

# SAILPLANE & GLIDING

VOL. 70 NO.1



**SETTING A TRIANGLE  
SPEED RECORD**

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VECTOR IMPROVES  
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MEMBER OF THE ROYAL AERO CLUB AND THE FEDERATION AERONAUTIQUE INTERNATIONALE



 **THE MAGAZINE OF THE BRITISH GLIDING ASSOCIATION**  
FEB/MARCH 2019 VOLUME 70 No 1

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**COVER STORY**  
EB28 '13' was part of London GC's expedition to Llanbedr, North Wales, in September. The beauty of the location has made it a favourite exped site for London members. The cover pic is looking down at the River Mawddach. See p38. (Steve Lynn)

**DEADLINES**

*April/May 2019*  
Articles, Letters, Club News: 5 Feb  
Display advertisements: 20 Feb  
Classifieds: 7 Mar

*June/July 2019*  
Articles, Letters, Club News: 5 April  
Display advertisements: 19 April  
Classifieds: 7 May

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> The 2019 senior British gliding team has been selected as follows: Open Class – Russell Cheetham and Tim Jenkinson; 20m Class – Garry Coppin with Steve Jones; 18m Class – Pete Harvey and Phil Jones; 15m Class – Tim Scott; Standard Class – Leigh Wells and Howard Jones; Club Class – G Dale and Tom Arscott. Members of the British gliding team competing in the Women’s World Gliding Championship in Australia, January 2020, are: 18m Class – Liz Sparrow; Club Class – Claudia Hill and Mel Anderson; Standard Class – Ayala Truelove.

> The 2018 Accident Review has been published and includes details of all accidents reported to the BGA. For straightforward guidance on how to be a safe pilot, see: <https://members.gliding.co.uk/library/safety/2018-accident-review/>

> Pavullo in Italy will be the venue, during the first week of September 2019, for the first contest dedicated to sailplanes with an electric MoP (means of propulsion). The success of the FES has encouraged significant growth in the number of sailplanes equipped with an electric motor and the development of new systems and installations. The ease with which an electric motor can be used has encouraged many pilots to use them in new and innovative ways; this provides an opportunity to explore new ideas to use them in competitions.

> Entry has opened for the 2019 FAI young artists competition, which this year has the theme ‘My Dream to Fly’. See [www.fai.org/fai-young-artists-contest](http://www.fai.org/fai-young-artists-contest)

> The closing date for applications for the 2019 Royal Aero Club Trust bursaries is 31 March. There are four categories for young people aged 14-21, providing financial assistance of up to £1,000 for those wishing to upgrade their existing qualifications. [www.royalaeroclubtrust.org](http://www.royalaeroclubtrust.org)

> Herefordshire GC would like to say thanks for the numbers of votes that so many people gave for its hangar project. The club has made it to the final of the Aviva community funding project, so automatically receives a £500 grant. The next phase is a review of projects by an Aviva panel of judges, to decide which are to receive the full grant applied for.

> The Honourable Company of Air Pilots is offering scholarships to assist successful individuals, who might otherwise not have the resources to experience gliding, on a week-long residential course. Training will be carried out at a BGA Junior Gliding Centre as part of a one-week residential course during the school summer holidays (July and/or Aug). See [www.airpilots.org/file/2877/gliding-application-2019.pdf](http://www.airpilots.org/file/2877/gliding-application-2019.pdf)

> It’s a ‘gliding year’ at AERO Friedrichshafen, Germany, 10-13 April.

■ Polly Whitehead is pictured receiving the 2018 BGA Best Practice award on behalf of Yorkshire GC. Polly led the team that developed a ground training system now in use at the club and which is being considered, or adopted, by others.

Polly said: “As is usual with any such project, it was teamwork that contributed to its success. In particular, I must mention Steve Thompson and Ron Beezer for promoting the value of ground training within their group of ab-initios and early-solo pilots.

