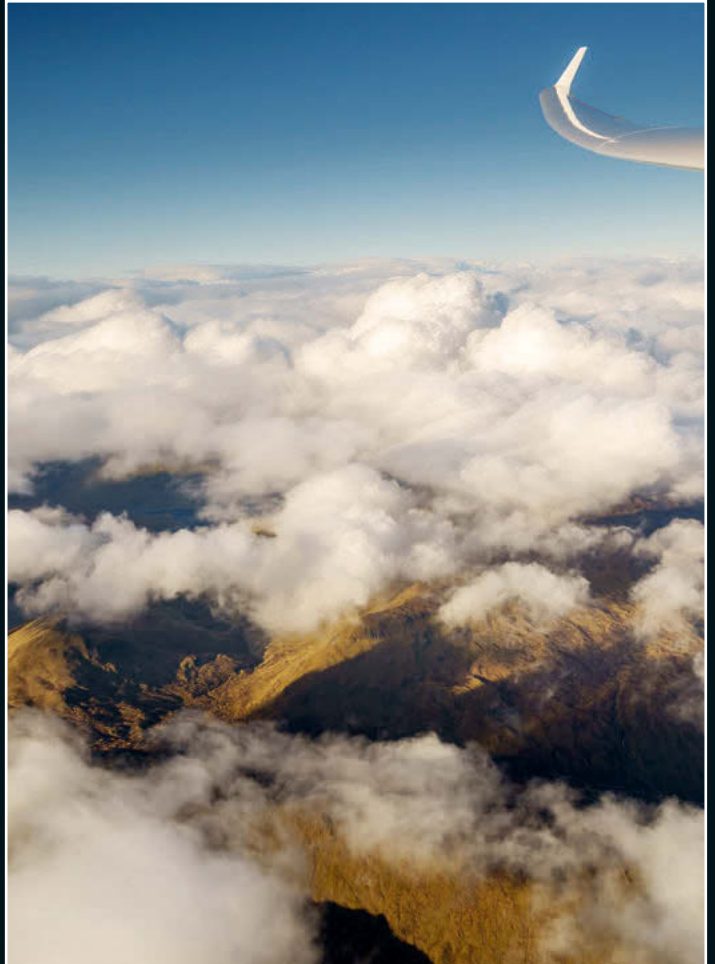
A brief moment of sunlight reveals ice forming during an IMC descent

Climbing away near the Maule memorial in Glen Esk

Looking for wave near Brora, north of Inverness

A confused sky (with lift to match) on the edge of the Cairngorms

■ 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



TEEN SPIRIT

National aerobatics coach Paul Conran reports on 2018 season

THE 2018 aerobatic season did not get off to a good start when the Dan Smith Memorial Trophy competition held at Dunstable over Easter was cancelled due to bad weather. In fact, the weather had been unkind to us all winter as the nascent National Team tried to prepare for the World Championships to be held in the Czech Republic.

The 2017 'Get into Aeros' event held at Lasham at the tail end of last season gave

birth to what was to become the National team. Harry Entwistle, Fliss Jones and Guy Roth, all potential team members, rightly gave priority to their 'A' levels and were eventually unable to make the commitment so necessary for success. Joel Hallewell, by now an aerobatic veteran at the tender age of 17, was joined by Carl Cox, also 17 and a newcomer to aerobatics. The team of three was headed up by Will Jones who, after a successful career in cross-country, has taken a prominent role as an aerobatic instructor.

Training began in earnest during the autumn half term at Lasham, where we had sole use of Maz Makari's Fox and unlimited access to all of Lasham's excellent facilities. Five further training camps were held, but poor weather during all of them hampered progress. In all, out of 46 planned training days, only about a dozen were flyable. By the time we got around to the summer it looked very much as if all was lost and we might have to leave it to another year. Carl had never flown in any sort of

competition, Joel had yet to come on form and Will was so busy helping everybody else that his own flying was suffering.

Then something quite magical happened at the Saltby Open competition in July. The weather came good the week before and good use was made of it. Carl gained enough confidence to enter what was to be his first competition and, keeping a cool head, did himself great credit with some fine flying. Joel won (of course) and Will became an unfortunate middle ranker after a momentary lapse of concentration during a tail slide. We now had a team and, a week later, with Fliss Jones and Guy Roth as crew, we were on our way to the Czech Republic.

The weather was hot, the airfield rough and the tow planes mostly inadequate. But the beer was cheap, the food was good, the people were friendly and the swimming pool was inviting, so there was no way we

were not going to have great time. These competitions are made up of hours of tedium interspersed with minutes of adrenaline pumping intensity. During the down times we played backgammon, listened to music and sometimes discussed the issues of the day. Our gazebo at the launch point became known as 'Buckingham Palace' and from there we served tea and occasionally entertained our foreign friends. The conditions were excellent, with mostly blue skies and very little wind. Unusually, we had a full competition with each pilot flying five times.

The first flight of the competition is the Free Known program, a sequence we had been practising for months. Carl excelled himself by coming 10th in the world in only his second competition and less than a year after his first tentative loop. Will and Joel both had problems with squeezing all the figures into the height allowed (1,000m).

Best Brit

Gradually, during the course of the competition, the scores evened out and at the end of the day Will ended up best Brit with Joel and Carl not far behind. Hats off to Joel, who had to abandon his last flight due to extreme turbulence – safety first as always. All the pilots had results in the top 10 in several programs, which shows great promise. Consistency backed up by experience is key and we look forward to building on our success when the team heads off to Romania next year.

The last event of the season is always our National Championships and is usually held at Saltby. Four classes were flown: Club, Sports, Intermediate and Advanced. The winners respectively were: Harvey Algar, 15 (Club), Daniel Weston, 19 (Sports), Benjie Ambler, 15 (Intermediate) and Joel Hallewell, 17 (Advanced) – all teenagers.

It has been a good year for aerobatics in spite of the poor winter weather playing havoc with our training program. Looking forward, our prospects look good for 2019. We have a strong and youthful team, who have now worked hard and pulled together for over a year.

Joel Hallewell, at 17, has made a clean



Team GB (left to right): Fliss Jones, Guy Roth, Joel Hallewell, Carl Cox and Will Jones (Paul Conran)



Paul Conran took up gliding in 1994 and has been competing internationally since 2001. A member of Lasham GS, Paul is a Full Cat and Advanced aerobatic instructor. He is the national aerobatics coach and runs courses in the UK



sweep of all the national trophies, something never done before. Carl Cox came from nowhere to hold his own at the top of the world order in less than a year. Will Jones, with his team leadership and instructing skills, will make the National Team's presence felt at next year's WGAC in Romania. The British Aerobatic Association's 'Get into Aeros' event held every year at Lasham continues to produce a stream of youthful enthusiastic wannabes.

None of this would have been possible without the British Aerobatic Association's

generous support, largely made possible as the result of a well-organised fundraising campaign. For those readers who last winter supported our prize draw for a flight in a Spitfire – thank you and I am very sorry that you did not win! The good news is that you have another chance!... www.aerobatics.org.uk/lottery

We continue our search for future sponsorship and hope that one day we will be in a position to acquire our own team glider. Who knows, we might even be taking it with us to Romania next year...

Above left: Joel Hallewell takes the heat off Carl Cox (Guy Roth)

Above right: Joel Hallewell in deep contemplation before take-off (Guy Roth)

A NEWCOMER'S PERSPECTIVE ON BENEFITS OF AEROBATICS

GLIDING'S tranquillity was always something that appealed to me, as most of the flying I had previously done involved the hum of a Lycoming engine through the headset, *writes Kerrin Dutton*. I have always thoroughly enjoyed the serenity of soaring along a ridge line, or the art of finding a thermal – and staying in it. However, this year I discovered a whole different side of gliding, one that did not involve flying conservatively to maintain altitude, but rather expending that energy in the quickest way possible through a series of graceful manoeuvres.

The Scottish Gliding Centre at Portmoak ran an evening group this year with instructor Peter Sharphouse, where students could learn the art of aerobatics and really get to grips with the practical application of the glider's capabilities. Something that I had never realised until then is that almost all gliders are certified for aerobatic flight of some calibre, including the K-21 in which I was so accustomed to flying straight and level.

It was at the end of the day, a blissfully sunny evening with not a cloud in the sky, when I had my first aerobatic flight. For the entire aerotow I had a mixed feeling of uncertainty and hesitation, but after we released from the tow plane it became only excitement. The first manoeuvre demonstrated was a 'simple' loop. It was surreal to see my home airfield above my head as I flew over the top of the loop, and the quietness of the airflow over the wings followed by a rush of air and looming ground. The excitement and adrenaline rush of doing something that I did not think was possible, in a glider that I thought I knew so well, is exactly why I keep coming back.

It was then my turn to try this seemingly simple manoeuvre that the instructor had made look effortless. Evidently conservation of energy was a concept that I had not quite yet fully grasped in a glider. As we pulled to that surreal sight of the airfield above the canopy, it was not followed by a rush of air and looming ground, but instead by a

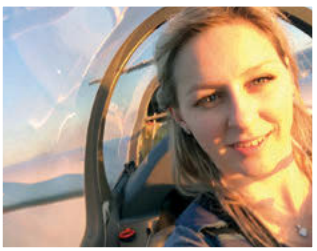


(Photo: Chris Bell Photography)

LOOKING FORWARD, OUR PROSPECTS LOOK GOOD FOR 2019. WE HAVE A STRONG AND YOUTHFUL TEAM WHO HAVE NOW WORKED HARD AND PULLED TOGETHER FOR OVER A YEAR



Some of the participants of the 2018 Get into Aeros event at Lasham, with MDM Fox
(Chris Bell Photography)



Growing up next to Prestwick Airport instilled a love of aviation from a young age and motivated Kerrin Dutton to work hard to pay for flying lessons. Kerrin went solo in a Cessna before she could drive and, after relocating to the east coast of Scotland, she gained her Private Pilot's Licence. Kerrin started gliding at the Scottish Gliding Centre three years ago and quickly went solo. After a break to study for her ATPL exams, she is back flying again and hoping to gain her standard aerobatics badge soon. As well as flying the tug at Portmoak Kerrin is due to start training for a Commercial Pilot's Licence in November. She hopes to eventually fly with Logan Air.

↳ stillness and weightlessness. Thankfully gravity does not forget about you and soon we were rushing towards the ground and rapidly building up speed. After that first flight, I was hooked!

I heard about an upcoming event held by the British Aerobatics Association for those under 26 – 'Get Into Aeros', at Lasham Gliding Society. My initial thought was that it was quite far to travel, but after reading about the previous year's event and the success in helping beginners gain badges, reach their full potential and also the chance to fly the ultimate two-seat aerobatic glider, the MDM Fox, it was an opportunity I could not miss.

The eight-hour drive from Portmoak was

definitely worth it. Lasham was a great site to visit, the atmosphere was incredible and the sky was constantly alive. Like any gliding day, it started with a weather briefing, then those who were to be flying aerobatics were placed in groups and assigned an experienced instructor. It was fantastic to have instructors who compete at the highest levels of aerobatics teaching at this event. The instructors catered to each individual's skill level and established what each participant was hoping to achieve from the event.

The club generously loaned two K-21s for our use during the weekend. We also had the use of two MDM Foxs and the organisers were kind enough to ensure that everyone was able to experience a flight in one of these



Carl Cox flies the Fox
(Chris Bell Photography)

amazing aircraft.

After a day of practising standard aerobatic figures in the K-21, it was my turn in the Fox with advanced aerobatics instructor Paul Conran. The weather had been phenomenal all day, especially for those of us who had travelled from the north of the country – woolly hats were not required! I wanted to see what a glider with this level of performance was capable of. Needless to say I was not disappointed. I was taken aback by the sensitivity of the Fox's controls and its remarkable roll rate, especially compared with the K-21. It is an exceptionally capable aircraft, but also one which will keep you on your toes. After I flew a few standard figures, Paul took over flying and, with a flick of the controls, the world spun around so effortlessly. We flew a range of advanced manoeuvres and every single one put a smile on my face, even through the increased g-force.

Following a brilliant day flying and visiting the fascinating Gliding Heritage Centre, everyone sat down to food, drinks and the sharing of stories. It was great to have the chance to chat to so many exceptionally talented and experienced aerobatic pilots, all the while learning about the importance of the role that aerobatic training has in creating a safer pilot.

In my opinion, learning to recover from unusual attitudes, whether intentional or not, is a skill that every pilot should develop and practise. Many accidents are caused either by the delayed reaction to recover or the disorientation and inability to understand what the aircraft is doing. Aerobatics brings a level of confidence and skill to a pilot, as well as an invaluable understanding of aerodynamics. Becoming comfortable with the aircraft you fly, whatever it may be, is key to bringing out the best in performance and safety.



Sequence card taped to panel – just in case we get lost! (Kerrin Dutton)

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Photo credit: Tobias Barth Photographie

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VINTAGE AWARDS

Andrew Jarvis reports from the VGC Annual Dinner in Zurich

THE 2018 VGC Annual Dinner was held at the Hotel Wallbeck, on the outskirts of Zurich, on Saturday 6 October.

In the morning, a VGC Board meeting was held, setting out the framework for the coming years. Meanwhile, organiser Kurt Stapfer had arranged a visit to the Dubendorf Aviation Museum and also a really special event – a flight in one of the historic Ju52 tri-motor



VGC members were given the opportunity of a flight in the Ju52 (Alexander Gilles)



■ **A SPECIAL AWARD: Gere Tischler (above right) called for Alexander Gilles, who, to his total surprise, was presented with a 'brand new' RAF-issue G45 gun camera – yes, the one fitted to Spitfires! This was in recognition, not only of Alexander's unmatched air-to-air photography, but also the countless hours he has devoted to pictorial work for the VGC. An RAF camera for a skilled German photographer – yes, that's the VGC!**

aircraft, which operate from the adjacent airfield. Those who took the flight were all treated to an unforgettable experience.

About 60 of us later gathered in the airy dining room. After the main course and before the dessert, a beautiful, almost surreal, musical 'concerto' was staged.

Frederic Fischer is a genius: a professional musician and composer, but he also builds and flies the most perfect model gliders imaginable. His three-movement piano concerto was accompanied in beautiful diction by a prose-poem in German (fortunately with an English printed translation), describing a terrifying glider flight in a thunderstorm and eventual escape to calm blue skies and a gentle landing. I was lost for words, but happily our past president and resident

musician, Nick Newton, sprang up to deliver an eloquent tribute of thanks to Frederic, who Nick had met many years earlier. To see one of Frederic Fischer's most amazing gliders in flight (a half-scale Russian flying wing), go to Air Burn Brothers on YouTube.

Chairman Chris Whittaker and I then made a start on the awards – sadly some were awarded in absentio. First, there were three Honorary Memberships to be awarded: Werner Ruegg, who is real stalwart of the VGC; Graham Saw, our ageless founder member; and dear Peter Underwood, still rebuilding Kites (with his son David) at the age of over 90.

The prestigious Syd Davies Trophy went to Klaus Shickling, retiring from his role as International Rally Secretary after nine years. Jiri Lenik was awarded the International Challenge Trophy for the best restoration – his recreation of the Grey Wolf pre-war two-seater, in an 11-year project. Russell Hardcastle and Adlpe Wilsche received medals for outstanding restorations of Meise and Mü13D respectively. The latter featured on the cover of S&G Oct/Nov.

Three fine Dutch members were given the Phil Tiley award for outstanding non-flying activity at the rally – their humanitarian support for a disabled colleague. The

recipients were Marlou Hoekstra, Marja Osinga and Martyjn Hoogenbosch.

The deserving recipient of the Skywriter Award was American correspondent Raoul Blacksten, for his recent, superb article on the Zanoia (an important American pre-war glider) in *VGC News*.

The award for best flight at the International Rally went to Constanze Bruun, for an 8½-hour flight in her K-6. Connie couldn't attend, but we read from her email, in which she movingly told us that the totally different and non-competitive spirit of the VGC had restored her devotion to gliding, which she had considered giving up.

Ray Whittaker was awarded a wire-frame model K-6, in recognition of his eight years as membership secretary. He is now replaced by Walther Hoekstra (though still helped by Ray with the UK members).

The final official VGC award was the Chairman's Cup, which Chris presented to Jan Forster, who had stepped down from the Board after 20 years, finishing as president this year. It was impossible to find words to fully match Jan's lifelong devotion and contribution to the VGC in particular, and historic gliding in general. His presence on the Board will be greatly missed.

It just remained for me to make a small presentation – of a bottle of champagne – to Kurt Stapfer, for having single-handedly organised this wonderful dinner and weekend in Zurich.



Chris Whittaker presents Jan Forster with the Chairman's Cup, watched by Andrew Jarvis (left) and Jan's son, Ian (Alexander Gilles)

23rd Camphill Vintage Rally 2018

WHO called it Damphill? *writes Mike Armstrong*. Not a drop of rain the whole week. It was warm and average rally vintage flight times were 36 minutes.

The attendance this year was a little disappointing for a number of reasons, mainly physical injury to probable attendees, or their better halves, and at least three gliders suffering from old age rather than injury. As for the usual 'Capstan Reunion' aspect, the one Capstan flying did feel rather lonely, but what a specimen it is. It was brought by Steve Godleman, who had it beautifully restored by a team led by Bob Lloyd at Kent. The glider was very popular with all who flew in her.

On the first Friday Tom Edwards, in his trusty K-8, stole a march on everyone else with an excellent 169km triangle round Burn and Rufforth. This was while many others were still travelling and experiencing the pleasure of using the re-opened access road from the south.

Saturday brought light and variable winds, but they managed to generate some weak wave to over 4,500ft for some patient pilots. Tom Edwards earned wine for the longest and highest flight of the day.

Sunday provided some excellent soaring for all, with the winner of the wine being John Young in his L-Spatz, who only missed another five-hour flight by three minutes while covering 174km for the local task 'Round the Castles'. The club T-21 soared for over three and a half hours. The evening entertainment was the annual bar quiz (with no gliding questions, thank goodness!) organised by Tony Senior, who managed to keep control of an unruly set of contestants.

The club T-21 made the most of another excellent soaring day on Monday with over three hours in total, while Graham Hayes/Terry Horsley were awarded wine for the flight in their T-21. The Kent visitors made a serious error by deciding to go sightseeing on the best soaring day of the week so were jointly awarded a horn the next morning for their misjudgement. An evening talk by Brian Whalley explained much of the geology around the Peak District.

Tuesday brought an 80km 'Visit the Reservoirs' task, which brought a couple of outlandings from the K-8 and L-Spatz although the Sky did complete the task. Retrieves were completed in time for the BBQ



held in the courtyard in idyllic conditions. In a break with tradition, the wine went not to a rally participant, but to a member and rally helper, Nigel Aldred, for his first solo after four years of commuting from Wales to Camphill when time allowed.

Wednesday was another blue day with a little less soaring – in truth it was mainly circuits, but very pleasant holiday weather. The evening after-dinner talk was given by the Edale Mountain Rescue team, who provided an entertaining insight into their activities.

Thursday was forecast (correctly) as similar to Wednesday with light winds and little convection so the task for the day was a spot landing competition. The skill of the pilots was initially underestimated with 50ft and 20ft tape measures prepared. Four landings proved to be within six foot and the winner, Ollie Lee in the Capstan, stopped with the main wheel touching both legs of the landing cross. The spot landing entry fees raised £40 for the Edale Mountain Rescue team. The gala dinner in the evening again proved how lucky we are to have John and Sylvia providing such excellent catering.

On Friday morning at briefing, Caroline Coates presented two new poems that she had written during the rally, which met with universal acclaim. The flying proved to be a bit of an anti-climax after the excitement of the previous day with most pilots all "flown out" although there were some rally flights before the de-rigging parties, fond farewells and journeys home.

Camphill's T-21 resurrected from three wrecks over 20+ years (Jan Szladowski)

■ All promised to return next year and the dates for the 24th Annual Camphill Rally were confirmed as 21-29 June, 2019

DATES FOR 2019:

■ VGC UK National Rally, Sutton Bank, 25-31 May

■ VGC Rendezvous, Hus Bos, 22-25 July

■ 47th VGC International Rally, Tibenham, 27 July - 3 August



The Kent Capstan is admired by Malcolm Kerley and Rob Faulkner, with Alan Jolly and Alex Green in the background (Jan Szladowski)

■ www.vintagegliderclub.org

Al McNamara recalls a bizarre retrieve during the 1999 Juniors

BIDFORD BLAZE

THERE have been lots over the years, but the most epic retrieve I can remember must be dragging a friend out of a field at the Juniors at Bidford. It was the second Saturday and I'd turned up for the party. I remember getting there just about as people were starting. I knew lots of people at the comp, one of whom (a Junior Team member at the time) was flying the OUGC K-21 (GAM) with his then girlfriend (also a pilot and OUGC member) in the back seat. Anyway, as I remember it, just as I was

thinking about an early beer, there was a call asking for a volunteer to go and pick the K-21 out of a field about 15km away. I had a bit of a giggle at their misfortune and volunteered, thinking I'd pick them up and easily be back in time for finishers. A couple of OUGC students came along for the experience.

I had an Audi A3 with sports suspension at the time. We got to the field with no issues, picked both pilots up at the entry to the field (A3 now five-up, with low suspension and K-21 trailer attached). It was a great stubble field, and an easy drive in.

As we got towards the glider, I started to feel a reduction in power and, as we stopped next to the glider, the engine stopped and I started to feel heat under my behind. It took a few seconds, but I worked out that the heat was burning car (probably caused by cat convertor on stubble). At this stage, no-one else was any the wiser, but they quite quickly got the message to de-bus pronto. As we ran from the car, the flames started to take hold. We ran to the glider, and started to push it away from the fire.

We got it clear (ish) at which point someone decided that we should 'save' the canopies, so we unhitch the canopies and carry them up the hill, away from the fire. At this stage, with a burning car and field, I was calling the fire brigade. The car was a huge fireball, spreading back to the trailer and field. I remember the operator asking exactly where we were and me being a bit vague in that way you always are amongst country lanes. I think at some stage I lost patience with the operator, who was pressing for how the fire brigade would know which field – my response was that the smoke and flames would give it away.

The fire brigade duly arrived (actually surprising quickly – too quick for some in OUGC, who were keen to get a new K-21 trailer). The car was totally trashed, but they saved the trailer, which was later

rebuilt by Shirenewton.

And so there we were in a field in the Cotswolds; a totally burnt out car, a part burnt out trailer, a perfectly serviceable K-21 (missing canopies which we had inexplicably removed and carried half a km) and five of us in the middle of nowhere, with late starters still coming over the top in what still looked like a booming sky!

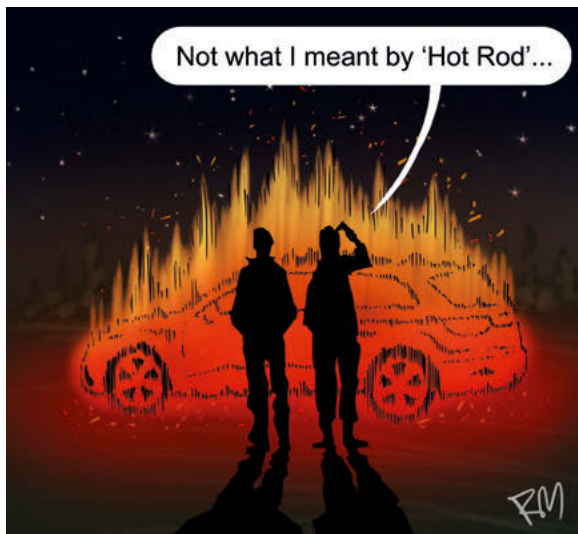
As I was talking to car insurers, the pilots were putting together a plan to borrow the RAFGSA K-21 trailer from Bicester. The GSA also lent their minibus, and the second retrieve of the day started. The next bit was fairly uneventful until we got to (I think) Chipping Camden, where we ended up with the trailer/van combination being too long to get around a tight corner. Easy, we thought. Five of us, unhitch, take the van away and take trailer around corner by hand. What we hadn't factored in was the hill we were on. We unhitched as planned, all hands on trailer. The trailer started rolling backwards towards scaffolding, which was against the adjacent building (luckily, as it turns out, a pub).

With much shouting (and more than a little bit of panic) the driver ran into the pub to get help. Out piled a fair number of (probably less than sober) hands, now all standing under scaffolding, which if we got it wrong would come down on top of us. The help was enough, we got the trailer around the corner, hooked up, and the rest of the retrieve was uneventful.

We got back to Bidford right at dusk, just in time to witness the end of an aerotow retrieve. As we unhooked, we were asked to join lots of others to use the van lights to help mark the runway for the landing glider.

Anyway, they landed safely and we made the party just as it was getting going – only to be ended prematurely by the bar running out of drink. Not just beer, or spirits, but absolutely everything – we'd drunk them dry. The only disaster of an eventful day.

■ **Do you have a landout story – from heaven or hell – that S&G could include in this series of retrieve tales? Please send it to editor@sailplaneandgliding.co.uk**



Cartoon by Ross Martin



Al McNamara began gliding with the RAFGSA in Germany in late 1993, going solo in early 1994. Since then he's flown just under 2,000 hours, with three Diamonds. An active cross-country pilot, Al is an instructor and occasional (not very successful) competition pilot. He flies at Bicester.

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Applications are now being received for the 2018 Ted Lys Awards, to be presented at the BGA sporting conference, 2nd March 2019.

Closing date for applications is 31st January, 2019.

<https://members.gliding.co.uk/launchpoint/ted-lys-award-application>

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> **SAILPLANE & GLIDING**
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Pete Harvey

> **BGA PROVISIONAL RATINGS LIST**



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- 1 S Jones
- 2 P Harvey
- 3 D Bromley
- 4 T Fletcher
- 5 A Davis
- 6 R Cheetham
- 7 D Francis
- 8 M Young
- 9 T Scott
- 10 P Jones
- 11 G Dale
- 12 L Wells
- 13 G Coppin
- 14 H Jones
- 15 C Starkey
- 16 G Stingemore
- 17 J Brattle
- 18 T Arcsott
- 19 M Cook
- 20 M Wells
- 21 H Inigo-Jones
- 22 T Jenkinson
- 23 J Arnold
- 24 S Ell
- 25 T Milner
- 26 S Pozerskis
- 27 P Crabb
- 28 J Hood
- 29 M Fox
- 30 F Sleight
- 31 N Tillett
- 32 E Foxon
- 33 C Hill
- 34 J White
- 35 D Watt
- 36 I Macarthur
- 37 J Williams
- 38 W Blackburn
- 39 C Gill
- 40 S Astley
- 41 A Elliott
- 42 I Evans
- 43 S McLaughlin
- 44 R Berry
- 45 A O'Keefe
- 46 A Truelove
- 47 A Tribe
- 48 K Tipple
- 49 P Stafford-Allen
- 50 R Browne

- 51 J Ewence
- 52 J Stephen
- 53 J Sharp
- 54 D Campbell
- 55 D Brown
- 56 J Meyer
- 57 G Metcalfe
- 58 B Spreckley
- 59 L Davidson
- 60 S Woolcock
- 61 C Allen
- 62 C Curtis
- 63 J Pack
- 64 S Codd
- 65 A Ramsay
- 66 D Findon
- 67 J Best
- 68 J Pring
- 69 M Davis
- 70 P Hurd
- 71 J Richards
- 72 R Ellis
- 73 M Holden
- 74 F Turner
- 75 A Nunn
- 76 N Mallender
- 77 R Large
- 78 A Balkwill
- 79 R Hanks
- 80 C Bennett
- 81 P Baker
- 82 O Walters
- 83 E Sparrow
- 84 M Pike
- 85 P Pentecost
- 86 C Luton
- 87 R Maisonpierre
- 88 B Scougall
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- 92 P Fritche
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- 95 S Roddie
- 96 D Heslop
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- 150 A Hall

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- 152 T Freeland
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- 154 O Bosanko
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- 180 J Tanner
- 181 G Thomas
- 182 D Crowson
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- 184 M Armstrong
- 185 M Lynes
- 186 P Candler
- 187 T Pavis
- 188 D Brown
- 189 T Wheeler
- 190 M Stringer
- 191 B Crook
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- 194 V Watt
- 195 R Slater
- 196 R Hood
- 197 J Clarke
- 198 A Hughes
- 199 M Boydon
- 200 G Paul

- 201 A Sampson
- 202 T Faver
- 203 S Hepburn
- 204 A Darlington
- 205 C Lewis
- 206 L Brady
- 207 K Atkinson
- 208 G Morris
- 209 B Hughes
- 210 G Dutton
- 211 N Clements
- 212 R Thirkell
- 213 C Harkness
- 214 G Lyons
- 215 J Jones
- 216 A D'Arcy
- 217 W Amor
- 218 W Ellis
- 219 C Godard
- 220 H Hingley
- 221 T Marwaha
- 222 M Lavender
- 223 R Kalin
- 224 J Matthews
- 225 O McCormack
- 226 D Hurst
- 227 P Jessop
- 228 T Mitchell
- 229 A Bridges
- 230 D Williams
- 231 A Roch
- 232 A Emson
- 233 R Witter
- 234 J Staley
- 235 S Armitage
- 236 M Davis
- 237 D Smallbone
- 238 S Nash
- 239 A Hippel
- 240 C Marshall
- 241 D Glover
- 242 W Parker
- 243 M Weston
- 244 D Briggs
- 245 C Groves
- 246 F Summerell
- 247 O Barter
- 248 O Constable
- 249 B Murray
- 250 M Tomlinson

- 251 D Hope
- 252 A Swan
- 253 P Scheiwiller
- 254 R Roberts
- 255 C Metcalf
- 256 F Jones
- 257 K Payne
- 258 A Birkbeck
- 259 A Hippel
- 260 P Wright
- 261 P Reading
- 262 J Spencer
- 263 C Mutricy
- 264 P Hibbard
- 265 A Wallace
- 266 L Merry-Taylor
- 267 R Watson
- 268 D Chidley
- 269 A Neofytou
- 270 J Klunder
- 271 S Wilkinson
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- 273 I Campbell
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- 294 T Cook
- 295 A McNamara
- 296 B Bradford
- 297 W Baumann
- 298 G Craig
- 299 A Miller
- 300 J Beringer

Provisional ratings list compiled by Paul Crabb. The actual rating score and its calculation can be found at www.members.gliding.co.uk/library/competitions where there are instructions as to how to query your rating if you believe it might be incorrect. From mid-November, applications for FAI licences and National Championships, except Juniors, will be available at www.members.gliding.co.uk/competitions/competition-licence-nationals-entries

SCOTLAND FOR

BRAVEH



HEARTS

Tuesday 2 October proved an exceptional wave day, resulting in some epic flights in Scotland. John Williams flew 1,225km, which included a trip to Northern Ireland

MULL of Kintyre, oh mist rolling in from the sea – my desire – is always to be here... I just can't rid myself of that earworm from the aptly-named Wings released in 1986. Big flights happen on a particular day, but their origins long precede them.

At the BGA conference in 2009, I spoke about wave flights made a few days previously on 22 February. And for perspective I reflected back on an earlier truly enterprising flight when, on 2 February 1963, Charlie Ross soared from Portmoak to Toome near Lough Neagh – in a Skylark 3. Club reports in the April 1963 issue of S&G show a comment from the Ballykelly (Red Hand) club: "We hope this is the first of many such visits in either direction." More than 55 years later the fulfilment of that hope had become long overdue.

At the end of September this year, EB28 '13' came up to Portmoak. And from past experience we know that Ed Downham doesn't make the journey from Dunstable just to sit on the ridge. His mere presence on site is a stimulus to the rest of us to look beyond the ordinary. Sure enough, he and Steve Lynn

completed an epic trip to Tongue on the Saturday and when the following Tuesday (2 October) looked promising no-one was in a mood for timid flight planning. Together we looked at the weather, less upper cloud than we'd suffered on the Saturday and Skysight was suggesting wave in Ireland too.

I dithered about a good fast 'traditional' wave flight (I just need one of those a few times a year – what rock climbers call "feeding the rat") and trying something that hadn't been done before. The solution to the dithering ↗

A fine sunrise illuminates wave bars in 56kts of wind (John Williams)



■ Main image by Steve Lynn

BELIEVING THAT SOMETHING CAN BE DONE IS HALF THE BATTLE, THEN JUST AN EXTRA STIMULUS IS ALL THAT'S MISSING



John Williams was a keen sailor until “forced” to take up gliding in 1993 when his job moved him to London. After early years at Dunstable he moved to Scotland and became intrigued by wave opportunities from Portmoak. He is one of a small group of Scottish-based pilots who continue to explore the boundaries of “what might still be possible, but hasn’t been done yet”. He has an Antares, 3,500+hrs and a 2,000km diploma

Below: climbing away from 5,500ft (John Williams)



A jumbled mess of cloud over the sea, but definite signs of wave beyond the Irish coast

✈ was to try both, set a start and finish on the west coast of Scotland and create an opportunity to cross the North Channel and back before starting the declared task.

So, launching just after 07:00 saw a fine sunrise (see photo p39) illuminating wave bars in 56kts of wind. And there were perceivable gaps between Arran and the Mull of Kintyre that led to an improbable, but welcome, climb to 11,000ft right at its tip. That left a view of a jumbled mess of cloud over the sea, but definite signs of wave beyond the Irish coast and removed any opportunity to wimp out of the crossing – it just had to be tried (see photo above).

On crossing the Antrim Coast I’d fallen down to 7,500ft and chose not to risk further exploration while I still had enough height to get back across (there was still a declared task to do and landing out unannounced in

NI daftly enough still contravenes security regulations). I was pleased to climb away from 5,500ft in the same improbable place I’d found on the way out (see photo below left). And from there things got more conventional with plenty of time to run north and complete the 720km declared task in the great company of Ed Downham, Sant Cervantes, Roy Wilson and many others exploiting a good, but very windy wave day.

Conclusions?

- It’s possible to cross to Ireland – but we knew that in 1963!
- Now we know that the out-and-return is possible too. And another time it should be possible to continue deeper into Ulster and beyond.
- We are often limited by mental rather than physical or meteorological issues. Believing that something can be done is half the battle, then just an extra stimulus is all that’s missing and I thank Ed for that!
- Boundaries (whether political, geographical, meteorological, physical or mental) exist just so we can stretch them.

(John flew 1,225km at 128km/h, including his trip to N Ireland: LGO-RNI-LGO-RNI-LGO.)

ED DOWNHAM, EB28, 1,014km: PLY-ARS-RNI-LGO-RNI-PLY

WE’D been watching this day on the charts for a while. Normally, what looks promising at long range slowly morphs into disappointment, but, for once, the early predictions held true. It wasn’t perfect, with a strong wind and rather variable wave patterns, but it was going to be a long day

with much less depth of cloud than we had been experiencing previously and a pleasant 10 degrees warmer at flying levels.

I've done a moderate amount of wave cross-country, but compared with the Scottish locals I am really a bit of a beginner, which is exciting and daunting at the same time. Visits here are always special because of the camaraderie, the willingness to push the envelope and the free sharing of information to enhance the performance of all. We are stretching the boundaries of possibility and there is still so much to learn.

The task

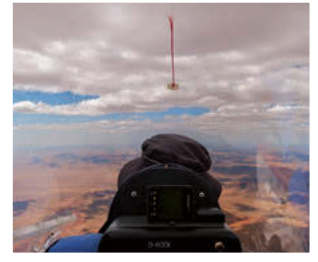
Given the wind strength (50-60kts in the 5-10,000ft band), we thought high speeds were unlikely and the far ends could be difficult, so declared a start at Pitlochry, out to Arran then a yo-yo involving Rhynie and Lochgoilhead, hopefully in the company of John Williams and Sant Cervantes. We had to resort to the 1/2mil to get coordinates for Arran as my (legitimate) copy of SeeYou decided it wasn't going to play.

Jonno Bradford (one of the Portmoak juniors, in the back of the EB) and I launched straight into strong wave and fought our way towards the start. The plan was to have it along the line we were likely to take, so we

didn't have to do as much upwind jumping on task. It was soon evident that it was a day where a 100kg/m² wing loading would be on the low side: what is the speed-to-fly in 11kts of sink into a 60kt headwind? Anyway, we made it into the mountains by not a huge margin and made a start shortly after.

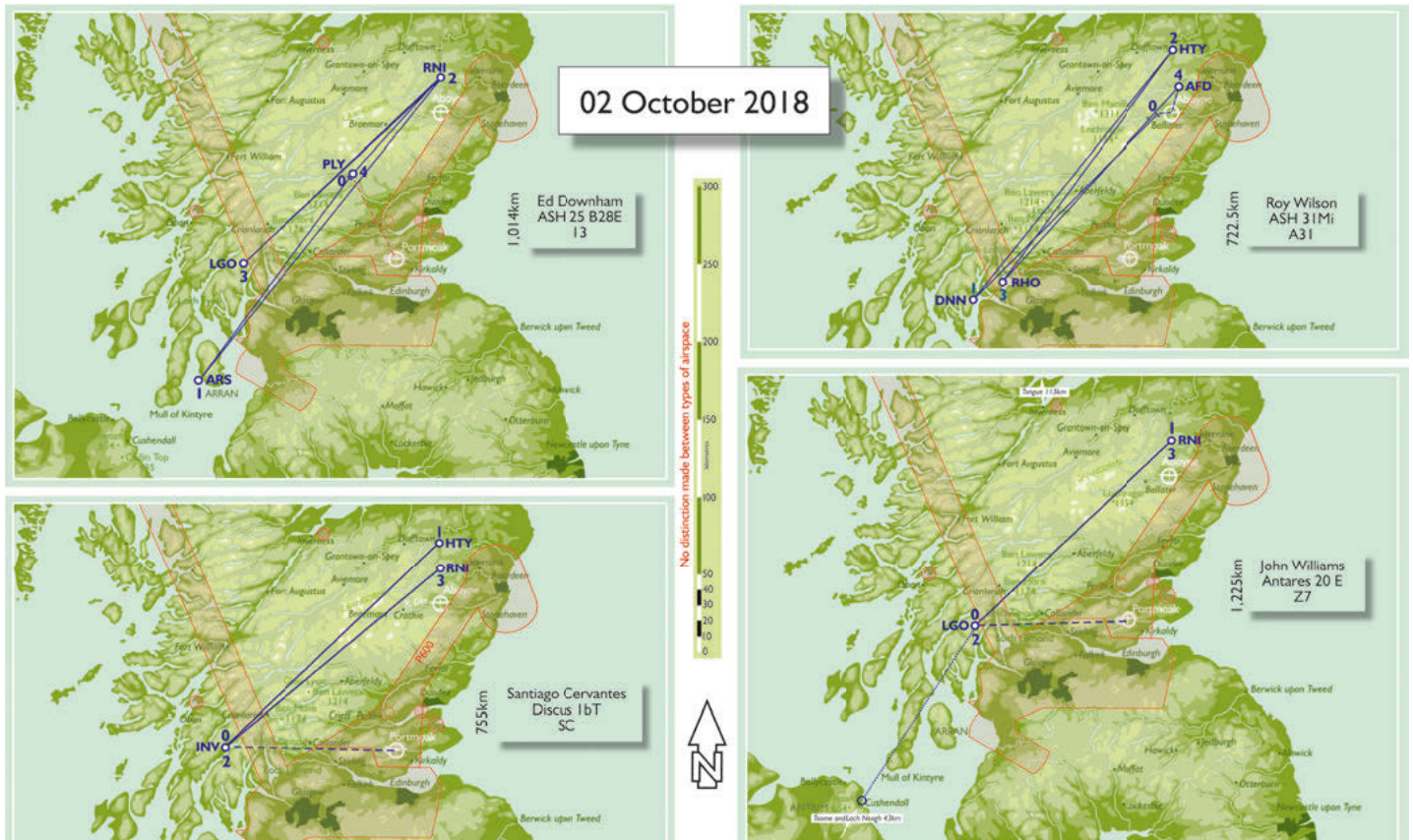
Due to the wind we were operating low level on the way SW, which led to a bit of uncertainty in the upper end of Loch Fyne as we sank into the cloud tops over 8/8ths. I could just see a shallow depression ahead, which provided an energy line that connected us with a proper wave bar, marked at high level. There was enough ground in sight and consistency to the lift to take us into sector, closer to the Mull of Kintyre than Arran. Heading NE, it was tempting to follow an obvious lift line, but I just couldn't work out whether it was going through the Glasgow TMA or not, so jumped back upwind to be on the safe side. Looking at John's trace later I think I would have been OK, but the differences between track and heading were so pronounced that it was difficult to orient the cloudscape with the task, ground or airspace.

Groundspeeds were much better on this leg, but around the A9 it was very confused. The Dee Valley had good hotspots ↗



Ed Downham flies an EB28 in the UK and other parts of Europe. When it's not soarable, he takes a 777 round the rest of the world

VISITS HERE ARE ALWAYS SPECIAL BECAUSE OF THE CAMARADERIE, THE WILLINGNESS TO PUSH THE ENVELOPE AND THE FREE SHARING OF INFORMATION



Illustrations by Steve Longland

WE WATCHED THE SMOKE FROM A HEATHER FIRE IN THE DEE VALLEY RUN ALONG THE GROUND THEN GO VERTICALLY UPWARDS INTO A BOILING ROTOR CLOUD, WHICH THEN EXPLODED OUTWARDS IN ALL DIRECTIONS



Portmoak with the Bishop behind (Steve Lynn)

Below and facing page: Flights overlaid on NASA Aqua satellite images, taken around 13:00 local, giving a sense of the conditions down south and an indication of the cloud problems in the centre (A9/Blair Atholl area) of Scotland. Flights left to right: John Williams, Ed Downham, Sant Cervantes and Roy Wilson

✂ and I thought I had a line running from Braemar to the TP, but in reality had totally misjudged the wavelength behind the Cairngorms, leading to a desperate dash downwind and having to thermal up into the wave from no great height. At this point I made the decision that, despite the wind strengths, I was going to move the operating band up 3-4,000ft so a) I could see where I was going and b) there was a chance to recover if I ended up in the wrong place, which seemed to be happening with depressing regularity. This tactic worked and the rest of the flight was less eventful, although I went through the area around the TP at Lochgoilhead four times and never found a good route. In the end I was pleased to have managed 123km/h round 878km, 1014km on OLC. So many mistakes, though.

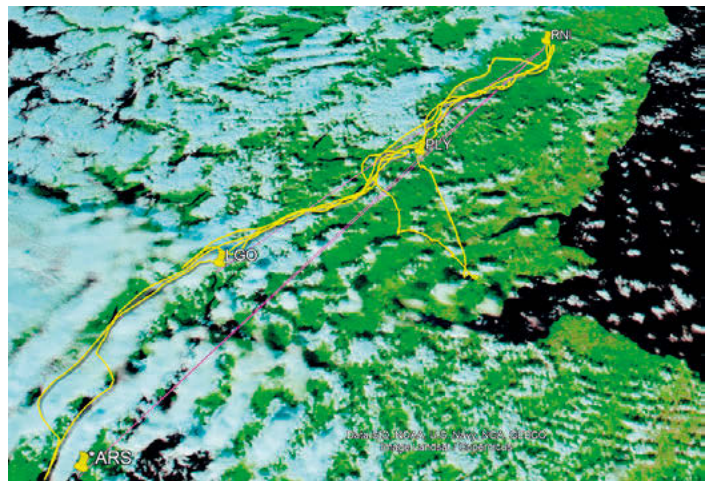
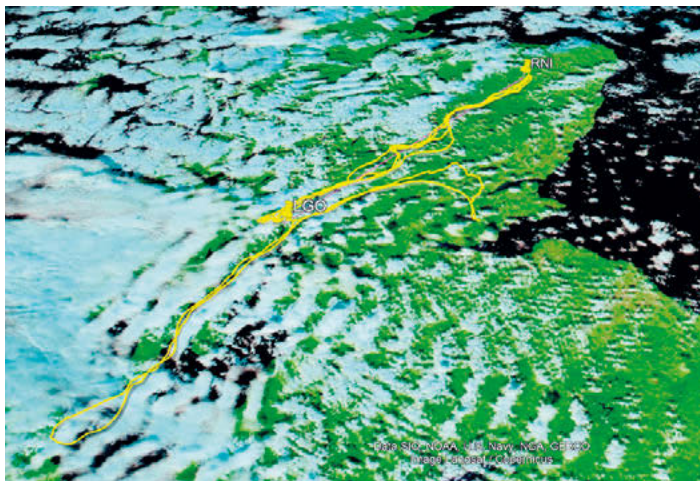
All day you felt like a little speck of

nothing caught in the majestic power of the sky: we watched the smoke from a heather fire in the Dee Valley run along the ground then go vertically upwards into a boiling rotor cloud, which then exploded outwards in all directions. The lift in front of it was amazing, but we didn't get too close!