“Gliding is so much more than just the flying, and we believe having a properly trained team on the ground can potentially lead to improved safety, greater engagement and retention too.”



## HOW YOU CAN SUPPORT THE FIGHT FOR AIRSPACE

THE BGA is appealing for donations towards the costs of meeting the unprecedented threat from the growth of controlled airspace, *writes Peter Harvey*. General aviation (GA) needs to push back against unreasonable demands for airspace.

The GA Airspace Fighting Fund has been set up by the BGA with the objective of raising finance to support groups engaged in a myriad of unwarranted airspace grabs. It was announced at the 2018 BGA Sporting Conference and, after a challenging time setting up the all-important fund governance (we ended up with a company limited by guarantee), we’re finally in a position to proceed.

Our plan is a formal launch early this year to the press, etc, backed by a website and a payment mechanism. The aim is for a long-term fund that can attract cash from GA and distribute it to appropriate groups in their endeavours to retain a balance in UK airspace matters.

Since the values could potentially be large and the timescale long, it was deemed essential that we have solid governance, security and suitable ‘trustees’ to oversee the strategy and distribution of funds.

This was easier said than done. A trust wasn’t possible and a charity clearly not. We had to seek permission to use the word ‘fund’, a bank account takes time to set up, and so forth. The monies already

kindly donated are safe, in the fund bank account. The trustees of the GA Airspace Fighting Fund are myself and Steve Lynn.

As you might expect, we’ve been in discussions with Lasham Gliding Society as it engages on a Judicial Review on the Farnborough airspace decision and process. Lasham is a pivotal case and everyone in the GA, CAA and airport business will be keenly awaiting the outcome of the Judicial Review, recently given legal permission to proceed.

The monies donated by folks direct to Lasham already dwarf those donated to the fighting fund, but as we’d not formally launched the fund yet, this is perhaps not surprising.

Of course, Farnborough’s airspace grab is not the only one on the table. Oxford, Leeds, Doncaster and others will all require time, energy and money. The fund is a long-term plan and across the whole GA sector. It may be slow to start, but we hope powerful as we gain momentum.

Once again, I would like to thank those individuals across the gliding and wider GA movement, who have given so freely of their time, effort and energy on our behalf. We are so lucky that those individuals prioritise our need above their personal time.

So, whether you put your hand in your pocket for Lasham direct, or to the fund (and more on this later as we formally launch), the important thing is to support!

# Thanking our volunteers

THIS year we'll be saying a great big thank you to the thousands of volunteers across the UK who make gliding the great sport it is, *writes BGA Marketing Officer Rachel Edwards.*

Whether that's mowing the airfield, maintaining the clubhouse or vehicles, being on the committee, or teaching students to fly, we want to help clubs celebrate and thank those who give their time and expertise to help others.

Pete Stratten, Chief Executive Officer of the BGA and volunteer gliding instructor at Bicester, said: "Volunteering is a fulfilling

way to give back to the gliding community and helping others to achieve something they have only imagined makes you feel great in return."

During Volunteers' Week, which runs from 1-7 June, the BGA will be sharing stories and photos from those who volunteer in gliding to thank them for their involvement and attract new people to the sport.

If you, or your gliding club, want to get involved in the national campaign by sharing your volunteer experiences, please contact [Rachel@gliding.co.uk](mailto:Rachel@gliding.co.uk)

## FAI Silver Medal

DAVID Roberts (right) is pictured receiving the FAI Silver Medal from FAI President, Frits Brink. David, a BGA Vice-President, former BGA Chairman, and recently-retired Europe Air Sports President, was presented with the medal for his outstanding and selfless contribution at the highest level to the air sports community across Europe.



Photo courtesy of the Aeroclub of Eygpt

## Canopy closed and locked?

THE BGA Executive Committee has recently accepted a recommendation from the Instructors Committee to modify the BGA recommended pre-flight check list to move 'canopy - closed, locked and does not yield to upward pressure' to the end of the checklist. As a result, CBSIFTCBE has changed to CBSIFTBEC.