Thanks to all those at Portmoak for the welcome and excellent facilities, to Jonno for putting up with all the chatting and cursing and last, but not least, to John Williams and Sant Cervantes for the company and inspiration.

SANT CERVANTES, DISCUS, 750KM: INV-HTY-INV-RNI-INV

BOTH Ed Downham and John Williams have those qualities that, when it comes to gliding, enable them to act as catalysts. They both have that special type of personality



which, when combined with knowledge, acquired skills and confidence, enables their minds to roam free. This freedom of the mind is, in my opinion, the essence of gliding. They both look at the sky with the view of explorers and thus set off on aerial voyages of discovery. It's the art of the possible.

This rubs off on those that wish to see it and that attitude of mind was applied by some of us to the soaring day of 2 October.

It was forecast to be a windy day and my main concern was that, given the strength of wind, I would not be able to use a remote start. I therefore set a task starting close to Portmoak, but in my heart I knew it was just not right.

We were all up at the crack of sparrows and chatting to John he convinced me to change my task and so I changed it to Inveraray-Huntly-Inveraray-Rynie-Inveraray.

My perceptions of the day

A major hurdle was getting to the Inveraray start, which is 108km away from Portmoak. To get to it avoiding airspace one has to transit directly into wind below airway P600 whose base is FL850. To cut a long story short, I achieved this and got finally established properly at Crieff at 2,800ft, the low point of the day.

Basically, the conditions were that of strong winds, very long wavelengths with isolated wave pockets here and there outwith the main system. It was cloudy in the west and the centre of the country. In the lee of Cairngorms was a marked foehn gap stretching NE. The 'A9' gap presented another major obstacle (conditions being poor there), as did the blue conditions around Huntly and Rynie.

The good bit was in the Dee Valley in

the lee of the Cairngorms, which was pretty consistent all day.

The tactics employed were to use relatively high climbs and long glides, try to minimise going into wind, to "fly with the grain" as much as possible and last, and most importantly, try to not make any mistakes.

To get to Inveraray I had to do a climb to 14,000ft at Crianlarich and then a long glide in continuous sink to the start point, turning it at 7,380ft. It had all been above a lot of cloud and to escape the turnpoint involved a 'squeaky' downwind dash until I hit a wave bar in the middle of Loch Lomond.

The task was a process of 'highish' climbs and glides. The day mainly consisted of heading for a high mountain, get downwind of it, climb and glide. The Cairngorms are the biggest bits and between Braemar and Crathie I climbed to 15,300ft, which enabled me to turn Huntly. Then down onto an arcing energy line from just south of Rynie, which then went up the Dee Valley and back to the wave off the Cairngorms.

So that was the day, up and down and trying to remain above cloudbase.

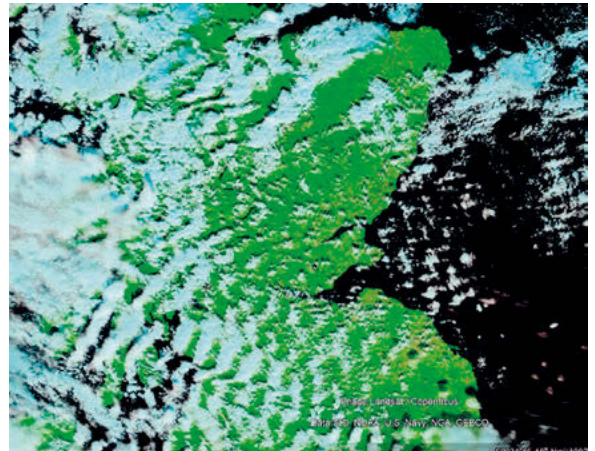
The main memories

Thinking how brave John was and the conditions that both he and Ed were flying in down in the SW. Not for the fainthearted.

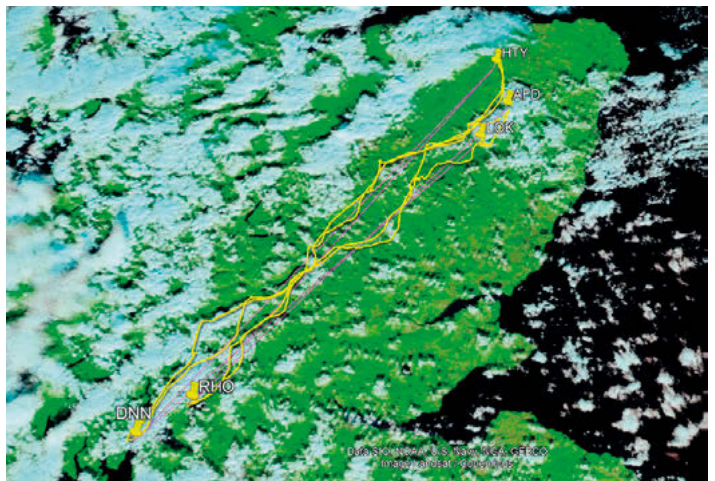
My abiding memory of the day was being low at Glen Lyon on the final leg. I was down to 4,100ft on the north side of Ben Lawers. It was starting to get late, the sun was getting low, the clouds were touching the hills and the wind was blowing. The wave edge



Santiago Cervantes began gliding at 16. He now flies from Portmoak. A retired airline pilot, Santiago has all three Diamonds and a BI. He has 2,600 hours gliding and 22,000 hours power



The image from the NASA Terra satellite, at around 11:30 local, shows the good conditions in the Dee Valley



SOMETIMES YOU LOOK AT ROTOR CLOUDS AND YOU KNOW THEY HAVE EVIL INTENT. THIS WAS NO EXCEPTION. VERY DETERMINED TO BREAK MY WINGS – AND KNOCK MY FILLINGS OUT



Roy Wilson started gliding at 15 and has been obsessed for 55 years. He is a tugmaster/technical officer and occasional instructor at Deeside Gliding Club. Roy has 4,000hrs gliding, 1,900 hrs power and a 1,000km diploma. His favourite place to glide is Scotland. Argentina is very special to him, but Scotland is the best. Mostly absentee husband!

☞ was weak and broken and one could see the curls of cloud forming and breaking. The colours were stark; a harsh mixture of reds, ochre, yellows and browns, the mountain dark and forbidding. It all looked so primeval and one could not help but feel vulnerable.

A turbo is not going to help in these conditions. These are moments that one lives for. It's all so elemental and it leaves a profound impact on the psyche.

That's the joy that soaring can bring.

To finish the story, I missed the 1km start line by 170m so I did not get my FAI 750km Diploma. Does it matter? Not really, last year I did a Ladder 780km for speed. I'll get my 750km diploma another day, it's the 1,000km that I really want.

**ROY WILSON, ASH 31MI, 752KM
LOK-DNN-HTY-RHO-AFD**

EVERYTHING about the Lapse Rates and Blip Map Wave Vertical Velocity, the wind profile, inversion and air mass indicated good wave, but the wind was projected to be in excess of 60kts hitting 70kts. Also there was considerable uncertainty about the cloud cover in the far SW so it was by no means easy to set a task reliably. Also, I'd set too ambitiously recently and failed to reach a final TP on several occasions. It would be good for morale to go around this time. But I knew that John Williams and Ed Downham would be setting long, so – strategy out of the window – set conservatively big, but not nearly as big those two.

You can rely upon the climb out in gusty conditions at Aboyne, on self-launch, to raise the adrenalin level. The cool cats call it "Sporty". Bet they don't use those words in the cockpit! Hard to get the power to the engine with the speed all over the shop and the red limiter flashing!

I eased up into the wave and had a look

around. Rubbish. Lots of jumbled up cloud and the only clear indication straight up the valley into the teeth of the 60kt wind. Bashed into wind to the west of Lochnagar and got bogged down forever in a bad patch. I finally turned SW on track and started to make progress, but oh so slow.

There is an optimal wind speed to yield good wave and allow fast speeds. This was not it. The glider was constantly pointing far too far into wind and damned near stopped. The only way to tack fast in a strong wind is to go fast and that needs strong conditions. In this howling gale it should be booming, but it was not.

I finally got down to Loch Tay. Goodness me, the wave was standing right back from Ben Lawers. What a wave length. I got out to the north end of Loch Lomond struggling to see the line to Dunoon so elected to dump the water before it froze solid in the wings and went higher.

It is remarkably hard to know which line to take with a bunch of cloud obscuring the ground, the glider pointing the wrong way, and the snail trail the only guide. So which roll in the cloud to follow? Choosing correctly I cruised down a gap to Dunoon. A bit of airspace got my attention; Faslane nuclear sub base. Never been there before and no chance of high level snooping. I turned Dunoon and did not see it either.

Irritatingly, Roy Garden (Roy 2 to Aboyners) had started earlier, rounded Dunoon and seemed to be cruising along swimmingly. I could just see him, smoking his fags, listening to rubbish music, all calm and collected, and in a 15m LAK too!

Speed to first TP 66km/h. Blimey, it'll be into tomorrow before I finish this so I'd better get out of defensive mode, start motoring and catch that LAK.

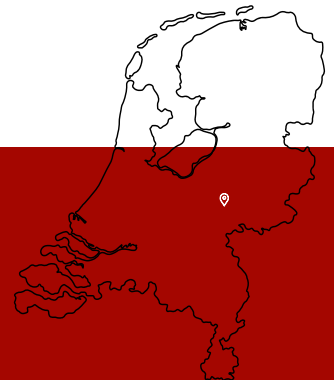
The return journey had a bit of wind



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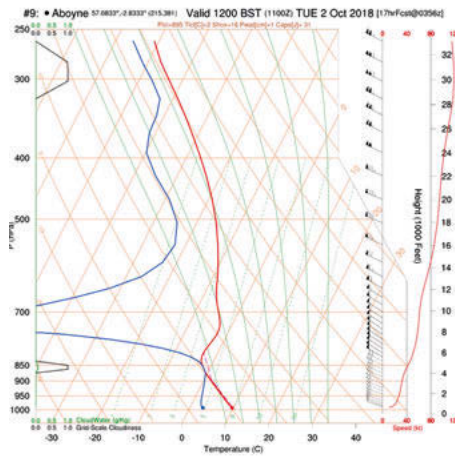


component behind and much better running higher up to work out the generally confused cloud. Once again a difficult crossing into the Dee Valley. I met up with John Williams, who is inclined to go lower (much lower), and who reported severe turbulence, holding onto his glider with his thighs clamped around the instrument binnacle. I'll say no more. You can ask him yourself.

Sant Cervantes up ahead reported a good line out to Huntly. Thank you kindly, sir. Leg speed 124km/h. Better.

The next leg was not easy, but I was better prepared to pass the bad lands south of the Dee Valley at a decent height so ran nicely down to Loch Lomond. Got hard up against the Glasgow airspace for a while, but found a line straight across the Loch and actually had a view of the bonnie bonnie banks. Leg speed 114km/h.

A decent run home I hoped, this time with John up ahead reporting a better line from Aberfeldy to Kirkmichael, but that's where it ended. I dumped 5,600ft running across Cairnwell, but rotor cloud in the Dee Valley lay up ahead. Sometimes you look at rotor clouds and you know they have evil intent. This was no exception. Very



The Lapse Rates (above) and Blip Map Wave Velocity (right) indicated good wave

determined to break my wings – and knock my fillings out. That battle of wills won left only a tip-toe out to Alford to the finish. Leg speed 127km/h. But the first leg knocked the overall speed down to 102km/h, and a “Sporting” landing at Aboyne!

Not a day for high speed cruising, but an excellent challenge in the company of good friends. What more could you wish for?



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THE RACING YEAR



Phil Jones flies his Ventus 3 in the 18m Nationals (Max Kirschner)

Four pages of BGA-rated UK competition results start here - turn to pages 48 & 49 for the remainder. For the provisional 2018 Ratings List, please turn to page 37

20M CLASS NATIONALS 2018 Hus Bos, 7-15 July

Pilot	Glider	Points	Day 1	Day 2	Day 3	Day 4	Day 5	Day 6	Day 7	Day 8	Day 9
1 Garry Coppin	Arcus T	6969	1 (957)	1 (1,000)	3 (965)	2 (900)	3 (375)	1 (483)	4 (446)	2 (941)	9 (902)
2 J. G. Arnold	Duo Discus T	6451	3 (862)	8 (849)	1 (1,000)	7 (804)	5 (356)	17 (201)	3 (454)	1 (1,000)	7 (925)
3 Steve Pozerskis	Duo Discus	6360	6 (800)	12 (808)	2 (989)	4 (892)	1 (414)	14 (221)	6 (373)	6 (863)	1 (1,000)
4 Edward Foxon	Duo Discus T	6322	7 (796)	6 (868)	7 (915)	5 (861)	9 (334)	13 (249)	2 (477)	9 (826)	2 (996)
5 Chris Gill	DG-1001	6268	11 (756)	4 (936)	11 (610)	9 (788)	8 (351)	5 (390)	1 (515)	3 (930)	3 (992)
6 Claudia Hill	Duo Discus	6112	10 (758)	3 (945)	6 (919)	6 (860)	2 (401)	7 (375)	14 (98)	10 (816)	5 (940)
7 Peter Hurd	Duo Discus T	6052	8 (772)	11 (811)	4 (960)	3 (894)	6 (355)	4 (392)	11 (115)	4 (875)	10 (878)
8 Richard Large	Arcus	5913	2 (880)	10 (818)	8 (911)	11 (754)	10 (327)	12 (305)	12 (114)	5 (869)	6 (935)
9 Tony Moulang	Arcus T	5835	12 (731)	15 (697)	9 (851)	10 (763)	4 (360)	8 (370)	5 (445)	14 (705)	8 (913)
10 Mark Burton	Arcus M	5629	4 (808)	2 (985)	14 (559)	12 (739)	11 (292)	9 (366)	13 (112)	8 (827)	4 (941)
11 Ayala Truelove	Duo Discus	5425	5 (803)	5 (913)	10 (634)	1 (906)	16 (211)	15 (208)	9 (158)	7 (831)	13 (761)
12 Mike Jordy	Duo Discus T	5340	13 (700)	7 (855)	5 (945)	8 (796)	6 (355)	6 (378)	17 (86)	17 (355)	11 (870)
13 Timothy Clark	DG-1000 T	4536	15 (665)	16 (412)	12 (603)	14 (546)	11 (292)	11 (354)	8 (202)	13 (742)	15 (720)
14 Ian Cook	Arcus M	4491	9 (768)	13 (807)	15 (474)	15 (373)	14 (236)	16 (205)	10 (123)	12 (774)	14 (731)
15 David Briggs	Arcus	4199	14 (679)	14 (748)	13 (599)	13 (632)	17 (201)	2 (433)	15 (97)	11 (810)	17 (0)
16 Julian Hitchcock	DG-1001 M	3622	17 (179)	9 (822)	17 (346)	16 (248)	15 (229)	10 (361)	16 (93)	15 (569)	12 (775)
17 Andy Parish	DG-1000 S	3256	16 (561)	17 (0)	16 (416)	17 (150)	13 (250)	3 (405)	7 (285)	16 (527)	16 (662)

18M CLASS NATIONALS 2018 Hus Bos, 7-15 July

Pilot	Glider	Points	Day 1	Day 2	Day 3	Day 4	Day 5	Day 6	Day 7	Day 8	Day 9
1 Peter Harvey	JS 1c	7523	4 (936)	2 (994)	6 (888)	7 (952)	4 (269)	13 (496)	3 (997)	2 (992)	2 (999)
2 Philip Jones	Ventus 3	7470	3 (981)	1 (1000)	11 (820)	1 (1000)	8 (226)	3 (557)	2 (999)	6 (898)	5 (989)
3 Andy Davis	JS MD1	7399	7 (890)	3 (943)	3 (906)	7 (952)	3 (289)	4 (550)	6 (875)	1 (1000)	3 (994)
4 Gary Stingemore	ASG 29	7171	10 (870)	17 (779)	8 (867)	2 (998)	12 (214)	5 (548)	4 (988)	3 (917)	4 (990)
5 Steve Jones	Ventus 3	7074	1 (1000)	20 (748)	11 (820)	3 (993)	8 (226)	2 (561)	12 (826)	4 (900)	1 (1000)
6 Tim Jenkinson	JS 1c	6833	5 (934)	9 (836)	10 (827)	5 (978)	5 (266)	16 (449)	12 (826)	7 (892)	13 (825)
7 Stephen Ell	ASG 29	6779	6 (932)	21 (740)	16 (721)	4 (982)	14 (207)	6 (542)	8 (866)	5 (899)	9 (890)
8 Russell Cheetham	JS MD3	6676	2 (991)	5 (918)	34 (424)	6 (977)	6 (251)	1 (565)	19 (782)	8 (862)	8 (906)
9 Chris Starkey	ASG 29	6673	25 (733)	4 (926)	2 (974)	13 (912)	7 (249)	11 (498)	24 (711)	9 (789)	10 (881)
10 Nick Tillett	ASG 29	6600	9 (874)	6 (902)	9 (861)	20 (804)	26 (167)	10 (502)	5 (973)	16 (711)	15 (806)
11 Ian Macarthur	JS 1b	6511	15 (812)	22 (736)	1 (1000)	14 (905)	2 (309)	9 (512)	10 (827)	26 (640)	20 (770)
12 Iain Evans	JS 1c	6288	12 (830)	27 (673)	5 (893)	15 (882)	20 (186)	17 (445)	7 (871)	10 (775)	24 (733)
13 Richard Browne	JS 1c	6260	8 (886)	26 (705)	22 (594)	26 (668)	1 (324)	7 (525)	1 (1000)	27 (639)	6 (919)
14 Stefan Astley	ASG 29	6231	26 (725)	16 (786)	7 (886)	9 (947)	19 (190)	22 (400)	28 (623)	11 (770)	7 (909)
15 Jeremy Pack	ASG 29	6127	14 (819)	19 (752)	23 (592)	12 (920)	28 (157)	12 (497)	9 (830)	12 (763)	17 (797)
16 Rory Ellis	ASG 29	6110	17 (779)	15 (787)	13 (794)	16 (857)	23 (175)	20 (412)	17 (785)	21 (683)	14 (818)
17 Chris Luton	ASG 29	5867	11 (856)	7 (860)	32 (487)	11 (929)	18 (191)	8 (523)	20 (767)	30 (619)	30 (635)
18 Patrick Naegeli	ASG 29	5841	16 (811)	11 (812)	14 (791)	31 (562)	30 (155)	19 (427)	10 (827)	15 (716)	23 (740)
19 David Booth	JS 1b	5749	19 (776)	18 (775)	20 (678)	19 (833)	16 (201)	31 (252)	23 (722)	14 (717)	18 (795)
20 Mark Newland-Smith	ASG 29	5712	23 (745)	13 (796)	19 (710)	30 (587)	24 (171)	26 (357)	16 (788)	13 (724)	11 (834)
21 Frank Davies	ASG 29	5662	20 (769)	24 (712)	15 (733)	22 (763)	13 (210)	23 (362)	21 (743)	17 (710)	28 (660)
22 Liz Sparrow	ASG 29	5632	18 (795)	14 (792)	30 (565)	27 (663)	21 (185)	21 (403)	14 (816)	25 (642)	19 (771)
23 Phil Jeffery	Ventus 2c	5578	13 (826)	10 (821)	21 (604)	28 (613)	27 (158)	24 (359)	25 (709)	20 (686)	16 (802)
24 Martin Clark	JS MD1	5428	27 (716)	36 (304)	17 (716)	10 (933)	10 (225)	18 (430)	26 (704)	18 (707)	26 (693)
25 Andrew Hall	JS MD1	5336	31 (632)	34 (528)	28 (572)	21 (797)	15 (202)	28 (351)	15 (796)	19 (704)	21 (754)
26 Stephen Woolcock	LS8T	5186	30 (642)	29 (663)	36 (234)	17 (845)	31 (149)	14 (459)	17 (785)	23 (657)	22 (752)
27 Steve Jobar	Ventus 2c	5125	33 (570)	31 (611)	24 (585)	24 (740)	29 (156)	26 (357)	22 (738)	22 (677)	27 (691)
28 Graham Paul	JS 1c	4432	28 (714)	29 (663)	26 (577)	32 (550)	22 (181)	30 (320)	34 (127)	24 (643)	29 (657)
29 Liam Brady	ASG 29	4313	21 (715)	12 (806)	4 (895)	37 (-325)	33 (138)	15 (450)	33 (145)	28 (624)	12 (829)
30 Helen Hingley	HPH Shark	4241	29 (694)	28 (667)	27 (573)	34 (217)	11 (223)	29 (343)	32 (189)	31 (612)	25 (723)
31 Roy Pentecost	ASG 29	3699	34 (500)	8 (840)	25 (578)	23 (753)	17 (193)	33 (239)	35 (0)	33 (507)	34 (89)
32 John Spencer	ASG 29	3513	32 (582)	32 (600)	32 (487)	33 (233)	37 (-360)	35 (229)	27 (672)	32 (547)	32 (523)
33 George Rizk	ASG 29	3348	35 (369)	32 (600)	31 (528)	25 (681)	24 (171)	36 (190)	30 (466)	35 (343)	35 (0)
34 David Hope	Ventus 2	3163	37 (360)	35 (503)	37 (29)	36 (0)	32 (142)	24 (359)	29 (538)	29 (622)	31 (610)
35 Tony Cook	Ventus 2cxa	3051	22 (749)	23 (728)	17 (716)	18 (840)	36 (0)	37 (18)	35 (0)	36 (0)	35 (0)
36 Tony Hughes	ASG 29	2902	24 (744)	25 (710)	28 (572)	29 (612)	35 (31)	34 (233)	35 (0)	36 (0)	35 (0)
37 Chris Lewis	HPH Shark	2617	35 (369)	37 (-33)	35 (306)	35 (189)	34 (119)	32 (242)	31 (451)	33 (507)	33 (467)

CLUB CLASS NATIONALS 2018
Dunstable, 4-12 August

Pilot	Glider	Points	Day 1	Day 2	Day 3	Day 4	Day 5	Day 6
1 G Dale	Libelle 201bwl	5558	8 (890)	1 (1000)	1 (1000)	3 (832)	1 (1000)	2 (836)
2 Jake Brattle	DG-101G ELAN	5340	2 (955)	4 (935)	9 (938)	1 (861)	5 (913)	9 (738)
3 Tom Arcscott	Std Cirrus	5283	5 (938)	5 (934)	10 (936)	2 (839)	6 (904)	10 (732)
4 Henry Inigo-Jones	DG-300 Club	5121	12 (867)	3 (958)	5 (965)	6 (737)	9 (883)	15 (711)
5 Tim Milner	Std Cirrus	4888	16 (838)	2 (980)	3 (991)	4 (822)	30 (465)	7 (792)
6 Mike Fox	LS4	4855	10 (880)	16 (795)	12 (914)	21 (621)	10 (880)	8 (765)
7 Finn Sleigh	Libelle	4835	3 (948)	6 (932)	6 (954)	11 (688)	28 (489)	3 (824)
8 Claudia Hill	LS1f	4821	7 (908)	31 (704)	4 (989)	12 (684)	14 (845)	19 (691)
9 Will Blackburn	Std Cirrus	4729	26 (736)	32 (687)	2 (996)	13 (669)	4 (915)	12 (726)
10 Stefan Astley	ASW 20	4724	6 (925)	8 (851)	7 (950)	8 (729)	31 (452)	4 (817)
11 Shaun McLaughlin	Std Cirrus	4702	29 (697)	23 (734)	13 (906)	7 (730)	2 (946)	20 (689)
12 James Ewence	Std Cirrus	4660	19 (779)	12 (829)	11 (918)	18 (637)	18 (788)	17 (709)
13 John Williams	Std Libelle	4658	24 (738)	25 (732)	13 (906)	8 (729)	15 (834)	13 (719)
14 Jon Pring	Std Cirrus	4483	4 (942)	17 (794)	16 (890)	17 (638)	8 (895)	39 (324)
15 Ian Macarthur	LS4	4476	1 (1000)	7 (890)	8 (939)	35 (356)	29 (476)	5 (815)
16 Liz Sparrow	Std Cirrus	4426	18 (786)	18 (769)	23 (824)	36 (347)	11 (854)	1 (846)
17 Peter Carter	ASW 19	4337	9 (889)	29 (714)	36 (305)	5 (798)	7 (900)	11 (731)
18 Steve Nock	Std Jantar 2	4270	15 (859)	10 (838)	17 (881)	33 (382)	24 (687)	28 (623)
19 Olly Metcalfe	DG-101G	4210	21 (766)	11 (832)	15 (905)	15 (645)	23 (690)	33 (372)
20 Neil McLaughlin	Std Cirrus	4078	30 (694)	30 (713)	20 (860)	22 (603)	11 (854)	35 (354)
21 Jack Stephen	DG-200	4012	31 (684)	19 (768)	18 (876)	28 (580)	19 (779)	38 (325)
22 Simon Brown	ASW 15b	4000	20 (777)	14 (803)	30 (654)	14 (648)	33 (408)	16 (710)
23 Andy Elliott	Libelle	3992	33 (644)	22 (742)	19 (864)	39 (324)	21 (757)	25 (661)
24 Ayala Truelove	Libelle	3969	36 (440)	15 (797)	24 (752)	38 (342)	16 (833)	6 (805)
25 Mark Davis	Discus BWL	3887	12 (867)	20 (765)	35 (381)	32 (416)	20 (766)	18 (692)
26 Greg O'Hagan	LS4	3887	17 (835)	34 (676)	25 (744)	20 (625)	39 (330)	24 (677)
27 David Bray	H301 Libelle	3864	14 (862)	13 (810)	38 (217)	30 (542)	13 (850)	31 (583)
28 Sally Walker	LS4	3853	11 (878)	35 (660)	32 (572)	10 (721)	38 (366)	26 (656)
29 Douglas Gardner	LS3a	3744	28 (713)	33 (678)	34 (473)	29 (562)	27 (637)	23 (681)
30 Alison Mulder	LS4a	3731	22 (762)	21 (758)	37 (253)	27 (581)	25 (663)	14 (714)
31 Malcolm Birch	Libelle	3675	27 (731)	28 (721)	33 (489)	19 (635)	32 (412)	21 (687)
32 Martin Smith	Pegase 101a	3670	24 (738)	37 (630)	27 (693)	25 (589)	37 (368)	27 (652)
33 Andrew Sampson	LS7 WL	3632	34 (629)	36 (634)	28 (689)	23 (599)	22 (740)	37 (341)
34 Ben Hughes	Std Cirrus	3532	32 (653)	9 (839)	26 (712)	24 (592)	35 (383)	36 (353)
35 Ali Bridges	Std Cirrus	3317	37 (378)	23 (734)	21 (849)	26 (582)	34 (402)	33 (372)
36 Carol Marshall	LS7	3209	40 (314)	38 (596)	22 (830)	30 (542)	40 (319)	29 (608)
37 Alex Hippel	Discus	3011	23 (748)	26 (726)	40 (0)	37 (345)	3 (919)	40 (273)
38 Christophe Mutricy	Std Cirrus	2970	35 (628)	27 (725)	29 (687)	40 (175)	36 (374)	32 (381)
39 Jane Nash	Mosquito b	2900	41 (0)	40 (527)	31 (624)	34 (361)	17 (789)	30 (599)
40 Warren Kay	DG-100	2840	39 (321)	41 (514)	39 (27)	16 (643)	26 (650)	22 (685)
41 Haluk Yildiz	Sport Vega	874	38 (338)	39 (536)	40 (0)	41 (0)	41 (0)	41 (0)
42 Norman Parry	LS4	-257	42 (-257)	42 (0)	40 (0)	41 (0)	41 (0)	41 (0)

INTER-SERVICES CLUB REGIONALS 2018
Keeliv, 4-12 August

Pilot	Glider	Points
1 Jonty Sharp	Discus CS	4086
2 Andrew Farr	Discus	3683
3 Tim Davies	Discus	3390
4 Christopher Bryning	Pegase	3352
5 Michael Hunton	DG-200	3266
6 Alec Watt	LS4	2938
7 Jonathan Jones	Std Cirrus	2808
8 Dave Williams	Std Libelle	2788
9 Tochi Marwaha	K-21	2627
10 Jamie Steel	Std Cirrus	2358
11 Simon Hawkin	DG-202	2249
12 Ian Campbell	K-21	2232
13 Jonathan Butler	Junior	2160
14 Thomas Willson	Astir CS77	2064
15 Michael Collins	LS4	1417
16 Bob Pye	Pik 20B	1166
17 Alistair Webb	Discus	885

INTER-SERVICES SPORT REGIONALS 2018

1 Allan Tribe	LS8	4307
2 Martin Pike	Duo Discus XT	3997
3 Lee Davidson	LS8	3939
4 Neill Atkins	Duo Discus	3842
5 Jon Arnold	Discus 2c	3779
6 Luke Dale	Duo Discus	3629
7 Timothy Clark	DG-1000 T	3552
8 Timothy Faver	LS6 c	3349
9 William Amor	LS8	3316
10 Alan Swan	Discus 2cT	3041
11 Andy Miller	HPH 304 Shark	2458
12 Paul McLean	Ventus 2cT	2420
13 Carl Peters	LS8 -18	2405
14 Paul Jessop	Duo Discus	2082
15 Oscar Constable	Duo Discus XLT	2016
16 Paul Wright	Nimbus 2	1870

The Competitions Calendar for 2019 is on page 5 - updates will be at www.glidering.co.uk/bgainfo/competitions/news.htm

15M CLASS NATIONALS 2018
Aston Down, 18-26 August

Pilot	Glider	Points	Day 1	Day 2
1 Tim Scott	ASG 29E	1616	2 (668)	6 (948)
2 Chris Starkey	ASG 29	1593	1 (687)	9 (906)
3 Matt Cook	Ventus 2a	1589	4 (603)	3 (986)
4 Gary Stingemore	ASG 29E	1508	3 (607)	12 (901)
5 Paul Crabb	Ventus 2ax	1507	4 (603)	11 (904)
6 Jim White	ASW 27	1479	7 (494)	4 (985)
7 Dave Watt	Ventus	1404	6 (550)	14 (854)
8 Chris Curtis	Ventus 2cxa	1379	8 (463)	8 (916)
9 Roy Pentecost	ASG 29E	1336	10 (336)	1 (1,000)
10 Jeremy Pack	ASG 29	1279	12 (306)	5 (973)
11 Ed Johnston	ASG 29E	1261	14 (269)	2 (992)
12 Iain Evans	JS 3	1223	11 (325)	13 (898)
13 Nick Tillet	ASG 29E	1202	13 (281)	7 (921)
14 Owain Walters	Ventus 2a	1155	19 (249)	9 (906)
15 Frank Davies	ASG 29	1108	17 (263)	15 (845)
16 Méric Morel	JS 3	1032	20 (233)	16 (799)
17 Owen McCormack	Ventus 2a	827	9 (460)	19 (367)
18 Kevin Atkinson	LS6	687	15 (267)	17 (420)
19 Martin Smith	ASW 27	627	18 (259)	18 (368)
20 John Spencer	ASG 29E	537	16 (266)	20 (271)

OPEN CLASS NATIONALS 2018
Aston Down, 18-26 August

Pilot	Glider	Points	Day 1	Day 2	Day 3
1 Andy Davis	JS-MD1	2112	1 (220)	3 (892)	1 (1000)
2 Russell Cheetham	JS 1c	1834	3 (164)	2 (905)	7 (765)
3 Tim Jenkinson	JS 1c	1816	10 (1)	1 (909)	3 (906)
4 Richard Browne	JS 1c	1790	4 (162)	4 (737)	4 (891)
5 Peter Harvey	JS 1c	1651	11 (0)	5 (734)	2 (917)
6 Dave Findon	Nimbus 4D	1567	2 (165)	6 (682)	8 (720)
7 Ken Barker	JS MD1	1356	5 (47)	8 (493)	6 (816)
8 Graham Paul	JS 1c	1102	8 (7)	7 (517)	9 (578)
9 Dan Pitman	Nimbus 4	910	6 (35)	11 (0)	5 (875)
10 Alex O'Keefe	Nimbus 2	718	7 (9)	9 (239)	10 (470)
11 Rose Johnson	JS 1c	425	9 (3)	10 (207)	11 (215)



Andy Miller flies his Shark during the Inter-services Sport Regionals competition at Keeliv in August (Patrick Rowney)

STANDARD CLASS NATIONALS 2018
Aston Down, 18-26 August

Pilot	Glider	Points	Day 1	Day 2
1 Leigh Wells	LS8	1522	7 (522)	1 (1,000)
2 Martyn Wells	LS8	1432	4 (590)	4 (842)
3 Howard Jones	Discus 2a	1401	1 (612)	6 (789)
4 Jez Hood	LS8	1397	15 (407)	2 (990)
5 John Williams	LS8	1339	3 (598)	11 (741)
6 Kim Tipple	ASW 28E	1311	14 (409)	3 (902)
7 Ayala Truelove	LS8	1274	8 (520)	10 (754)
8 Nigel Mallender	LS8	1269	9 (492)	8 (777)
9 Paul Fritche	LS8	1240	6 (533)	12 (707)
10 Alison Mulder	LS4a	1237	5 (534)	13 (703)
11 David Bromley	LS8	1211	13 (442)	9 (769)
12 Lee Davidson	LS8	1185	16 (399)	7 (786)
13 Andy Holmes	LS8	1155	9 (492)	17 (663)
14 Steve Eyles	LS8	1147	17 (325)	5 (822)
15 Julien Duboc	Discus 2a	1137	12 (458)	16 (679)
16 Bob Grieve	LS8	1126	9 (492)	18 (634)
17 Steve Barter	LS8	1011	18 (322)	15 (689)
18 Paul Wright	Discus CS	833	19 (143)	14 (690)
19 Allan Tribe	LS8	720	1 (612)	20 (108)
20 Simon Vardigans	Discus	418	20 (48)	19 (370)
21 Warren Kay	LAK 19T	108	21(0)	20(108)

JUNIOR NATIONALS 2018

Lasham, 18-26 August

Pilot	Glider	Points	Day 1	Day 2	Day 3	Day 4
1 Jake Brattle	DG-101	3592	2 (994)	4 (925)	1 (682)	3 (991)
2 Clement Allen	Std Cirrus	3406	7 (912)	1 (1000)	18 (508)	4 (986)
3 Jordan Richards	Std Libelle	3353	8 (906)	7 (894)	12 (585)	6 (968)
4 Chris Bennett	DG-202	3299	6 (916)	12 (851)	4 (637)	10 (895)
5 Simon Brown	ASW 15	3229	3 (956)	26 (606)	2 (667)	1 (1000)
6 Jordan Bridge	Discus	3131	13 (852)	11 (861)	13 (573)	18 (845)
7 Christopher Bowden	ASW 20	3111	16 (676)	6 (897)	3 (656)	12 (882)
8 Freddie Turner	Std Cirrus	3098	4 (950)	20 (690)	7 (607)	17 (851)
9 George Hunter	ASW 28	3093	10 (895)	12 (851)	20 (472)	14 (875)
10 Peter Carter	ASW 19	3090	23 (624)	8 (892)	5 (632)	8 (942)
11 Daniel Brown	LAK 19 T	2897	28 (573)	14 (829)	6 (626)	15 (869)
12 Toby Freeland	Discus	2845	9 (900)	2 (934)	28 (118)	11 (893)
13 Tom Hogarth	ASW 20	2826	32 (539)	9 (875)	16 (535)	13 (877)
14 Finn Sleigh	Std Libelle	2794	1 (1000)	5 (902)	9 (604)	37 (288)
15 Olly Metcalfe	DG-101 G	2786	5 (922)	36 (273)	8 (606)	5 (985)
16 Jon Pring	Std Cirrus	2722	36 (301)	3 (927)	15 (548)	7 (946)
17 Thomas Pavis	Std Libelle	2656	33 (499)	19 (699)	10 (591)	16 (867)
18 James Dutton	ASW 19 b	2656	17 (653)	16 (765)	22 (425)	19 (813)
19 Henry Inigo-Jones	DG-300	2515	34 (456)	10 (864)	17 (510)	23 (685)
20 Célestine Godard	Std Cirrus	2498	38 (261)	22 (656)	11 (586)	2 (995)
21 Jake Matthews	Pegase 101	2485	25 (614)	15 (780)	20 (472)	25 (619)
22 Alistair Emson	Std Cirrus	2413	14 (713)	27 (596)	14 (563)	30 (541)
23 Oliver Summerell	LS4	2339	19 (645)	17 (746)	26 (158)	22 (790)
24 Fliss Jones	Discus b	2321	27 (604)	17 (746)	24 (352)	25 (619)
25 Miles Porteous	LS7 W	2286	11 (891)	31 (438)	27 (144)	19 (813)
26 Lewis Merry-Taylor	Std Cirrus	2223	21 (640)	25 (609)	23 (397)	28 (577)
27 Amy-Jo Randalls	ASW 15	2044	11 (891)	23 (626)	39 (0)	31 (527)
28 Jonathan Bradford	Std Libelle	1945	18 (648)	24 (624)	30 (89)	27 (584)
28 Jonathan Jones	Std Cirrus	1933	15 (686)	34 (305)	35 (37)	9 (905)
30 Keith McIntyre	Mosquito B	1602	40 (224)	29 (552)	37 (30)	21 (796)
31 Martyn Cobham	Std Cirrus	1578	24 (619)	33 (347)	32 (61)	29 (551)
32 Ollie Sleigh	Pegase 101	1575	26 (608)	43 (0)	19 (474)	33 (493)
33 Alex Fordham	Astir CS	1424	37 (280)	30 (540)	31 (77)	31 (527)
34 Zoe Mallam	Std Cirrus	1409	22 (638)	32 (392)	38 (25)	36 (354)
35 Sophie Curio	ASW 24	1329	29 (570)	35 (278)	39 (0)	34 (481)
36 Timothy Williamson	Std Cirrus	1285	19 (645)	28 (592)	33 (48)	43 (0)
37 Alex James	Astir CS 77	1218	31 (544)	37 (197)	36 (35)	35 (442)
38 Richard Watson	DG-200	1061	39 (226)	21 (665)	25 (170)	43 (0)
39 Matt Dews	Astir Jeans	933	30 (569)	39 (159)	29 (108)	39 (97)
40 Thomas Willson	Discus	652	43 (0)	43 (0)	39 (0)	24 (652)
41 Samantha Arnold	Discus 2c	596	35 (434)	40 (127)	39 (0)	42 (35)
42 Jago Roberts	LS7	518	42 (46)	38 (170)	34 (45)	38 (257)
43 Lucy Wootton	K-6 CR	262	41 (125)	42 (61)	39 (0)	40 (76)
44 Jake Gazzard	ASW 15	109	43 (0)	41 (68)	39 (0)	41 (41)

NORTHERN REGIONALS 2018

Sutton Bank, 12-18 August

Pilot	Glider	Points
1 Jack Stephen	DG-400	143
2 Steve Codd	K-18	141
3 Bob Bromwich	DG-500M	136
4 Steve Thompson	Discus b	123
5 Mike Bond	DG-800	120
6 Colin Metcalf	Marianne	76
7 Steve Wilkinson	Pik 20D	72
8 Richard Kalin	Ventus BT	68
9 Graham Cooksey	DG-300	54
10 Graeme Alexander	Ventus 2CT	49
11 Graham Morris	ASW 27b	45
11 Chris Teagle	Kestrel	45
13 Kristina Samuals	Pegase	36
14 Andrew Cluskey	HPH 304 Shark	28
15 Dave Bieniasz	Discus	20
16 Richard Cole	DG-1000/20m	15
17 Peter Goodchild	PIK20 E	11
18 Warwick Horne	ASW 20FL(16.6)	9
18 Bary Pridgeon	ASW 20FL	9

BICESTER CLUB REGIONALS 2018

Bicester, 21-29 July

Pilot	Glider	Points
1 Andy Elliott	Std Libelle	4942
2 Simon Ramsay	Discus	4668
3 Norman Parry	LS4	4370
4 Luke Hornsey	ASW 20	4240
5 Basil Fairston	Silent 2 Electro	4204
6 Pete Atkinson	Twin Astir 3	3918
7 Ollie Bosanko	Perkoz 20m	3867
8 Cris Emson/ Andy Mayer	Std Cirrus	3793
9 Ayala Truelove	Std Libelle	3730
10 Tim Wheeler	Std Cirrus	3668
11 Sam Hepburn	Std Libelle	3640
12 David Hurst	ASW 20	3434
13 John Staley	LS4wl	3412
14 Alison Mulder	K-21	3376
15 Steve Codd	K-18	3323
16 Lewis Merry-Taylor	Std Cirrus	3261
17 Miles Bailey	DG-200	3242
18 Gerald Bass	Discus	3192
19 Jeremy Beringer	Open Cirrus	3065
20 Ollie Wheeler	Astir	2834
21 Gareth Francis	Mosquito	2579
22 Mark Lavender	DG-303	2532
23 Rod Connors	Discus	2220
24 Derek Staff	LS4	1775

BICESTER OPEN REGIONALS 2018

Pilot	Glider	Points
1 Dave Watt	Ventus 2	5491
2 Matt Cook	Ventus 2	5466
3 James Best	Ventus 2cxa 15m	5054
4 Ken Barker	JS MD1	4808
5 Martin Durham	LS8	4758
6 Tim Webb/ Mick Webb	LS8	4682
7 Steve Eyles	LS8	4610
8 Chris Curtis	Ventus 2cxa 15m	4578
9 Liz Sparrow	ASG 29/18m	4568
10 Dan Pitman/ Derren Francis/Owain Walters	Ventus2/15m	4566
11 Martin Clark	JS MD1	4382
12 Michael Boydon	NIMBUS 2c	4118
13 Mark Davenport	ASG 29/18m	4117
14 Terry Mitchell	Nimbus 3DT	3992
15 Kim Tipple/ Matt Sheahan	Nimbus 3DT	3740
16 Nigel Mallender	LS8	3675
17 Tim Robson	Duo Discus T	3638
18 Mick Boik/ Alan Twigg	Arcus T	3568
19 Al McNamara	Ventus 2cT/18m	3169
20 Phil Dolan	Duo Discus XL	3138
21 Tony World	ASW 27	2869
22 Alan Boyle	Discus 2T/18m	1630



Competing at Hus Bos (Gary Gouws)

■ **S&G's thanks to Russell Cheetham, who is a member of the BGA Competitions and Awards Committee, for all his hard work on collating and supplying the vast majority of the information that is contained on these results pages.**



Russell Cheetham flies his JS3 at Hus Bos (Max Kirschner)

SHENINGTON REGIONALS 2018
Shenington, 23 June - 1 July

Pilot	Glider	Points
1 Alex O'Keefe	Nimbus 2	3164
2 Lee Davidson	LS8	3057
3 Freddie Turner	Std Cirrus	3003
4 Robert Hanks	LS6(18m)	2989
5 Tim Webb	LS8	2953
6 Mick Webb/Micky Boik	Arcus T	2900
7 Mark Sanders	Arcus T	2875
8 John Clark	Nimbus 2c	2752
9 George Green	Discus	2443
10 Jane Nash/Steve Nash	Mosquito b	2441
11 Angus Watson	ASH 25	2420
11 John Tanner	Duo Discus	2359
13 James Clarke	Nimbus 2c	2299
14 Denis Heslop		2258
15 David d'Arcy/ Nigel Lassiter	Duo Discus w	2221
15 Richard Slater	Ventus C (17.6m)	2216
17 Tim Davies	ASW 24w	2086
18 Peter Scheiwiller	LS4	2068
19 Pete Hibbard	SHK	1993
20 John Klunder	Antares 18T	1988
21 Ian Campbell	LS8-18	1980
22 Alan Langlands/ Trish Langlands	DG-1000	1938
23 Walter Baumann	Discus	1846
24 Pete Davey	ASW 20	1842
25 Matt Page	ASW 20	1791
26 Mike Witton	Std Libelle	1778
27 Pete Smith/ Claire Wilson	Janus C	1762
28 M Costin/G Glover/ C Groves	DG-1000	1718
29 Bob Bromwich	DG-500(20m)	1686
30 Chris Tooze	Discus	1457
31 Rod Connors/ John Potter	Discus	1419
32 Carol Marshall	LS7	973
33 Gary Newbrook	Mini Nimbus	960