The change follows an analysis of incidents and accidents related to pre-flight preparation and recognises widespread practice, eg in warm weather and where there is a risk of canopy misting.

## Aim for the sky

IN JANUARY, Trent Valley GC had its first day of hosting and delivering flying/ground school for 24 school students from North Lindsey College within a funded scheme they are delivering in partnership over the next couple of months.

Funded as part of the National Collaborative Outreach Programme (NCOP), the college's engineering technology students will get a useful insight into the aviation industry.

Trent Valley Chairman, Geoff Davey, said: "The purpose of the 'Aim for the Sky' project from our perspective is the interaction with the community which is beneficial not only to the club, but also to the young people. Having colleges and schools come through the club also means we are putting something back into the community, and enabling young people to have an introduction into aviation in general and gliding in particular."

## 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
<b>Glider aerobatic competitions</b>		
Dan Smith	Dunstable	13-14/4/19
Saltby Opens	Saltby	5-7/7/19
World Championships	Romania	18-27/7/19
Aerobatic Nationals	TBC	26-28/8/19

#### 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**

## 8.33 kHz channels

THE CAA's CAP 1606 identifies the common sporting frequency assignment changes that occurred on 3 January 2019, including those assigned to gliding.

- 129.900 becomes 129.905
- 129.975 becomes 129.980
- 130.100 becomes 130.105
- 130.125 becomes 130.130
- 130.400 becomes 130.405

Four additional 8.33 channels should be allocated to gliding by the CAA during March.

# 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

# DO THE CURRENT ICL RULES DETER NOVICE ENTRIES?

THE Inter-Club League (ICL) has prompted many a pilot into their first cross-country steps. Indeed, I have overheard novice pilots wishing for an ICL task that will give them a Silver distance.

### ICL mission statement:

*The Inter-Club League is intended to encourage competitive cross-country flying on a less formal basis than national and regional competitions, involving pilots at all levels of cross-country competence. In particular, it is an opportunity for novice pilots to experience competition flying before they are eligible to fly a regional competition.*

Isn't eligibility a Silver?

### The ICL rules:

#### Novice

*Any pilot who, by 1st April of the League year, has not: flown a 300km qualifying for Gold Distance, or flown in Regionals rated competitions for more than one season, or finished in the top 50 per cent overall in a Regionals rated competition. That is, after one comp season not in the top 50 per cent, pilot stays Novice until after a 2nd rated competition season, regardless of when and regardless of placing (provided no 300km flown, qualifying for Gold Distance).*

So, in the rules, a novice could have experienced a full season flying in every regional, and part of another season, and still qualify. This has deterred some pre-Silver and post-Silver novices from entering. Early competition flying is stressful for the novice so those fortunate enough to have regionals experience will have a huge advantage.

Some regions have local rules, which may seem to some even more generous than the BGA's rules, as below:

#### East Midlands

*Novice - Any pilot who, by 1st April of the League year:*

- *has not entered more than one regional competition (Junior Championship excepted)*
- *has not flown a UK 300km as P1 other than in the previous year*

- *has not flown a UK 500km as P1*
- *novices may fly only a Club Class glider and must not carry water ballast.*

The novice might have entered a number of Junior championships, a regional finishing higher than 50 per cent, and completed Gold distance.

*Intermediate - Any pilot who by 1st April of the League year:*

- *has not flown a UK 750km.*

- The BGA's 500km raised to 750km.

I feel that the novice bar has been raised to accommodate the large clubs teaching cross-country in high performance gliders. This is putting off some novice pilots, who, still gaining confidence, are reluctant to pit themselves against peers who they see as having much greater experience.

I have raised my concerns with the comps committee in the past. A return to the original Junior ideals may make the ICL more inclusive for the smaller clubs.