LASHAM RED REGIONALS 2018
Lasham, 18-26 August

Pilot	Glider	Points
1 Gee Dale/Luke Dale	ASH 25	2901
2 Alistair Nunn	JS1 B	2783
3 Dennis Heslop	ASG 29 E	2720
4 Martin Clark	JS MD1	2446
5 Philip Jones	Ventus 3T	2386
6 Graham Smith	Ventus 2cT	2310
7 Mark Davenport	ASG 29 E	2267
8 Steve Jobar	Ventus 2cT 18m	2190
9 Bill Murray	Ventus 2cxT	1964
10 Andrew Neofytou	Ventus 2cxa FES	1867
11 Mike Clarke	ASG 29 E	1758
12 Rod Witter	Arcus M	1582
13 Liam Brady	ASG 29 E	1575
14 Mike Foreman/ Liz Sparrow	ASG 29 E	1361
15 Stephen Williams	Ventus 2c	1247
16 Sean Gaunt	Ventus 2b	542

LASHAM BLUE REGIONALS 2018

Pilot	Glider	Points
1 Tom Arcscott	Std Cirrus	2937
2 George Metcalfe	ASW 28	2830
3 Mark Holden	Duo Discus T	2792
4 Shaun Lapworth	Std Cirrus	2707
5 Will Chappel	LS8	2661
6 Jack Tonkin	ASW 28	2573
7 Mike Gatfield	LS8	2444
8 Lynes/Holland	Duo Discus XLT	2090
9 Steve Nash/Jane Nash	Mosquito B	1975
10 Toshi Marwaha/Stroud	DG-1000 T	1956
11 Simon Armitage	Discus CS	1899
12 Ben Hughes/ Matt Davis	Std Cirrus	1876
13 Neil McLaughlin	Std Cirrus	1846
14 Daniel Chidley	Zugvogel 3B	1843
15 Alrik Dargel	Cirrus 17.7	1842
16 Chris Allidis	Duo Discus	1396
17 Peter Pengilly	Discus	1358
18 Christophe Mutricy	Std Cirrus	1353
19 Tony Cook	LS4	1204
20 Basil Fairston	Silent 2 Electro	1197
21 Chris Marren	Duo Discus	980
22 Bill Bullimore	Mosquito Bw	774

HUS BOS CHALLENGE 2018
Hus Bos, 28 July - 5 August

Pilot	Glider	Points
1 Paul Crabb	Ventus 2ax	5115
2 Steve Woolcock	LS8/18m	4846
3 Richard Large	Arcus T	4697
4 Peter Baker	ASW 28E/18m	4695
5 Brian Scougall	Duo Discus XL	4669
6 Graham Drury	ASW 27	4593
7 Peter Stafford Allen	Ventus Bt/15m	4574
8 Chris Luton	ASG 29/18m	4560
9 Paul Rice	Duo Discus T	4452
10 Maisonpierre Richard	Ventus 2cxt	4209
11 Mark Lawrence-Jones	Discus bT	4152
12 Bob Bromwich	LAK 17B Fes	3970
13 Geoff Glazebrook	LS6 17.5m	3949
14 Julian Fack	Duo Discus T	3911
15 David Crowson	Arcus T	3881
16 Guy Corbett	LAK 17/18m	3738
17 Chris Lewis	HPH 304 Shark	3714
18 Neal Clements	Duo Discus T	3659
19 Richard Kalin	Ventus b/15m	3612
20 Tom Pavis	Std Libelle	3599
21 Clive Groves	DG-1000/20m	3424
22 Alistair Emson	Std Cirrus	3312
22 Mike Witton	Std Libelle	3312
24 Richard Watson	DG-200	3296
25 Andy Parish	Discus	3289
26 Dave D'Arcy	LS4	3284
27 Ellie Youle	ASW 15b	3114
28 Greg Corbett	Kestrel 19	2949
29 John Whiting/ Tess Whiting	Discus	2913
30 Kelly Teagle	Kestrel 19	2865
31 Mike Bond	DG-800	2787
32 John Strzebrakowski	LAK 19/18m	2723
33 Chris Bessent	Janus C	2380
34 Peter Goodchild	PIK 20 D	1604
35 Nick Taylor	LS4	1400
36 Jerry Langrick/ Ron Bridges	LAK 17/18m FES	1086
37 Ollie Sleigh	Pegase 101	528

DUNSTABLE RED REGIONALS 2018
Dunstable, 16-22 June

Pilot	Glider	Points
1 Ryan Berry	JS1c Evo	2120
2 Mark Davis	Discus	2027
3 Steve Woolcock	LS 8T/18m	1944
4 Jeremy Pack	ASG 29Es	1884
5 Geoff Payne	ASW 27B	1767
6 Guy Corbett	Lak 17T	1742
7 Ben Crook	Ventus bT	1586
8 Andrew Sampson	ASG 29	1525
9 Andrew Roch	LS8-18	1505
10 Tim Jenkinson	ASH 31 Mi	1391
11 Malcolm Birch	ASW 28	1352
12 John Spencer	ASG 29E	1346
13 Paul Whipp	ASG 29/18m	1196
14 Martin Smith	ASW 27 A	1038
15 Helen Hingley	HPH 304S Shark	714
16 Francis Russell	LS6-18W	491

DUNSTABLE BLUE REGIONALS 2018

Pilot	Glider	Points
1 Ayala Truelove	Std Libelle	2000
2 Geoff Glazebrook	LS6	1737
3 Miles Porteous	LS7	1634
4 Claudia Hill	Duo Discus	1632
5 Paul Candler	LS7wl	1592
6 Sally Walker	LS4	1565
7 Stephen Thompson	Discus b	1435
8 Matthew Hall	LS6A	1350
8 Alex Hippel	Discus B	1350
10 Paul Gentil	SHK	724

BOOKER REGIONALS 2018
Booker, 21-29 July

Pilot	Glider	Points
1 Denis Campbell	Ventus 2xt-18	4625
2 Jim White	ASW 27	4352
3 John Otty	ASG 29/18m	3884
4 Nils Wedi	LS4	3741
5 Geoff Lyons	LS6c-18	3399
6 Ashley Birkbeck	LS7 wl	3176
7 Steve Williams	Ventus 2c/18m	3074
8 Simon Vardigans	Discus BT	2119
9 Jeremy Gilbey	HPH 304 Shark	2086
10 Nick Jennings	Libelle	1380



Keeping busy during the 2018 competitions at Hus Bos (Gary Gouws)

BIDFORD REGIONALS 2018
Bidford, 7-15 July

Pilot	Glider	Points
1 Peter Stafford-Allen	Ventus bT/15m	5476
2 Dan Brown	LAK 19/15m	5439
3 Dave Findon	Nimbus 4DT	5358
4 Andy Balkwill	LS8/15m	5345
5 Richard Maisonpierre	Ventus 2cxT 18m	5258
6 Norman Parry	LS4	4982
7 Mike Coffee	LS10	4952
8 Chris Bowden	ASW 20	4923
9 Bary Kirby	Duo Discus T	4894
10 Frank Jeynes	Arcus T	4843
11 Jon Wand	ASH 26E	4764
12 David McCarthy	Mini Nimbus	4501
13 John Clark	Nimbus 2 c	4397
14 Mike Stringer	ASW 28-18E	4348
15 Rod Witter	Silent 2	3771
16 Tony Glover/ Mike Costin	DG-1000/20m	3764
17 Richard Roberts	Discus b WL	3722
18 Allan Wallace	Duo Discus T	3597
19 Peter Capron	LS4	3194
20 Mike Pope	Ventus 2cT/18m	3081
21 Christopher Short	Discus b WL	2846
22 Kevin Atkinson	LS6/15m	2630
23 Anthony Bartlett	ASW 20CL	2505
24 Bill Inglis	Antares 18T	2486
25 Martin Langford	LS6/18m	2188
26 John Archer	ASW 20F	2003
27 John Klunder	Antares 18T	1866
28 Mike Entwisle	SHK	698
29 White/Wilson	Pegase 90	361
30 Peter Hadfield	Vega T65a	0

■ For the UK Soaring Mountain Championships see www.ukmsc.co.uk

■ For Competition Enterprise see www.comp-enterprise.co.uk

■ For the Two-Seater Competition see www.wolds-gliding.org

■ For the non-BGA rated Glider Aerobatic Nationals see www.aerobatics.org.uk

TRAINING AS SOCIAL GLUE

NOT just a great safety initiative, Yorkshire Gliding Club has been running ground training for two years and it is helping new members to fit into their club.

This is what 13-year-old Cate Gerretsen, one of the YGC juniors, has to say about it: "When lots of different people are helping you understand how everything works on the ground, it puts into perspective how much everyone wants you to learn.

"Ground training is obviously a very important aspect of gliding, because everything would fall apart without it. I've enjoyed finding out different jobs I can do, and I hope one day I can teach someone, too."

This is just one of the ways that good quality training in gliding clubs helps build a stronger club and helps people to keep coming back.

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

THERE IS SO MUCH STUFF THAT A NEW GLIDER PILOT NEEDS TO LEARN IN THE FIRST FEW MONTHS



Ground activities are actually quite exciting for a newcomer to learn (Julian Gerretsen)

HOW WE VALUE OUR TRAINING

I OFTEN try to put myself in the shoes of our trainees. It's difficult, because I'm so involved with a sport that I know and love - 'just the way you are!' But do the things that we all know and love about the way we do things suit newcomers to the sport?

I don't know about you, but I'm pretty sure that our 'clientele' is becoming more and more discerning these days. I hear from multiple sources that investing even half a day for a couple of five-minute training flights isn't sustainable for many. We all know about the constraints of running the airfield and the help we need from everyone to make that happen. So what do those people value about the training that they receive?

We could think about what we would like to receive from half a day of our own time invested in a new sport by imagining training at a sailing club or similar. If I had booked some time there, I wouldn't expect to spend the whole time on the water, but I guess I would want to receive some 'value added' stuff which trained me. Perhaps how the club worked, how we got the boats into and out of the water, what safety precautions are in place, and maybe a bit of theory about what we are about to practise on the water today. I certainly wouldn't expect to hang around waiting for my instructor for hours on end by the lakeside.

But what do we focus on and value about our training at the gliding club? Most people value the time in the air, because it's the most exciting bit and it's

the bit that we have to pay money for. However, it's the whole experience that we need to provide for our prospective long-term glider pilot members, and there are opportunities here that let the poor, overworked instructor off the hook!

In my experience, although new members are joining a club, they will expect a 'service' during the first part of their training. Our club needs to provide that service in the first instance. Some may say that they will get used to that service and never begin to help out. I think that it is the case that some individuals will inevitably realise that they need to get stuck in and help, while some will always simply turn up, fly and go home. I don't detect a change in that situation over the many years that I have been involved in the sport, and I don't think providing a 'service' for the first (say) six months will change that situation.

What is the service that we need to provide? Well, perhaps a complete training package. This can even involve the transition from being a 'taker' to beginning to give something back to the club. There is so much stuff that a new glider pilot needs to learn in the first few months. Quite often, though, it's left to chance or good-natured senior members of the club to take these new pilots under their wing and train them in the workings of the club, including ground activities. These activities are actually quite exciting for a newcomer to learn, and all part of the fun, but I don't think I have ever heard this sort of training being coordinated at a morning briefing!

This approach to training will begin the slow realisation that there is more to gliding than simply turning up and devouring the airborne training. It will begin to turn the taker into a giver and start to incorporate the pilot into a more classic club life that we all know and love.

So maybe we don't have to change the nuts and bolts of the club operation that we enjoy so much, but perhaps we need to be a little more proactive in incorporating new people into the environment that makes gliding so unique.

Mike Fox, BGA Training Standards Manager
mike@gliding.co.uk

Pete Stratten provides an update on training and certification

AVOID LICENCE BEAR TRAPS...

MIKE Fox, who many know well as either a colleague or through attending one of his excellent BGA courses or seminars, often reminds me that most busy glider pilots use their 'gliding time' to get out there and have fun, and so the background gliding stuff is understandably well down their list. He's right, of course! Which is why we try to keep our briefings reasonably concise.

This article aims to remind clubs and pilots about how we're currently operating under the tried and tested BGA training and pilot certification processes whilst supporting those who choose to hold an SPL or LAPL(S).

Background

The EASA aircrew regulation came into force some years ago. It includes rules for piloting EASA gliders. In the UK, the CAA has exempted gliding (ie us) from the rules. That should remain the case until April 2021, when revised EASA rules for gliding will come into force. The EASA rules for Declared Training Organisations (DTOs) came into force during 2018. But they apply only when training for EASA licence privileges and, even then, not all of them. The BGA anticipates having in place a DTO that encompasses all the necessary training by April 2021. The BGA DTO currently limits itself to towing training and, very soon, TMG extension training.

BGA club training, pilot certification and endorsements

The long-established BGA requirements for the BGA gliding certificate and associated endorsements, including for instructors and for examiners, are clearly described at <https://members.gliding.co.uk/laws-rules/>

The process is managed at clubs under the club CFI and with the support of the Senior Regional Examiner, the regional team, the Instructors Committee, the admin team in the BGA office and published guidance.



All instructors at a BGA club must hold a valid BGA instructor rating (Mark Layton)

Supporting SPL and LAPL(S) holders

Many glider pilots have chosen to convert their BGA gliding certificate with endorsements to an EASA licence. To all intent and purpose, the SPL and LAPL(S) have the same requirements and privileges. The key difference is, of course, the medical requirement. Both licences are issued for life and have recency requirements. But those recency requirements apply only if the pilot needs to exercise the licence privileges. Don't forget, BGA clubs are training and qualifying pilots under the BGA processes. Which is why all instructors at a BGA club must hold a valid BGA instructor rating. To support those who choose to hold and maintain EASA sailplane instructor and examiner certificates, the BGA periodically runs refresher seminars using approved coaches.

Avoiding bear traps

When gliding at a BGA club, think BGA system from end to end. Don't mix in EASA qualifications and privileges. If you have

joined a BGA club with an SPL or LAPL(S) and with no previous BGA qualifications, remember that a valid SPL or LAPL(S) is accepted as equivalent to a Bronze with cross-country endorsement.

If you instruct at a BGA club, you must hold a valid BGA instructor rating. If you are unsure, your CFI can confirm your rating expiry date. The medical requirements are at <https://members.gliding.co.uk/medical-2/>

NPPL SLMG training takes place under national rules. EASA SPL and LAPL(S) TMG extension training will take place under EASA rules. They are entirely separate processes. Please beware of mixing EASA and national licensing and training requirements.

If you are flying using EASA privileges, for example outside the UK, think EASA. Don't mix in BGA pilot qualifications and privileges. And please make sure you are 100 per cent familiar with the licence recency requirements.

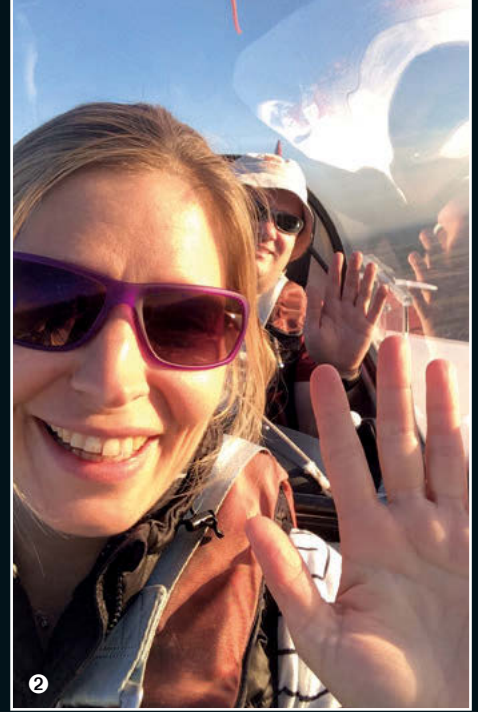
Details are at <https://members.gliding.co.uk/library/bga-requirements-guidance/guidance-spl-lapls-holders/>

Complicated?

Having different systems in place with exemptions, etc, is bound to be messy. The good news is that, despite the worry in 2012 that EASA licensing would stop people flying, we're not aware that anyone at a UK gliding club has been grounded because of changing pilot licensing rules.

Finally, we have yet to see the outcome of the negotiations around EU-Exit. If there is no suitable agreement with EASA, a lot will change on 29 March 2019. As soon as we know more, we'll try to ensure that everyone hears about it. Meanwhile, as you would expect, the BGA is discussing contingency details with the CAA with the aim of minimising negative impacts on pilots and owners.

Learn more at <https://members.gliding.co.uk/pilot-licence-conversion/>



This page:

❶ The ICL winning team from Windrushers: Andy Mayer (Intermediate), Team captain Miles Bailey, Pundit Jon Gatfield and Novice Olly Wheeler, pictured at Booker (Bob Smith)

❷ Karolina Šromová enjoys an Introductory Flight at Upward Bound Trust with instructor Chris Scutt

❸ Celebrating Lincolnshire's 40th birthday. About to cut the cake is Mavis Bourne, 89, who with her late husband Bob started gliding at Strubby

❹ The t-shirt says it all!

❺ Grid day during flying week at Upward Bound Trust. Left to right: Jacqui Sewell, Gary Newbrook, Chris Scutt, Dave Bramwell, Oliver Dudley-Heidkamp and Fabio Valente (Steve Bonser)

❻ Three generations celebrate cadet Christian Fresson going solo at Parham: Christian, Dad (airline and tug pilot) and Grandad (retired airline pilot)

❼ Porsche Club UK Southwest region try gliding at North Hill





This page:

1 With the K-21 on Finals, Wrekin's Will Dean waits for an aerotow

2 Wrekin's K-21 catches the last rays of sunlight as the sun goes down over RAF

3 Bowland Forest's new BIs admire a club Astir during Pendle Powerfest (Phil Punt)

4 Runway construction works seen from the launch point at East Sussex GC

5 The Red Arrows perform a fly-by of Shalbourne Gliding Club. Smoke on! (Pete Smith)

6 Alan Swales' last tug flight at York

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

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CLUB NEWS

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

A VERY busy season at Upavon drew to close with ab initio courses delivered for Army Gliding, one of which was for wounded and injured servicemen through The Air League; along with AGC(W) hosting a Royal Navy Gliding Development Course – Joint Service Gliding in action. Congratulations to Phil Kenny and Phil Marshal (solo). Almost the entire club competed in the Inter-Service Regionals at Keevil, and Army Gliding departed for an expedition to Aboyne. We made further progress to getting some hangarage for the long-suffering gliders. A packed summer, with ambition to build on that next year with some increased cross-country.

Paul Jessop

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

DURING September we set aside time for members who wanted to gain experience in cross-country and soaring. This was a big success, even though the weather wasn't always the kindest, with Jim Jennings and Duane Pickering completing 100km triangles and Simon Ducker obtaining his Silver height. Several members have converted to the Astir and Discus single-seaters and one of our newer members went solo in both the K-13 and K-21. Thanks to all the instructors, tuggies and ground staff, who turned up on most days to help out. The year has been a great one with many enjoyable times.

David Sibthorp

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

CONGRATULATIONS to Kevin Constable (Bronze). Winter maintenance is planned and on track. We had a static display of gliders at the Brize Norton open day at Keevil, with positive feedback from the locals. We also had a stand at the opening of a local park. We have had a number of military exercises on the airfield that have allowed us to fly in excess of 30 service personnel, introducing them to our sport. We have bought 8.33kHz ground station and mobile handsets. Finally, a number of people have converted to the Duo Discus.

Alison Arnold

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

LOTS to report! Tim Fletcher came 13th in the World Club Class in Poland while Dan Weston took part in his first aerobatic competition at Buckminster and came third before he nipped off to the nationals and won the sports class! We have a new chairman in Martin Davidson, but sadly lost long-serving Dick Yerburch from the committee. Mike Jenks provided a productive week's intensive training for our younger pilots and Alastair MacGregor organised an enjoyable friends and family day again. As a club we are getting concerned about the frequency of overflights, which seem to be increasing.

Chris Basham

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

OUR end of season party was held in October with a presentation made to Frank Jeynes, on his retirement as CFI. Dave Vale is our new CFI and Jon Wand has taken over as treasurer/secretary. Chris Morris is to lead the junior development programme, with the objective of assisting with voluntary funding and development training. We currently have 10 juniors and are keen to add more. Emma Lees went solo before her 15th birthday. Gill Stewart is our child protection officer – she also performs the important tasks of bar manager and gardener. Our competition will be held from 22-30 June 2019.

Mike Pope

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

THURSDAY 30 August was a notable day for us as Zach Dunne and Keith Bate both soloed; our first two first solos in one day since 2011. Work is well advanced for a hangar to house Martin Brock's EuroFOX 'Bella', which will be available for towing along with our Pawnee. The club has upgraded its fleet with an ASW 19 which will, we are sure, prove very popular. A decision has been taken to fit all club aircraft with FLARM to improve safety. After a great summer, we are now looking forward to our autumn wave season and welcoming expeditions from the flatlands.

Robbie Robertson

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

THE soaring season continued to deliver results with Tim Scott winning the 15m Nationals and a record seven solos in seven days. We were delighted to host the Inter-Club League final, a very enjoyable comp which was won by Windrushers. The Easter Egg Cup aerobatics competition, postponed from rainy April, provided a different type of fun for contestants and spectators and British Aerobatics Association judge Charles Baker; summer instructor George Darby went home with the trophy. The list for our regionals is now open; low cost and a discount for juniors.

Jane Moore

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

IT was a busy summer with three new BIs and two new instructors to add to the roster. As a result, we've been able to launch visitor day courses in addition to the regular trial lessons and summer visitor evenings. Flying highlights include: a dawn till dusk event on the Longest Day, which ended in late evening wave; member trips to Feshiebridge, Hus Bos, Saltby, Portmoak, Eden and Fuentamilanos; a rash of Silver badge claims; cross-country adventures in our A and B leagues; and competition winners during Hus Bos task week. Plans to expand the fleet and field improvements are all in hand.

Richard Turpin

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

THE good weather continued into August ensuring great flying for the Dunstable Club Class, but faded by the Juniors where Oli and Alex competed for the first time, and became iffy for the Standard and Open competitions at Aston Down, supported by Steve, Alison and Andy. Here, Henry Mo was 75km short in completing a 500km flight within one year of his trial lesson. We hope to see him back next year. Congratulations to cadets Jacob and Rose (solo), and to Lucian, Ben, Rick and Nick (cross-country endorsements), and Jimmy (Silver). The peritrack received much-needed attention. Bristol University's new hangar appeared and efforts to improve the club's ground equipment commenced.

Greg O'Hagan

(Left to right): **BWND's** Dan Weston with aerobatic trophy; **BWND's** incoming and outgoing chairmen Martin Davidson (left) and Mike Thorne; **Burn's** Benjie Ambler with intermediate aerobatics award; **Cambridge's** Ollie Bosanko and Maria Mangera-Willeke at the Bicester Regionals



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

AFTER a fabulous summer, September proved somewhat difficult. Both of the aerobatics contests went well and were well attended. Our visitors from Borders Gliding Club had an excellent week with some great achievements. Chris Prideaux has been continuing, with helpers, to do a splendid job of runway markings and hole repairs. Alan Monro had a flight in a T-31, 60 years to the day of his first solo. Andrew Clusky did one of the few 500km flights ever from Saltby. We are nearly finished getting a Pirat back into the air as our K-8 is currently grounded needing some specialist welding.

Danny Lamb

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

OUR younger members have been showing us the way and making us proud. First, after some training, Benjie Ambler, at only 15, won the British Intermediate Aerobatics award at the British Aerobatic Gliding Championships, competing in a Swift S1 glider. Each flight was judged on the execution of 10 manoeuvres and there were three sequences flown. A tremendous achievement at 15; his aim was simply to perform to the best of his ability and fly the sequence planned in a safe manner. Oliver Campbell, also 15, did his Silver duration flight a few weeks ago.

Russell Walsh

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

WE held the club's annual Cloud Rally in August. The weather wasn't great, but task setter Iain Baker managed to get us flying on four, rather challenging, days with plenty of field landing practice. Graham Drury won the Racer class, with Paul Barnes victorious in the Funster class. In July, a team of cadets took the Perkoz to the Bicester Regionals. Aaron Horrocks, Kyran Coates, Alex Walby and Maria Mangera-Willeke flew over 1,000km, achieving one 2nd place and 7th overall. With thoughts turning to winter, we'll be offering aerobatic training and operating on Wednesdays, Thursdays and Fridays plus weekends until 31 March.

Chris Davis

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

AUGUST saw us hosting the Standard, 15M and Open Nationals and we were pleased with the standard of our organisation and facilities. Thanks to Jacqui Huband, Di and John Docherty for providing excellent food and to all members who helped. Congratulations to winners: Leigh Wells (Standard), Tim Scott (15M) and Andy Davis (Open). We welcome Doug Gardner as our new secretary, replacing Mike Randle. Plans are afoot for a second private owners' hangar following the success of the first and we shall shortly be moving in to our new aircraft workshop, once the floor is painted and the heating is installed.

Frank Birlison

CRANWELL (RAF CRANWELL)
WWW.CRANWELLCO.UK
530231N 0002936W

FOR many years Mark Evans has provided that guiding hand as CFI, but has decided to retire and we thank him for his hard work. We welcome Kev Morley as our new CFI and look forward to the continual success of the club. Congratulations go to Giles Croft (solo), Michael Cenzarotowicz (50km), Ian Campbell (500km) and Ian Webb (BI course). We were able to fly most of July during the week in which we supported the RAF 100 celebrations and had a total of 186 visitors with quite a number deciding to join. A welcome back to Jon Truman after his deployment.

Zeb Zamo

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

THE good weather continues and flight times are up! Congratulations to Mike Jardine for finishing the instructor competition module (another home-grown instructor). The club aircraft are in good order and being kitted out with 8.33 radios, thanks again to Colin and Dave for all your work. Rick has updated our simulator with two more screens and the new Condor, giving a much more immersive experience. The regular members are turning their hand to jobs around the club when not flying and things are being prepared for the winter maintenance projects. But... we are all looking forward to the winter wave in an easterly.

Richard Roberts

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

WE had a successful UKMSC with John Tanner winning the cross-country and Stuart Naylor the height gain. Thanks to John Williams of Trent Valley GC, our task setter. He flew every one and got around every day. The comp is full for 2019. Graeme Campbell, Lucas Touw and Peter Coates have all gone solo. We had seven gliders from Germany with multiple pilots visit us to fly the Aboyne wave, along with another 28 from UK clubs. Brian Crouch and Iain MacDonald joined the committee replacing Bob Dunthorn and Alistair Cunningham, who we thank for their work.

Glen Douglas

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

HOPEFULLY by the time this gets read, we have had a good wave season. We should have trailerage available for the last few winter months in case you want to do some ridge and wave flying without getting your boots wet on our airfield! Get in touch for our spring wave season! Welcoming visitors ALL year round for our epic soaring conditions.

Chris Gill

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

CONGRATULATIONS to John Collins and Mike Armstrong, just beaten into 2nd in the Pocklington two-seater competition, also to Alex Oldham (BI, Silver distance), Mike Stephens and Steve Marlor (cross-country endorsements), and Dave Spencer (Silver). We are back to flying every day except Mondays. Thanks also to Richard Dance, who has passed the role of chief launch marshal to John Illidge. Our club competition had a successful year, with healthy competition between some newer cross-country pilots. We are facing calls for increased rates from the District Council. The committee has presented their ideas to members and are reviewing responses.

Dave Salmon

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

VISITORS to North Hill will notice a big change in the entrance to the airfield, with great work by the earth-moving team. Our final



(Left to right): Peter Field congratulates Andrew Darke and Doug Gage (retired Concorde and 777 pilots) on solos at **North Hill, Dorset** CFI Nathan Hanney congratulates James Peace; Mike Evans sent solo at **Ringmer**, with Stephen Swan; Ben Rutherford solos at **Herefordshire**; new toy for **Dunstable**



course weeks in 2018 finished with a good mix of members, juniors and non-members, including several retired commercial pilots, all achieving their personal objectives. We were pleased to develop some good liaison on local airspace with FlyBe, including several members flying the Embraer simulator. Group flying evenings were again popular, with one group also completing a photoshoot with 15 Porsche 911s. The late summer surge of badge achievements continued, congratulations all.
Jill Harmer

DUMFRIES & DISTRICT (FALGUNZEON)
WWW.DUMFRIESANDDISTRICTGLIDING
CLUB.CO.UK 545638N 0034424W

A GOOD flying week in August ended with an excellent clubhouse feast provided by Giancarlos, many thanks. Congratulations to Andy Crowson (resolo) and Kaz Paszki (return to single-seaters). The Skylark fleet now numbers six flying examples with a further three not presently in the air – is this some kind of record? We have also to congratulate Bryon Smee on his Silver distance, done in his Skylark, and Iain McIver on his Gold height, achieved at the UKMSC (still to be confirmed), and also on being approved by the BGA to oversee flying when a Full Cat isn't available.
Wendy McIver

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

THE summer months allowed us to make headway getting pilots to early solo, including Mike Evans. This has put a load on the club's single-seat gliders fleet. We had some issues with the club's tug aircraft limiting aerotowed launches, but have done our best to clear the backlog of trial lesson flights. These have resulted in several new members. Work on the upgrade of our airfield has taken advantage of the fine summer weather and the first of two reinforced runways is now taking shape.
Mike Jeater

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

ANOTHER season is behind us, 2018 was good and the club moved forward: new instructors, with more to come, and new members. There have been a lot of personal achievements by members and visitors alike. The recent junior training week was a great success and we will certainly repeat it next

season. For 2019 we have plans to buy a glass fibre two-seater glider. We welcome club expeditions, groups and individual visitors and have started taking bookings for 2019 for return visits.

John Castle

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

IN September we had our 'taster day', to attract members. We flew 22 visitors with several signing up to our 'fixed price to solo' deal'. We have a new chairman, John Whitwell, a well-respected long-term member, who we feel confident will be a great asset and has our full support. Chas Forsyth attended the BGA stand at the New Scientist Live exhibition at London ExCel, along with representatives from other clubs. The stand was very popular and busy. We are now doing all those maintenance jobs and hope to organise an end of season meal, although we plan to keep flying in winter.

Cathy Dellar

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

CONGRATULATIONS to our juniors, with Jake Gazzard competing in the Junior Nationals; Toby Brown (Silver and passenger rating); George White (Bronze, cross-country endorsement and Silver); Kristoff Ahlner (300km); and Xav Overbury-Tapper, who won a place on the two-seater training at the Junior Nationals in Lasham. Congratulations to Millie Yeend and Teddy Neble (solos), and to Penny Foulger and Kaz Fuchs (BI). Junior member Julius Carter took second place in aerobatics at the Saltby Open! And congratulations to our Inter-club team for winning the local event and competing with distinction in the final (George Green and Richard Hayhoe, both 3rd in their divisions).

Steve Jones

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

WE had a good summer and lots of people have made good progress. Congratulations to Martin Clark on his Bronze and cross-country endorsement, Will Walker, who completed his Bronze, and Simon Turner on passing the Bronze paper. Ben Rutherford became our youngest solo pilot, aged 14. Well done to him. We are delighted

that Andreas Jelden has requalified as an instructor and we welcome William Brewis to the instructing team on a part-time basis, as he also instructs at the Mynd. Our long-awaited hangar project is at last getting going and we are busy with the planning application, finalising the agreement with the landowner and the all-important fund-raising.
Diana King

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

WHILE our EuroFOX was away, we maximised the opportunity to practice winch launching. The club owes a deep debt of gratitude to Bruce Gordon, who towed the huge trailer containing the EuroFOX on the 600-mile journey to Kent for repair. Congratulations to Stuart and Ellen on winning the Height Gain Trophy at the UKMSC. They had quite an adventure, including a landing by Balmoral Castle where they used the Royal Standard flag as a windsock. The royal protection squad was on the scene in minutes, scrutinising the aircraft, its occupants and their documentation – not an adventure Stuart is planning to repeat!
John Thomson

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

CONGRATULATIONS to Carl Cox for his successes with the British Glider Aerobatic Team at the World Championships in the Czech Republic. Carl, still only 17, finished 10th in the Free Unknown Programme and ranked second of the four Brits. He plans to take part in Romania next. The weather didn't co-operate during task week in August, but some good flying was achieved. Congratulations to winners Dave Crimmins and Brian Tansley. Thanks to Gen Francis for organising a great barn dance to end the week. The club also enjoyed successful trips to Aboyne, Portmoak and Shenington.

Mike Bowyer

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

WE have started to use a new computer-based logging system, which hopefully will ease the work of our treasurer Andy Tebay. The club trip to France was very successful. It seemed like almost the whole club went. Flying conditions were good. Dave North

(First solos, left to right): Keith Bennett at **Mendip**; Sam Bush is congratulated by Mark Wright at **Norfolk**; Paul Hayhoe (right), with Don Welsh at **Currock Hill**; Vukan Andjelkovic at **Oxford** (Geoff Purcell); **Seahawk's** Harry Callaghan, during club exped to Wyvern



and Graham Sturgeon both managed 300km flights. As I write, there is a team setting off for a week at Portmoak.

John Martindale

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

A SUCCESSFUL Junior Nationals and Regionals took place in August. Congratulations to Jake Brattle on his second Junior Nationals title and to Tom Arcott and G Dale taking the top spots in the regionals. The Gliding Heritage Centre's Second Hangar was officially opened by Sir John Allison on 25 August. Warmest congratulations to Jordan Bridge on becoming our DCFI. Jordan joined Lasham five years ago as a 15-year-old cadet and his rise has been richly deserved! Jordan had a moment of fame during Channel 4's *Hidden Britain* by Drone series featuring old WW2 parched fields showing the history of RAF Lasham.

Mike Philpott

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

WE have bought another K-13 from Camphill to assist with the growth in trial lessons. Congratulations to Pat Fowler, Silver distance and 100km diploma flown on the same flight in the Astir. Brian Bromley has a Silver height in his K-6. And the DG-300 has been touring around the county again. Alistair Brown resoloed after a break and the student list is growing. We held a 40th birthday party for the club, which was well attended by members both past and present.

Dick Skerry

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

CONGRATULATIONS to Catherine (Cat) Lyons, Yugesh Sundharam, Jeremy Abbott, Will Nicholls Peter Dodd, Piotr Chwiezezak, and James Bush (solo), and Javier Hernandez who resoloed. This year's two-week Air League course was featured live on BBC TV! Our thanks go to Bob, Graham Pursey and Alan Harrison for leading the course. We had a great vintage weekend, with the T-21 and T-31. We have a busy series of activities for the winter, starting with 'Clean-up' day. We're sorry to report the passing of Ted Hull, who was a long-term member here and who wrote a fascinating history of the club (see obit p70).

Andrew Sampson

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

CONGRATULATIONS to Keith Bennett (solo). Keith joined after retiring as a ship's captain. Well done Rod Coombs (Silver distance) in the new Discus. Terry Hatton has resigned as chairman; his job relocation means that it's too far from Halesland. Professor Rod Coombs will be taking over as acting chairman until either an EGM or our AGM next year. Rod's job as winchmaster will be taken over by Neil Hopton. Our clubhouse refurbishment is all but complete with just the decoration and flooring to be done. For the first time in our history we have a list of people waiting to join!

Barry Hogarth

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

ANDY Holmes, who started his flying career at The Mynd as a youngster, celebrated his 40th birthday in style here with a weekend including plenty of flying and a fabulous party. We had a successful expedition to Milfield, with a flight to 19,500ft for Jon Hall and Richard Bennett in their Duo Discus. Recent flying here included a good wave day, which enabled Dave Rance to climb high above Wales. Holly Harris chose to open her GCSE results in a glider at 3,000ft (and her results were very good). Congratulations on first solos to Holly Rennel, Ian Sumner and Andrew Kidd.

Steven Gunn-Russell

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

WE had a very busy soaring season and an excellent task week. Four of our members entered the Young Pilot Challenge at Bicester in August. Our annual Open Weekend was held in September and 140 launches were flown with our visitors, with several joining the club. The Women's Institute of Earith had a flying evening here and thoroughly enjoyed themselves, despite a cold front moving in. We have been selecting the gliding scholarship students from Abbey College, for our 2018-2019 intake. Many previous recipients have gone on to enjoy careers in aviation, including one BI and a commercial pilot.

Peter Valentine

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

CONGRATULATIONS to Sam Bush and 14-year-old Tom Hesp on solos. These are the latest on a list of achievements that this year's good weather has enabled us to make. We hosted a successful junior summer season training weekend in August. Our trial flights continue to prove popular with ages from 14 to 90, enabling us to gain new members. The annual expedition to Portmoak was a success; although no great flights were accomplished everybody seem to enjoy the change of scene. Work is steadily progressing with the arrangements for the VGC International Rally, 27 July – 3 August 2019.

Adrian & Barbara Prime

NORTHUMBRIA (CURROCK HILL)
WWW.NORTHUMBRIA-GLIDING-CLUB.CO.UK
54560N 0015043W

THE good weather continued to favour us over the summer and the club has enjoyed fantastic soaring. However, at the beginning of the membership year a comparison shows our launch rate was 25 per cent lower in 17/18, which we believe is largely due to the weather. Paul Hayhoe was delighted to make his first solo and then a subsequent first one-hour sortie. The club expedition to Portmoak was very successful, with one of our club Puchacz and several privately-owned gliders providing some exciting flights in thermals and using the ridges. Windy weather in September has provided us with some excellent wave soaring conditions.

Ian McFarlane

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

NO records were broken aeronautically this summer, but we did handle a record number of visitors. From these numbers we have attracted some keen new members, which is good news. We've added a smart-looking golf buggy, but unfortunately it came with more relays, fail safes and cutouts than a moon buggy. Our Mr Fixter is working out bypasses! A recent heavy gale lifted the roof off our new open workshop extension and dropped it on our hangar. Fortunately there was no damage to any aircraft, but the hangar roof needed some welding. We are already putting plans together for Christmas dinners.

Brian Williams



(Left to right): Evan Skelhorn, 14, sent solo by Josh Reid, 18, and supervised by Alan Boyle at **Portmoak**; **Shalbourne's** Matt Beckett after first solo; Gillian Brand resolos at **Shalbourne**; a group of ex-soldiers experience gliding at **Staffordshire**, courtesy of Help for Heroes



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

AS our winter drawers go on, we had a final fling with expeditions to Talgarth and Denbigh with good wave flights. Here, we welcome back previous members Jamie Wingfield-Stratton and Steve (Tulip) Porat. Congratulations to Vukan Andjelkovic, who has realised his dream and gone solo. Finally, we are looking forward to a night of Polish gliding history and cuisine arranged by some of our Polish members, and the forthcoming annual forum and AGM.

Norman G Nome

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

A GREAT year draws to an end, but there's still good flying, especially a day where we experienced the 'Lincolnshire Wave', with several connecting with this phenomenon achieving heights up to 9,000ft. Our new kitchen has been completed, thanks to Mick Burridge, and christened with a great evening of horse racing, good food and lots of support from the 'PSGC family'. Congratulations to Phil Jameson and Steve Myall (BI ratings), a welcome addition to the instructing team. Finally, a big thank you to the committee, instructors, tug pilots and everyone else involved in making PSGC the successful club it is.

Roland Pitch

RATTLEDEN (RATTLEDEN)
WWW.RATTLEDENGLIDING.COM
521001N 0005216E

OUR clubhouse is very smart after its makeover. We had a successful open day with trial flights, a static glider display, BGA simulator, and talks given by qualified instructors. By 11am all the flying slots were fully booked and we were taking bookings for flights to be flown at a later date. We signed up three new members and improved our relationship with the surrounding villagers. Well done to Nathan Godding for completing his Bronze, that's the last his Dad and Robin will see of the DG now!

Gary Western

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

CONGRATULATIONS to newly-solo pilots Mark Adams and Evan Skelhorn (age 14 and on his birthday). Jono Bradford, who is a

cadet and a tug pilot, completed a 300km triangle for Gold distance and Diamond goal. In October, the wave angels visited, resulting in distance flights by the usual pundits, good attempts by our cadets and height gains (Diamonds and Gold) by our visitors from the Lakes GC. Our members also did well, more than 20 flights above FL100: many with CR (me) in a club K-21, unfortunately not equipped with oxygen, so climbing at 12kts had to quit early.

Chris Robinson

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

I ONLY have room for achievements. The club ran two successful ab initio courses, sponsored by the Fleet Air Arm Aviation Trust, in August. Chris Bryning was 4th in the Inter-Service Regionals and Jake Matthews did well in the Junior Nationals. On expedition to Army Wyvern GC at Upavon, Harry Callaghan soloed, Barney Wainwright completed his Bronze and Tony Wysocki became a BI. We had some great soaring, thanks Army! Finally, Harry Randle has completed his Bronze, Nic Barretta his cross-country endorsement and Steve Moore completed his Ass Cat post-course review with Simon Minson. Well done all!

Chris Bryning

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

THE soaring season drew to a close with our own fly-by from the Reds as a thank you for holding launches for their Highclere display. SUGC has been keeping our instructors busy with the latest students. The annual pilgrimages north, to enjoy ridge and wave, took place with separate expeditions to Sutton Bank, Borders and Deeside gliding clubs. Congratulations to Matt (SUGC) for soloing, Gillian for re-soloing and Paul M for being signed-off checks – all on one day! Congratulations also to Matt for quickly converting to the K-8. Many thanks to everyone whose hard work helps keep our club running smoothly.

Claire Willson

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

CONGRATULATIONS to Alex Phillips on his aerobatics award. We had successful visits from Kent GC and Dublin GC this summer, and an enjoyable task week in August. Our

midweek team have hung up their boots, but our less workbound members fly midweek. Check the webcam or call the clubhouse if you fancy dropping in, and we'll be active at weekends. Planning is starting for the 2019 Sherington Regionals, which will run from 29 June to 7 July next year. There will be various social events over the winter – watch the blog and website for details.

Tess Whiting

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

THREE generations of the Fresson family got together to celebrate cadet Christian going solo. Junior Harvey Algar came first in the aerobatics championship Club Class, 95-year-old Wing Commander John Bell DFC MBE flew in the T-21, Damien Le Roux and Andy Wood went cliff soaring on the IOW and former cadet Harry Fuller has been accepted into Flight School. Our longest day produced lots of visitors, 95 launches and a splendid BBQ. We are completely refurbishing the clubhouse and making some other improvements. The committee wishes to apologise for the disruption to all our visitors.

Peter J Holloway

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

OUR club course at the end of August was a great success, with efficient airfield operation and around 50 launches per day. Nine of the 14 pilots were under 18, and two of the seven pre-solo pilots (both 15) went solo, with other early-solo pilots soaring off the winch. All benefited from training in airfield procedure, navigation and use of an Oudie. Experienced members achieved many long cross-country flights in summer. We continued to provide trial flights, including one for a neighbour, intrigued by the gliders he kept seeing over his home. He enjoyed it so much, he joined the club.