**Paul Robinson,**  
Essex & Suffolk Gliding Club.

#### Inter-Club League coordinator, Chris Luton, responds:

*Many thanks for your letter and for your interest in moving ICL forward. I believe you have raised two important issues:*

**(1) Novice level.** *The ICL rules, which we have inherited from quite a few decades ago, have needed slight changes/adaptations in the past few years, but will probably need more in the future with input from pilots/team captains active in ICL. The novice level we have really left to clubs to decide, with the criteria a pilot should be cleared for field landings, which is slightly earlier than a qualifying Silver C distance flight. However, each club is entitled to vet their novices for cross-country ability. The reason the limit above which a pilot moves to Intermediate level has risen is because participating clubs have been finding that novices rapidly move from being cross-country cleared to having flown a 300km or entered a regionals. Hence the term "novice" has*

moved (eg one year having entered a regionals) as glider performance has improved. This change has come from the participating clubs which find it difficult to locate eligible pilots.

**(2) Local ICL rules.** These are adaptations of the 'national' rules to meet circumstances which team captains have agreed in local areas, such as the East Midlands. The variations are slight and help selection issues. The clubs involved know they must revert to the national rules in the ICL final.

In general, I do agree we need to keep adapting the ICL rules and appreciate this will mean 'local' rules are slightly different across the country. However, the local rule changes benefit the smaller clubs as well as the larger and, if we are trying to encourage participation, we need to adapt.

In my own region we have had participating clubs entering in just two classes of pilots: they merely come along to participate and encourage cross-country flying.

We also want to try to keep the ICL rules short and not end up with a 30-page document: with a shorter set of rules you will always find anomalies. I think having the level playing field is the main criteria and our present rules generally allow for this to happen.

I appreciate you had written a longer letter covering your points and, with your permission, will publish it on the ICL



Paul Robinson flew his LS6c, 203, in the 2018 Inter-Club League finals (Bob Smith)

Facebook account, along with my reply. This should encourage other views and hopefully we will have more comments/suggestions. See [www.facebook.com/pg/BGAICL](http://www.facebook.com/pg/BGAICL)

The ICL is also hoping to have a slot at the BGA Conference so please come along and let's try to accommodate your views/wishes.



■ Scan this QR code to read the full letter/response or visit [www.sailplaneandgliding.co.uk/current-issue](http://www.sailplaneandgliding.co.uk/current-issue)

**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 5 February**

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## A HEALTHY BALANCE SHEET IS ESSENTIAL

BGA Exec member **Tony Smith** highlights how the BGA seeks to support clubs over a wide range of issues. He urges clubs to get in touch for advice and help, including potential loans from the Philip Wills Memorial Fund.



# W

HILST it is unlikely that the finances of the BGA (or indeed your gliding club) will attract the same level of passion as flying, a healthy balance sheet is nevertheless essential to the function and the ongoing success of gliding – both at club and at BGA level. What is important to note, however, is that any finance function, be it the BGA or your own club, exists solely to support and facilitate the wider strategic objectives of an organisation – and gliding, be it at club level or at BGA level, is no different.

The BGA was incorporated on 30 October 1946; the primary object in the articles was then: ‘*Promotion and encouragement of gliding and soaring through the medium of clubs for the benefit and in the interests of the British public; assistance and guidance to gliding or soaring clubs.*’ Whilst our formal objects may have changed, the spirit of what our forefathers set out to achieve remains the same and is something that we, the BGA Executive Committee, continue to strive towards. (For any historians, the original documentation is in the public domain at Companies House!)

Dave Latimer discussed in his recent article about governance within the BGA, and that this encompasses all of what we do. I would like to emphasise the points he made in his article that good governance is the core aspect of our being.