Stuart Edinborough

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

THREE photos in the last issue of S&G and a complimentary letter to the editor about SGC. We must be doing something right! We've had many new first and resoloists this season. We have a new-to-us launchpoint bus, courtesy of chairman Tony Moore,

(Left to right): David Hayes after first solo at **Surrey Hills** (Richard Fitch); Tom Jarvis is congratulated on going solo by **Wrekin's** Geoff Matthews; visitor Derek celebrates his 90th birthday with **Wrekin's** Colin Haynes; Mathew Homa, 14, one of **York's** youngest members goes solo



and the approach road has been patched up, thanks to Mike Webb. The Pawnee tug leaves us this autumn to undergo mandatory repair. It was great to welcome a different Wednesday Air Experience group in August, former-soldiers from Help for Heroes. We greatly enjoyed their visit and so did they.
Malcolm Taylor

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

THIS summer saw five new solo pilots and more cross-country flights by members than in many years. The first new pilot was Sam Coole, 16, who had his maiden solo in June and went on to his one-hour flight before returning to school. Shayan Hassanbigi, also 16, went solo at the end of August and, soon after, David Hayes went solo on his 20th birthday, just before returning to university. This was followed by Don Porter and last, but not least, Ben Gibbs, four days before moving to Germany. Congratulations to them all.
Chris Leggett

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

AS I write this on the last day of our seven-day-a-week operation, we've finished on a high with many cross-countries done today in this late summer sunshine! Another bunch of first solos sent off and an expedition to Sutton Bank in a couple of weeks. Well done to our new BIs Brian Marsh, Nigel Walklett and John Ingliss.
Alan Smith

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

CONGRATULATIONS to Oliver Dudley-Heidkamp on achieving both Silver distance and 100km Part 2 Diploma on 30 August 2018. Congratulations also to Gary Newbrook, who achieved his 100km Part 2 Diploma on the same day. We had a successful flying week in August with a number of gliders participating and several cross-country tasks completed or attempted. Thanks to Bruce Wainwright for providing aerotows throughout the week. We held a BBQ and bonfire on our last official weekend at Haddenham. We are making use of the airfield during October while negotiations with the landowners continue.
Chris Scutt

VALE OF WHITE HORSE (SANDHILL FARM)
WWW.SWINDONGLIDING.CO.UK
513614N 0014030W

A MIDWEEK aerotow conversion session for a member of a local winch-only club, proved a great success. We are always pleased to arrange dedicated aerotow training or refreshers, especially if you're considering a competition or expedition. We've had great fun enjoying open air soaring with the 621 VGS Historic group's T-21 this summer and the mutual benefits of the enthusiasm and experience of our new members, previously involved as volunteers with Air Cadet gliding. They are busy converting to BGA ratings on our fleet when not flying their wooden wonders that have been in store for two years.
Peter Berridge

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

A SECOND consecutive bumper flying season has boosted membership and topped up the coffers nicely. We wait patiently for a suitable two-seater to come onto the market and, in the meantime, our private Silene syndicate has kindly offered their bird for club use.
Andy Burton

WOLDS (POCKLINGTON)
WWW.WOLDS-GLIDING.COM
535532N 0004740W

MEMBERS enjoyed both thermal and wave flying as the summer drew to a close. We congratulate Lloyd Finley on completing his BI rating, and are thankful to chairman Steve Wilkinson, who completed another year's programme of highly successful summer courses, on which junior member Vicky Wallace-Sgouru was sent solo. The annual two-seater competition was again a success and we are grateful to Graham Wadforth for his direction, as well as the dedicated membership who helped to run it. The club is currently awaiting the arrival of its new EuroFOX and we are hoping to put it into service early 2019.
Jonathon Richardson

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

WHILST summer weekends saw many visitors flying, Wednesday afternoons after work remain our focus to get as many RAF Cosford trainees into the air as possible, with some

taking advantage of RAF Charitable Trust bursaries. This introduction to gliding at an early stage in their career provides the platform for many to go on and enjoy the training and facilities offered by the RAFGSA at home and abroad. Congratulations to Tom Jarvis, one of our RAF Charitable Trust bursary students, and to Josh Mann on going solo. In the latter part of September, we enjoyed supporting 30 Army personnel who joined us for a two-day gliding-based Force Development Programme.
Geoff Catling

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

A HUGE congratulations and thank you to Alan Swales, who has carried out his last ever YGC tug flight in November Delta, just before his 80th birthday! Congratulations also to Matthew Homa, one of our youngest members, who recently went solo. We are delighted by an outstanding achievement from Tom Pavis, who has completed his first Junior Nationals and placed 17th. Lastly, it is with deep sadness that we must report that Paul Scorer recently passed. As many will know, Paul was the man behind the gliding forecast RASP and our very good friend and club member. He will be missed by the whole gliding community (see obit p70).
Andy Carden

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

MID-August weather did not bless our regionals, but offered excellent flying thereafter. Task week, run by George Rowden was a great success. A week of cunning tasks addressed in thermal and wave culminated in a day of 11 x 300km and two 500km flights. A well attended and colourful (pilots and planes) Slingsby Vintage Rally also enjoyed a week of excellent conditions. September continued with great soaring. A run of westerlies gave many days of wave flying opportunities over 10,000ft, including one Gold height gain missed by 12ft! All in all an excellent season, busy and fulfilling second-half soaring season at YGC.
Ken Arkley

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



> CLUB FOCUS

HERON

AT A GLANCE

Membership:

Full: Approx £120 for civilians; reductions for military/ex-military members.

Launch type:

Aerotow: £18 (2,000ft)
Autotow: £6.50

Club fleet:

2 x Puchacz SZD 50-3,
Astir CS-77, Falke SF-25C

Private gliders:

About 10

Instructors/Members:

5/30

Types of lift:

Thermal

Operates:

Weekends and some bank holidays.

Contact:

info@herongc.co.uk
www.herongc.co.uk

Long and Lat:

510029N 0023843W
Weekend Ops on Yeovil
Tower, 120.800. Strictly PPR
for power aircraft.

HERON Gliding Club (HGC) is a member of the Royal Navy Gliding and Soaring Association (RNGSA) and operates from RNAS Yeovilton/HMS Heron in Somerset.

The club operates a modern fleet of two Puchacz SZD 50-3 and an Astir CS-77 alongside a Falke SF-25C, which is used for motor glider training, and for aerotowing. The club has a high proportion of aircraft to members and this means that it's very common to get several flights in a day!

A unique launch method is also available at HGC in the form of an autotow behind our V8 tow truck - it's worth a visit just for this. You can only autotow at two clubs in the country, HGC and Seahawk Gliding Club.

RNAS Yeovilton boasts a main runway just shy of one and a half miles and, although our gliding operations use only a fraction of that space, the sheer size of the airfield is amazing and certainly a privilege for the club. The airfield has two runways, 09/27 and 04/22, and both

are plenty long enough!

We have a range of instructors and tug pilots, a lot of whom have a military background and have some amazing stories to share in the clubhouse when the weather isn't up to scratch.

The club benefits from a section of a building on the Station where we have a briefing room, brew-making facilities, parachute room, office, and a heated

workshop. For the majority of the year our gliders are stored in a heated military hangar, a very short distance from both runways.

Primarily, the club is open to military members and civil servants working at RNAS Yeovilton, but

civilian members bringing required skills are welcome subject to committee acceptance.

Twice a year we run week-long ab initio courses for potential Royal Navy aircrew, which are sponsored by the Fleet Air Arm Officers' Association and they are the perfect (and free!) way for juniors to get into gliding and join the club!

Sam Franklin



BGA Sporting Conference and AGM, Exhibition and Awards Dinner 2019



**BRITISH
GLIDING
ASSOCIATION**

The ever popular BGA conference and AGM
will be held on

Saturday 2nd March

At The Belfry Hotel, Nottingham

“An excellent day out...”

“A hugely fun evening...”

Exhibitors already confirmed...

Nav Boys

BGA Shop

Pooley's

LX Avionics

Southern Sailplanes

Anglia Sailplanes

Service Centre Terlet

HPH Sailplanes

Cobra Trailers

Sydney Charles

IMI Glider Equipment

CNVV

The booking form for Lunch and Dinner tickets

now available on the website: <https://bookwhen.com/bga>

For accommodation book direct with the Hotel quoting 'British Gliding'

For preferential rates....Book early to avoid disappointment



POSITIVE

A record number of clubs were represented at the 2018 BGA Club Management Conference. Alison Randle reports

IT WAS another busy and noisy one! I enjoyed it even more than usual this year, perhaps because there was so much positivity flowing between the 160 delegates from 52 clubs, all with a lot to say to one another. Mike Fox was heard to say in our wash-up meeting that he is always blown away by what we get out of the day, and I completely concur. It doesn't happen by accident and we owe a great deal to the very many people from all corners of gliding and the BGA, who contribute to this event.

The event had started the previous day with the Competitions Committee running a Comp Directors' Conference; the BGA Executive meeting for a workshop; plus a large group of gliding volunteers, who gathered for dinner on Saturday night.

The conference ended with a presentation from Matt Page and Pete Hibbard, who had been running the Juniors' Conference – primarily working on devising a framework for junior pilot development. It is one of the great gliding myths that juniors leave gliding and, by asking what age we had started gliding, Pete performed a conjuring trick to reveal that a clear majority of the 160 delegates had begun gliding under the age of 26. The myth-busting reality is that juniors don't leave. We are still here. Current and ex-juniors run gliding in the UK, which is just one of the reasons why supporting juniors as they embark on their life in gliding is essential.

BGA Chairman Andy Perkins opened the day with information about how the BGA Executive works to represent clubs and pilots. Represented by you, for you, 'The Exec' are keen to hear from you.

The main themes for the conference that had emerged during the evolution of the agenda were:

- How do we value training as a club asset? What do people pay for?
- Managing the pipeline – supporting everyone's training needs.
- Combatting the weather forecast – getting people to the club in all weathers.

Using the principle that gliding is so much more than just the flying; a further principle emerged during the

TIVE VIDEOS

CLUB MANAGEMENT CONFERENCE 2018

day: training is more than what happens in the air. Not new information, but it was helpful to have it spelt out from several angles, including when sessions focused on: supporting volunteers; the Women Gliding Project; Dorset Gliding Club's evening courses; and Junior Gliding. Much can be gained from appreciating all the training opportunities on offer and clubs can use them to find ways of getting people to the club, even when weather limits flying (see Development News p50). To really demonstrate the value we place on gliding training, clubs can provide specific types of training in response to member needs, consolidating training in order to maximise training capacity, matching training availability to equipment availability and planned maintenance, as well as utilising waiting lists as required.

There were news updates from BGA Chief Executive Pete Stratten; Glide Britain via Dave Latimer; airspace via new Airspace Committee Chair, Neil Goudie; safety from Hugh Browning; and the emerging Sponsorship Strategy Project via Richard Brickwood. All provided opportunities for people to get involved. Details will continue to be communicated to clubs and individuals via the usual channels, including the BGA Newsletter which you can sign up for on the BGA website. Please do respond to direct calls to action.

Nearly all gliding activities are carried out by volunteers – in effect 'gliding is volunteering'. If we can get better at recruiting and retaining volunteers, membership retention rates will improve, so we were delighted to welcome Chantel Scherer from the Sport and Recreation Alliance as our guest speaker. Chantel discussed the results from the large-scale research project 'GIVERS' and the use of behavioural science to recruit and retain volunteers more effectively. This was followed by a short presentation from BGA Marketing Officer Rachel Edwards on using volunteer stories and the value of taking part in National Volunteers week – something we will be supporting more clubs to do in 2019.

On the subject of using stories, the multi-stranded BGA Women Gliding Project

launched its story-gathering initiative to inspire more girls and women to take part in gliding. Liz Sparrow presented the results of the survey which ran during the spring: 30 per cent of respondents no longer glide and Liz pointed out that keeping them in the sport would result in an 11 per cent female participation rate, rather than the current 6 per cent. Keys to greater (not just female) participation include: good quality training; flexibility in relation to the level of time commitment (bite-sized gliding); and the use of mentors. In response, a national support network between clubs and club mentors was launched. Clubs are encouraged to join the network.

There is no doubt that the way that clubs have been using marketing and communication techniques has been changing rapidly in the last few years. To further encourage adopting more effective practices, Rachel Edwards presented a marketing and communications session.

To encourage open and frank discussion between clubs and delegates, the conference took place behind closed doors, and the conference materials have been made available to people involved in gliding club development in the UK, but not published on the internet. We thank all delegates for their participation in the event and look forward to supporting your clubs as you all put ideas into action.

THANK YOU TO:

■ For their support and contribution to the day: Dave Latimer, Bill Brittain, Mike Fox, Colin Sword, Helen Fraser, Freddie Turner, Lucy Wootton, Pete Hibbard, Matt Page, John Birch, Stefan Bort, Debbie Carr, Lizzie Pike, Sheila Weston, Karon Matten, Dick Poole, Diana King, Paul Jessop, Alison Randle, Rachel Edwards, Gordon MacDonald, Pete Stratten, Susan Newby

■ Guest speaker Chantel Scherer from the Sport & Recreation Alliance. The presenters and others behind the scenes, who have contributed information. Many are already busy volunteers and, without them, the conference would not be possible

■ Conference photographer Paul Morrison

■ Finally – the delegates, who gave up their time and contributed to the day

■ The 2018 Club Management Conference was held on 28 October at Highgate House, Northampton.

CLUBS REPRESENTED AT 2018 CONFERENCE

- Airways Airports
- Anglia
- Army Gliding Association
- Banbury
- Bath, Wilts & North Dorset
- Bidford
- Bognor Regis
- Booker
- Borders
- Bristol & Gloucestershire
- Buckminster
- Burn
- Cambridge
- Cotswolds
- Darlton
- Dartmoor
- Deeside
- Derby & Lancs
- Devon & Somerset
- Dorset
- East Sussex
- Eden Soaring
- Essex
- Essex & Suffolk
- Herefordshire
- Kent
- Lasham
- London
- Mendip
- Midland
- Motorglide
- Nene Valley
- North Wales
- Oxford
- Oxfordshire
- Peterborough & Spalding
- Rattlesden
- Scottish Gliding Centre
- Shalbourne
- Sherington
- South Wales
- Southdown
- Stratford on Avon
- Surrey Hills
- The Gliding Centre
- Ulster
- Upward Bound Trust
- Welland
- Wolds
- Wyvern
- York
- Yorkshire

■ TURN TO PAGE 64 FOR MORE CONFERENCE NEWS

THE CFIs

AROUND 50 per cent of BGA clubs were represented with over 45 attendees joining the lively debate.

A questionnaire regarding instructor courses and retention gave the CFIs an opportunity to give valuable feedback. Mike Fox then outlined proposed changes to the current instructor courses, which will be trialed in 2019.

Kevin Atkinson summarised Aim Higher activities last year, stressing that these are to encourage clubs to promote post-solo teaching. Support will continue with various courses throughout 2019.

Liz Sparrow outlined plans for competitions next year and she and Mike discussed thermalling etiquette. This was followed by a short quiz about sharing thermals in association with club training.

After lunch Neil Goudie chatted about airspace and called on CFIs to promote the use of moving maps. CFIs were encouraged to have an open discussion, mainly around FLARM use. Mike followed, talking about avoidable accidents which may have a supervisory element, but all result in high repair costs.

The session ended looking at types of simulators clubs use, focusing on their valuable contribution to club training.

Colin Sword



Networking is an important part of the day

“ Every year I go, I am pleasantly surprised by the amount of useful information I get from this conference. Well worth the trip. ”
– John McCullagh, Treasurers’ Forum, Lasham

informative relevant
useful interesting
organised priorities



CONFERENCE PHOTOGRAPHY BY PAUL MORRISON



(Left to right) The BGA's Lizzie Pike and Debbie Carr with suitable reading material!

Below: a record number of clubs were represented



THE TREASURERS

THE forum was attended by about 24 club treasurers and was co-chaired by Stefan Bort of Kent GC and John Birch of Cambridge GC. Several treasurers were in their first year in the post.

A very full list of suggested topics led to some important strands emerging.

- There is a significant divergence of opinion on how clubs should depreciate their assets, especially their glider fleets. This inevitably impacts upon how members are charged.
- Cadet schemes, their value and their cost in subsidised fees was also an area of differing opinion.
- There is a need for better IT systems to allow treasurers to analyse the business better and make more informed decisions. There is a will to work towards ‘gliding standard’ software with ongoing technical support.
- The economic impacts – both good and bad – of bookable training schemes.

Treasurers are urged to stay in touch via the closed SLACK for treasurers at bgaglidinggroup.slack.com. All treasurers should have received an invitation from Alison Randle.

John Birch



‘ The highlight of the conference was networking and hearing from the horse’s mouth, so to speak, what is actually happening in our sport, as opposed to rumours or wading through social media, websites, etc. ’
- Steve Codd,
CFI Forum, Surrey Hills

**enjoyed it *value*
ideas thank you**

Above left: guest speaker Chantel Scherer from the Sport and Recreation Alliance

‘ We had seven members, including six committee members, attend and we all found it very beneficial as we are keen to get lots of information to be prepared for a big year next year. Our chairman, club secretary and CFI attended the forums so that we could get as much information as possible from the day. I got some great club marketing ideas and advice. The volunteer presentation was very useful to us as a club. It’s great to see the BGA planning for the future with new ideas and future funding. ’
- Russell Walsh, Public Relations, Press & Marketing, Burn GC



Taking a break for the opportunity to chat with friends old and new

THE JUNIORS

THE aim of the juniors conference this year was to gather information to provide a framework for gliding clubs to help support and develop junior pilots. We had 11 gliding clubs representing juniors, with Matt Page and Peter Hibbard, of UK Junior Gliding, chairing the meeting.

There was an upbeat discussion on what clubs are already doing to help junior pilots and a very positive interaction on ideas for improving junior support. Lots of thoughts and ideas came out of the day. Four areas of particular interest were: having a junior liaison officer (this might be a committee member); personal development and non-flying related activities; communications within clubs and between clubs; and getting juniors involved in projects.

We finished the day with a quick round-up of the UK junior gliding events of 2017/18 and announced the upcoming events for 2018/19. For more information on junior support and development please contact the BGA office or the junior development team. For more information about junior gliding events, please see our Facebook page or email ukjuniorgliding@gmail.com

Peter Hibbard

‘ Anglia are looking at new ways to introduce military members to gliding and to get them hooked on the sport.

Recent Army and RAF expeditions and competitions have helped pilot development and we are also focusing on how to develop our ab initio members and look to the non-flying activities as the winter sets in.

We think a combined services club management conference would be useful to share ideas for the day-to-day running of military GSA clubs. We face many of the same issues, from MoD base relations to funding and membership, and there is much we can learn from each other. ’

- Peter Hibbard
Army Gliding Club (Anglia)



BGA accident/incident summaries

AIRCRAFT

Ref	Type	Damage	Date, time	PILOT Injury	P1 hours
55	Ventus	destroyed	15/05/18, 11:50	serious	not reported
Winch launch cartwheel. The wingtip went to the ground during the later part of the take-off ground run and the glider took off with the wingtip still on the ground. The glider yawed and rolled rapidly, reaching 90° of bank at about 25ft agl before falling onto the runway wingtip first, followed by the nose. The fuselage fell backwards, trapping the pilot under the inverted glider.					
58	ASW 27	substantial	19/05/18, 15:25	minor	1213
Heavy landing during a field landing. After a precautionary X-ray the pilot was found to be bruised, but no broken bones. The glider had a cracked fuselage. The pilot was not using an energy absorbing cushion.					
61	HpH Shark	minor	04/05/18, 17:00	none	459
Field landing across furrows collapsed the undercarriage and ripped the undercarriage doors off. After the engine failed to start, the pilot tried to soar away in weak thermals, drifting away from his chosen field. At 700ft agl the pilot flew back to the field, joining the circuit on base leg. It was only on final approach that the pilot realised that deep furrows ran across his landing direction and he was unable to turn to align his landing with the furrows.					
63	LS4	minor	09/05/18, 15:40	none	59
Heavy landing broke undercarriage mechanism. The pilot reported opening the airbrakes after turning final, losing speed clearing the boundary treeline before landing heavily in the 15-20 knot wind. A witness reports that the airbrakes remained deployed throughout the approach and being concerned that the glider might not clear the trees. The pilot had been at the airfield on club duties since early morning and considers that fatigue had affected his flying.					
64	DG-505	minor	10/05/18, pm	none	566
Undercarriage collapsed at the end of the landing ground run. The pilot was familiar with the glider and certain that the gear handle was in the locked down position.					
69	Pawnee	none	20/05/18, 14:55	none	9700
Tug undercarriage caught top strand of electric fence. It was a relatively warm day, there was a light crosswind, operating off a short runway and the tug had just been refuelled. By the time the glider pilot became concerned, it was already too late to release and land ahead safely. The electric fence was a recent temporary addition to contain stock in what would normally be an available overshoot field.					
70	Junior	substantial	22/05/18, 15:55	minor	6
Heavy landing after a ballooned round out. The pilot was distracted by another glider ahead of, but higher than, him on final approach and he reports keeping an eye on the other glider while rounding out. Witnesses report seeing the Junior balloon to about 10ft agl before stalling and landing nose first, breaking the canopy and cracking the fuselage.					
71	Astir	minor	26/05/18, -	none	not reported
Undercarriage collapsed on landing. The glider was launched back up to about 5ft agl after hitting a bump during the landing ground run. After landing again the wheel retracted as the glider slowed to a stop, damaging the undercarriage doors.					
73	Puchacz	substantial	27/05/18, 12:40	none/none	448
Wingtip caught in crop while rounding out. Winch launching in a 15-20 knot wind, 30° off the runway, the cable broke when the glider reached approx 200-300ft ato. The P2 lowered the nose to the recovery attitude and then opened the airbrakes. The glider had drifted over the adjacent crop field and the approach direction was slightly towards and across the runway. The glider was slow to accelerate with the airbrakes out and the P2 lowered the nose still further. The glider was still not completely over the runway by the time it had descended to round out height and the downwind wing caught in the crop, yawing the glider round so that it landed going backwards. A crease was subsequently found in the wing root trailing edge.					
79	ASW 27	substantial	03/06/18, 12:40	none	1707
Field landing engine-out crash in undershoot field. The pilot started to dump ballast at about 1,000ft agl and circled the multi-runway uncontrolled airfield assessing microlight and paramotor activity. Realising that he was getting low, the pilot started a close in circuit and raised the engine. He immediately decided to ignore the engine and concentrate on landing. The glider was sinking more rapidly than the pilot expected and he was unable to line up with the runway before the glider arrived in the undershoot field. A wingtip hit a sapling, yawing the glider round so that it landed sideways, breaking the fuselage, cracking the canopy and damaging the flaps. The pilot reports that the IAS remained at a safe speed throughout the circuit, but speculates that the erect engine may have affected the ASI and that the sink rate may have been exacerbated by flying too slowly.					
80	ASG 29	minor	03/06/18, 11:30	none	4200
Ground loop early in the aerotow take-off damaged an aileron.					
81	Ventus	minor	09/06/18, 15:30	none	566
Field landing into knee-high wheat. The glider ground looped, collapsing the undercarriage and damaging both ailerons.					

BGA accident/incident summaries *continued*

AIRCRAFT

Ref	Type	Damage	Date, time	PILOT Injury	P1 hours
82	K-21 DR 400	substantial substantial	09/06/18, 15:00	none/none none	1670 not reported

Mid-air collision between tug and glider. The glider had a large gash from the leading edge to the spar in the right wing at about two-thirds span and another cut in the underside of the wing about 30cm out from the fuselage. The top of the tug fin and the rudder were torn off.

83	LS3	minor	09/06/18, 14:55	none	112
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Field landing ground loop. The pilot picked what he thought was a grass field, but which turned out to be 3ft-high clover. A wingtip caught in the crop, damaging the outer part of a flap. The report mentions that there was no good field choice in the area.

84	Grob 109	destroyed	10/06/18, 11:00	fatal/fatal	-
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AAIB investigation.

Incidents

56	DG-1000	none	15/05/18, 15:45	none/none	460
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The undercarriage collapsed when touching down. The pilot had lowered the wheel during his pre-landing checks, but had not ensured that the lever was in the locked down position.

57	K-13	minor	19/05/18, 14:30	none/none	350
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Wooden stringer in the fuselage below the wing root was overstressed while de-rigging the aircraft.

59	SF 27C	none	20/05/18, 17:00	none	77
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Airbrake control rod failure. The pilot was using the airbrakes to lose height while descending towards the circuit when one airbrake went to full extension and stayed there. The pilot levelled the wings and extended the other airbrake to maintain control before landing safely on the airfield.

60	K-21 EuroFOX	none none	01/05/18, 13:20	none none	- 2700
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Aerotow wave off at about 50ft agl. The tug pilot reported that the aircraft was not gaining speed and the engine was 500rpm slower than expected. After waving off the glider, the tug landed straight ahead on the runway; the glider landed ahead, but had to steer off the runway and ran into an adjacent field as the wheel brake was ineffective. After doing some power checks, the pilot resumed tugging. A more detailed inspection later found that the fuel filter was contaminated and blocked fuel flow. After replacing the filter, test flights discovered a faulty throttle position sensor.

62	Grob 103	none	06/05/18, 15:25	none	309
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Rear canopy came open during aerotow take-off. A bystander had asked the pilot if he minded being filmed getting into the glider, distracting him from his normal pre-flight checks.

65	PIK 20	none	15/05/18, 13:00	none	340
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Seat back adjustment failure. The launch area was very uneven, the wind was light. The take-off acceleration pushed the pilot back into the seat and soon after take-off the seat went backwards. The pilot was able to release and land ahead. A cable had failed at a crimped joint.

66	Puchacz	none	15/05/18, 12:15	none/none	929
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Landing at the end of a trial flight, the P1 kept the glider close to the upwind side of the runway to leave the remaining runway clear. As the glider slowed it may have weathercocked slightly. A wingtip caught in crop in an adjacent field, yawing the glider round so that it came to rest in the crop a few metres into the field.

67	JS1	substantial	19/05/18, 16:00	-	-
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While reversing a club vehicle to the rear of the glider to attach a tail dolly towbar, the vehicle overran and hit the rudder.

68	Astir	none	20/05/18, -	none	18
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Wheel-up landing. The pilot had started his pre-landing checks while still quite high, decided to complete them when he got lower and then forgot to finish his checks.

72	EuroFOX	none	27/05/18, 12:25	none	1500
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At about 250ft at the P1 of the glider being aerotowed noticed a significant amount of black smoke trailing from the tug and radioed the tug pilot. The tug pilot checked the engine temperatures and pressures and could see that the engine appeared to be functioning normally so both pilots agreed to continue the tow to a safer height. The glider pulled off at 500ft on a downwind leg and both aircraft landed safely on the airfield. The radiator cap of the Rotax had come loose allowing coolant fluid to overflow into the engine bay.

Continued on p68

BGA accident/incident summaries *continued*

AIRCRAFT

Ref	Type	Damage	Date, time	PILOT Injury	P1 hours
74	Puchacz	minor	07/06/18, pm	-	-
During pre-flight checks, the rudder movement was restricted until a 'clunk' was heard. After removing the front instrument panel it was found that a rudder cable had come off its pulley and had damaged the side of the pulley and aluminium bracket.					
75	-	-	14/04/18, 16:30	-	-
Three gliders flew overhead the winch while a glider was being launched. The winch driver stopped the launch, but the lowest glider continued to fly down the winch line, narrowly missing the descending cable.					
76	Astir	minor	13/05/18, 14:10	-	8
Low-airtime pilot got lost and eventually landed in a field. It was a good soaring day and after a couple of good climbs to cloudbase the pilot lost sight of the airfield while circling in another thermal. He misidentified one country house for another and headed off in the wrong direction. He remained airborne in the good conditions, tentatively identifying an airfield before losing sight of it and only realising what direction he had been travelling when he saw the coast. At one point he came within 1nm of an a Class D airspace infringement. The pilot set up a circuit at a safe height into a good field before landing downwind downhill. Scratches to a wingtip were believed to have happened when the pilot moved the glider after getting out. The pilot had not received any field landing or navigation training as he was too young to qualify for the cross-country endorsement. The club are considering fitting moving maps to club gliders.					
77	Mosquito	none	25/05/18, 12:55	none	-
Tug upset. Soon after take-off, the glider pilot was unable to maintain the correct vertical position behind the tug, fluctuating between high tow to low tow. At about 250ft at the glider climbed steeply, lifting the tail of the tug and both pilots released before landing on the airfield. It turned out that the glider pilot had flown only two aerotows in the previous 18 months and that this was his first flight on type. The glider was equipped with a C of G hook only.					
78	K-8	none	27/05/18, -	-	-
Landing glider flew dangerously low and close to the launch point, one member had to dive to the ground to avoid being hit. The CFI later explained to the pilot the alternative options the pilot could have taken without endangering other members.					

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.



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Photo: Alastair Mackenzie

AAIB BULLETIN 9/2018

THIS is an abridged report of the UK Air Accident Investigation Branch report into an FES battery fire. The full report can be found in the AAIB Bulletins at www.aaib.gov.uk/publications/bulletins.cfm

Aircraft Type and Registration:

HpH Glasflugel 304 eS, G-GSGS

No & Type of Engines: 1 LZ Design D.O.O FES-HPH-M100 brushless electric motor

Year of Manufacture: 2016

(Serial no: 059-MS)

Date & Time (UTC): 10 August 2017 at 1121 hrs

Location: Parham Airfield, West Sussex

Injuries: Crew - None

Nature of Damage: Fire damage to FES batteries and FES battery compartment

Synopsis

During a normal touchdown following an uneventful flight, the glider's forward FES lithium polymer battery ignited due to an electrical arcing event. The pilot was unaware that the glider was on fire and the battery continued to burn, generating smoke and fumes which entered the cockpit during the latter stages of the landing roll.

The pilot was not injured and the fire was extinguished using foam retardant, although the glider's fuselage battery box and surrounding structure were extensively damaged by the fire.

A comprehensive investigation of the failed battery did not identify the cause of the electrical arcing event.

The AAIB became aware of the occurrence of two other FES battery fire events. The causes of both fires have not been determined, although the effects of the fires were similar to the G-GSGS event in that the fire consumed the affected FES battery and did not spread to the second FES battery. In each case the thermal effects of the fire were largely contained within the battery compartment.

As neither of these battery fires occurred whilst the gliders involved were in operation, neither event was subject to an ICAO Annex 13 air safety investigation in the respective State of occurrence. Despite this limitation, the AAIB has liaised closely with both sailplane manufacturers and the FES system manufacturer to gather information on

both events, in support of the G-GSGS investigation.

The AAIB published a Special Bulletin, S3/2017, in September 2017 that contained three Safety Recommendations relating to the provision of fire warning systems in FES-equipped sailplanes.

As a result of this investigation, the sailplane manufacturer and FES system manufacturer have implemented a number of safety actions, including modifications intended to prevent recurrence, or to mitigate the effects of a battery fire.

Safety actions

Fire detection systems

In response to the Safety Recommendations, the affected FES-equipped sailplanes have been modified with an independent warning system to alert the pilot to the presence of a fire in the FES battery compartment.

Battery and sailplane improvements

The HpH 304 eS sailplane manufacturer has replaced the composite battery compartment forward bulkhead with a stainless steel bulkhead to improve the fire-resistance of the bulkhead in the event of a battery compartment fire. The internal surfaces of the battery compartment are now painted in an intumescent fireproof paint finish.

The existing fleet of FES batteries was withdrawn from use and is currently being refurbished to a new design standard, to which new production batteries are also being produced. The new design standard includes replacement of the battery case with a stronger glass fibre case, constructed using high temperature resin, that has been demonstrated in testing to remain structurally intact during a battery fire. The new battery case also features an impact label that permanently records if the battery has been subjected to a shock loading of 50g or more, to allow the battery to be withdrawn from use for inspection if subjected to abuse.

The new FES battery features additional nomex-mylar insulation between the cells and an increased quantity of silicone encapsulation of the battery cells to prevent foreign objects from falling between the cells. The edges of the battery cells pouches are covered in an electrically-insulating tape to prevent electrical discharge of

the cell should the cell pouch seal fail. The stainless steel battery cell connector plates have been replaced with anodized aluminium plates which have been demonstrated not to eject machining swarf from screw threads when the connector screws are inserted during assembly.

Sailplanes equipped with the FES system also now feature a pressure-relief valve in the battery compartment cover, designed to allow the cover to remain attached to the sailplane in the event of over-pressurisation of the of the battery compartment should a battery fire occur.

FCU caution and warning system changes

The FCU caution and warning system has been redesigned such that red warnings are prioritised over lower-level yellow warning messages. Different audio warning tones now accompany red and yellow warning messages. All warning messages are recorded in the FCU's non-volatile memory for recall during operation and certain warning messages are recorded for subsequent fault investigation.

Battery certification requirements

An Electric Propulsion Working Group has been established including experts from the OSTIV Sailplane Development Panel, EASA, certain sailplane manufacturers and the manufacturer of the FES system. This group will review the existing EASA battery certification requirements and coordinate research activities in electric propulsion integration in powered sailplanes, including battery fire detection and containment.

General Aviation Legal Consultant



TIM SCORER, MRAeS, Aviation Solicitor and current PPL provides legal advice and assistance to a wide variety of GA clients. He has been credited with "an unsurpassed knowledge of UK General Aviation" and "a very realistic and affable approach as well as good client instincts". The application of his technical knowledge underlies a service based on sound legal experience.

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BGA BADGES

No.	Pilot	Club (place of flight)	Date
Diamond Badge			
462	Jonathan Gatfield	Bicester	25/08/2018
Diamond Goal			
	Jonathan Jones	Darlington (Lasham)	25/08/2018
	Peter Bennett	Devon & Somerset (Aston Down)	05/07/2018
	Andrew Greenhalgh	Essex & Suffolk	01/08/2018
	Oliver Summerell	Bristol & Glos (Lasham)	25/08/2018
	Richard Watson	Wolds (Lasham)	03/06/2018
	Chris Bennett	Lasham	03/06/2018
	Thomas Pavis	York (Lasham)	25/08/2018
	Martin Hargreaves	Essex & Suffolk	08/08/2018
Gold Badge			
	Andrew Greenhalgh	Essex & Suffolk	01/08/2018
Gold Distance			
	Jonathan Jones	Wyvern (Lasham)	25/08/2018
	Peter Bennett	Devon & Somerset (Aston Down)	05/07/2018
	Andrew Greenhalgh	Essex & Suffolk	01/08/2018
	Oliver Summerell	Bristol & Glos (Lasham)	25/08/2018
	Chris Bennett	Lasham	03/06/2018
	Thomas Pavis	York (Lasham)	25/08/2018
	Martin Hargreaves	Essex & Suffolk	08/08/2018
Silver Badge			
	Benjamin Jenner	Buckminster	25/08/2018
	Giuseppe Cardillo-Zallo	Cambridge	08/08/2018
	Rob Harkness	Trent Valley	11/08/2018
	Rupert Taylor-Allkins	Bicester	06/08/2018
	Christopher Booker	Yorkshire	08/07/2018
	Allan Powell	Dorset	04/08/2018
	Ian Munday	Cambridge	23/07/2018
	Simon Langtry	Ulster	10/08/2018
	Stuart Haigh	Cambridge	08/08/2018
	Martin Hayward	Cotswold	25/08/2018
	Alexander Oldham	Derby & Lancs	31/08/2018
	Mitchell Skene	SGU	25/08/2018
	William Wilson	Yorkshire	25/07/2018
	Matthew Price	Bowland Forest	25/08/2018
	Paul Allen	Lasham	30/08/2018
	Nickolay Jelew	Shalbourne/	25/08/2018
	Nickolay Jelew	Southampton University	
	Andrew Bennett	Welland	07/07/2018
	Michael Stephens	Derby & Lancs	15/07/2018
	Maciej Steen	London	04/08/2018
Silver Distance			
	Benjamin Jenner	Buckminster	08/08/2018
	Patrick Fowler	Lincolnshire	08/08/2018
	Giuseppe Cardillo-Zallo	Cambridge	08/08/2018
	Rupert Taylor-Allkins	Bicester	04/08/2018
	Christopher Booker	Yorkshire	08/07/2018
	Matthew Price	Bowland Forest (Hus Bos)	17/08/2018
	Ian Munday	Cambridge	23/07/2018
	Roderick Coombs	Mendip	09/08/2018
	Edward Syson	Stratford On Avon	05/08/2018
	Simon Langtry	Ulster	10/08/2018
	Stuart Haigh	Cambridge	08/08/2018
	David Spencer	Derby & Lancs	25/08/2018
	Richard Clegg	Lasham/	30/08/2018
	Richard Clegg	Loughborough Students Union	
	Paul Medlock	Devon & Somerset	25/08/2018
	Martin Hayward	Cotswold	25/08/2018
	Alexander Oldham	Derby & Lancs	31/08/2018
	Mitchell Skene	SGU	25/08/2018
	Ryan Hobson	Darlington (Sutton Bank)	30/08/2018
	Paul Allen	Lasham	30/08/2018
	Michael Stephens	Derby & Lancs	14/07/2018
	Maciej Steen	London	04/08/2018

PAUL SCORER (1945-2018)



IT WAS with tremendous sadness that we recently said farewell to our long-standing member Paul Scorer. Paul was a man of many talents: scientist, teacher, photographer, jazz fan, glider pilot and meteorologist, but he was perhaps best known as the drive and inspiration behind the UK RASP system. Paul's work in integrating RASP with Google maps created a user interface which made a very complicated set of data accessible to the gliding community. The result was a free-to-access system that has become a daily source of guidance for all committed soaring pilots. Paul started gliding in Rufforth in 1989 and got his Silver badge in 1993. He flew a Pirat for 15 years and a Vega for four years. His last flight was in the K-21 in May this year. A regular on the airfield, Paul was largely a private person yet one who was always willing to share his knowledge and encourage less experienced pilots. He will be sadly missed, and our thoughts are with his family.

Andy Carden, York Gliding Club

■ RASP stands for for Regional Atmospheric Soaring Prediction. It is a modification of a standard weather forecasting model to increase the resolution of the forecast over a limited area and to produce predictions of weather parameters of particular interest to glider pilots. It was originally developed by Dr John W Glendening (Dr Jack), an American atmospheric scientist and glider pilot.

RASP-UK is popular. In June this year, about 20,000 distinct URLs were served with 25GB of data by the UK RASP site. Peak hit rate was around 18,000 hits/hour. The foot-launched soaring community are a big part of the RASP-UK audience, generally requiring a more local forecast than the gliding cross-country gliding community.

Members of the British Hang Gliding and Paragliding Association (BHPA) add their condolences to Paul's family and friends. Neville Almond said: "I am sorry to hear of Paul Scorer's passing. Whilst I never met Paul, myself and thousands of

other hang glider and paraglider pilots are indebted to the fantastic work he did in producing the RASP forecasting tool.

"During our spring and summer months, pilots are transfixed by the stunning detail RASP provides and the way the weather shapes our addiction for cross-country flight. You would for certain find these thousands of pilots pouring over the technical detail to plan their forthcoming days; you could almost describe the outcome as 'planning their lives', such is the addiction of soaring flight.

"It is a measure of our brilliant community that pilots like Paul made his work freely available, never asking for compensation, just pleased that he was sharing his good - no, excellent - work."

Meteorologist Rebekah Sherwin added: "RASP is an incredibly useful tool when used in conjunction with other weather information. It has made forecasting for hang gliding competitions so much easier than it would have been without it. A lot of hang glider and paraglider pilots talk to me about the weather and, in almost every case, they think RASP is great and want to understand more about how it works. This is a good testament to the work Paul has put into it over the years."

TED HULL (1929-2018)



WITH the passing of Ted Hull, we have lost one of the foremost exponents of flying vintage and historic gliders at Dunstable. He will always be associated with his beloved Kite 1, the Primrose Kite, which older members will remember well.

However, the Kite was just one of a number of gliders which he owned. There was a Swedish Weihe, which went the way of many Swedish examples (glue failure) and subsequently there was a series of other machines which he restored or maintained to a high standard.

Ted was a valuable mentor in all matters relating to vintage gliders, to this writer among others.

He was a founder member of the Vintage Glider Club, having attended the first meeting of vintage gliders at Husbands Bosworth in May 1973. At around this time he was also an initial member in the Minimoa syndicate at

Dunstable. His regular job in publicity at the Department of Transport doubtless ensured that he was well-qualified to write *Take Up Slack*, his fascinating history of the London Gliding Club, 1930-2000.

After a brief dalliance with a share in a Standard Cirrus (too modern, “not quite what I was looking for”) he restored a Schleicher Rhönbussard to its original configuration. This glider remained in a syndicate at Dunstable until it was sold on and it is now in the USA.

Ted then operated the immaculate, and rare, yellow Moswey 4 for a number of years before repatriating it to Switzerland. Similarly, he flew the V-tailed Breguet Fauvette before that, in turn, went home to new owners in France.

After collecting a K-6e from a club in Germany and selling it on (much too modern), he finally went back to a very small helping of glass with the little Me7 Mehta, which he christened ‘The Sperm’. Its small dimensions and consequent modest weight made it easy to operate for a slightly-built gentleman of advancing years and, with typical generosity, he allowed a number of other people to fly it.

Francis Russell, London Gliding Club

CHARLIE KOVAC (1926-2018)



I FIRST met Charlie Kovac on 13 May 1996 when I started a five-day course at Lasham. In those days he not only instructed, but acted as launchpoint controller for five days each week.

Under his guidance everything ran smoothly, for he had that rare ability to issue orders in such a way that you thought he’d just asked you politely.

I had the privilege of flying with Charlie on numerous occasions. He had the reputation of being the master of spin-recovery training and it was a given that his first flight of every day would include a spin. I once asked him why he enjoyed it so much, to which he replied “who said I enjoy it?” He went on to point out that it is important to become proficient in avoiding and recovering from manoeuvres which are likely to kill you, so that when it happens unintentionally you instinctively know what to do. He was always vastly

amused at the memory of taking me for my “prolonged spins” exercise, demonstrating the development of pitch. I had to lie down for three hours afterwards, which he never allowed me to forget.

Charlie had to give up instructing when he turned 80 because the club’s insurance would no longer cover him. It was then a pleasure to fly with him and learn from his long years of experience, as he seemed to know instinctively where the next thermal was to be found.

He very nearly managed to get me to train as a basic instructor, but I didn’t have the time to do it.

As the years passed, Charlie became physically less able so my colleagues and I in the Tuesday Group took it in turns to carry him as a passenger and we were able to join in the celebrations for his 90th birthday. Unfortunately, it got progressively more difficult for him to get in and out of the glider and I was lucky enough to be the pilot on his last ever flight on 12 September 2017, at the age of 92.

I don’t think that Charlie ever got over the death of his dear wife, Luzie, although adopting a rescue dog of the same name did give him great consolation. We shall miss him and I am sure we will continue to hear his words of wisdom coming from the back seat.

Geoffrey Miller, Lasham GS

INSTRUCTOR RATINGS

Basic

Graham Rendell	Bowland Forest
Brian Marsh	The Gliding Centre
Nigel Walklett	The Gliding Centre
Richard Peake	Bowland Forest
Stephen Haley	London
Lloyd Finlay	Wolds
David Miller	London
Toby Freeland	Lasham
Patrick Eaton	The Gliding Centre
David Spillett	Banbury
Sophie Curio	Lasham
Anne Knight	Lasham

Assistant

Andreas Jelden	Herefordshire
Stephen Phillips	Cambridge

Full

Andrew Balkwill	Stratford on Avon
Guy Hartland	Midland

Congratulations to everyone listed on these pages for their achievements

BGA BADGES

No.	Pilot	Club (place of flight)	Date
Silver Duration			
Benjamin Jenner		Buckminster	25/08/2018
Rob Harkness		Trent Valley	11/08/2018
John Masheder		York	11/08/2018
Rupert Taylor-Allkins		Bicester	06/08/2018
George White		Essex & Suffolk	06/07/2018
Christopher Booker		Yorkshire	15/06/2018
Allan Powell		Dorset	04/08/2018
Ian Munday		Cambridge	23/07/2018
Colwyn Darlow		Gliding Centre	17/03/1987
Nicolae Iorga		Bristol & Glos	10/06/2018
William Wilson		Yorkshire	27/07/2018
Matthew Price		Bowland Forest	25/08/2018
Andrew Davey		Devon & Somerset	07/09/2018
Michael Rees-Boughton		Staffordshire	07/07/2018
Nickolay Jelev		Shalbourne/	25/08/2018
Nickolay Jelev		Southampton University	
Andrew Bennett		Welland	07/07/2018
Michael Stephens		Derby & Lancs	03/06/2018
John Smyth		Cairngorm	26/06/2018
Maciej Steen		London	04/08/2018
Silver Height			
Benjamin Jenner		Buckminster	08/08/2018
Simon Stannard		Derby & Lancs	05/07/2018
David Wilde		Essex & Suffolk	11/08/2018
George White		Essex & Suffolk	06/07/2018
Christopher Booker		Yorkshire	21/04/2018
Ian Munday		Cambridge	23/07/2018
Raymond Thompson		Lasham	15/07/2018
Roderick Coombs		Mendip	08/07/2018
Edward Syson		Stratford On Avon	05/08/2018
Charles Stewart		Kent (Shenington)	09/08/2018
Patrick Sim		Nene Valley	05/07/2018
John Vickers		Angus/SGU	19/07/2018
Nicolae Iorga		Bristol & Glos	20/05/2018
William Wilson		Yorkshire	08/07/2018
Phoebe Buckley		Wolds	02/09/2018
Michael Stephens		Derby & Lancs	15/07/2018
John Smyth		Cairngorm	07/10/2017
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INDEX TO DISPLAY ADVERTISERS

AFE/RD Aviation	inside back cover
Airborne Composites	74
Anthony Fidler	36
Black Mountains	73
Bristol & Glos GC	23
BGA	13 + 61
Cambridge GC	73
Centre National de Vol à Voile	23
Diana2sailplane	72
East of England	74
Forbes Brokers	23
GASCo Flight Safety	16
Gavin Wills	36
Glider Service	72
Harry Mendelssohn	35
Hayward Aviation	35
Hill Aviation	16
HpH Sailplanes	16
John McCullagh	73
Kennedys Law	69
Lake Keepit	72
LX Avionics	IFC
Nigel Morris	72
North Yorkshire Sailplanes	74
Oxfordshire Sportflying	72
Philip Wills Trust	12
Service Centre Terlet	44
Skycraft Services	31
Skylaunch	73
Soaring Oxford	74
Soaring Safaris	73
Southern Sailplanes	back cover
Stein Financial	72
Sydney Charles Aviation	45
Ted Lys	36
Trig Avionics	36
Zulu Glasstek	31

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