Each club is its own legal entity – in whatever form that may be – and clubs are naturally, therefore, responsible for ensuring legal and taxation obligations they may have to HMRC, Companies House or any other statutory bodies are met. Whilst the BGA cannot offer specific and individual tax or other statutory advice to clubs, we will seek to offer assistance where there may be a generic common theme emerging across the gliding community as a result of changes in business or financial regulations or legislation.

In addition to flying matters, the BGA seeks to support all

clubs over a wide range of issues, not just gliding-related, so please do feel free to contact us if you think there are any matters we might be able to help and offer advice with – even if it may only be on an informal basis.

Andy Perkins, in his recent article, talked about the three core strategic challenges he saw as being our largest priority in the medium term; these being:

- Airfields/facilities
- Airspace
- Participation.

Of course, in addition to working at a central level, the BGA seeks to provide assistance and support to clubs with regards to these issues. All these issues are developing in a changing environment – political and otherwise – and we, as the BGA, will be positioning ourselves to deal with these challenges as they emerge, including any other emergent issues or priorities. It is therefore incumbent on the BGA to maintain a strong balance sheet to ensure we are in the best position possible to meet and confront these and any other challenges.

The BGA has, for some time, been engaged in a strategic review to consider the future direction of gliding. Many of you have engaged with us in this review, for which we are grateful. This review is an ongoing process, and we can expect to hear more, and engage more, at future management and sporting conferences.

Many of you will have heard of the Philip Wills Memorial Fund (PWWF), of which I and Andy Perkins, amongst others, are trustees. The objectives of the fund are quite broad and, generally, we seek to provide loans to gliding clubs for the acquisition of assets for the club. Recent assistance has been provided to assist with the build of a hangar, the purchase of a tug and the acquisition of a glider.

Each loan request is based on an application and a good business case, however, the process is quite straightforward. (Previously, as treasurer of Mendip Gliding Club, I was able to take two loans – one for the refurbishment of an internal workshop, and one for the purchase of a generator.) These loans are available at an interest rate which is a few percentage points above the bank base rate – very favourable! I would very much encourage you to speak to us at the PWWF if you would like any more information about this.

In the coming months, as you may be aware, members of the BGA Executive, as well as Pete Stratten and members from the development committee, will be embarking on a series of regional club chair meetings to discuss and assist clubs with any questions they may have; to consider key issues identified by club chairmen and to facilitate regional collaboration.

The Executive would very much welcome your participation in these meetings. The most recent of these meetings has been in East Anglia, which dealt with a wide range of issues.

Finally, I would like to reiterate that the BGA and the Executive Committee exist to serve the member clubs (and their members).

■ **BGA Executive member Tony Smith flies at Mendip Gliding Club and started his gliding career in 2009. For a short period of time, he was a syndicate partner in a K-6e, and is currently a syndicate partner in an SF25C. Unfortunately, due to business commitments, he does not fly as often as he would like, but is very much looking forward to spending more time flying when circumstances allow.**



# 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**

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*“A hugely fun evening...”*

***Aircraft manufacturers exhibiting to include:***

***HPH***

***Schleicher***

***Schempp-Hirth***

***For a full list of exhibitors see:***

***<https://members.gliding.co.uk/bga-conference-and-agm/>***



***The booking form for Lunch and Dinner tickets***

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

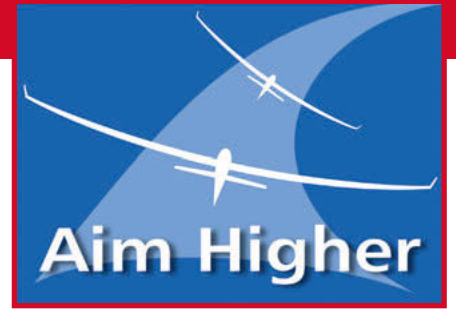
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BGA initiative for acquiring and improving soaring and cross-country skills



# #4 KNOW THE WIND VECTOR

Tony Cronshaw talks to Aim Higher lead coach Kevin Atkinson about why knowing the wind vector when airborne is vitally important

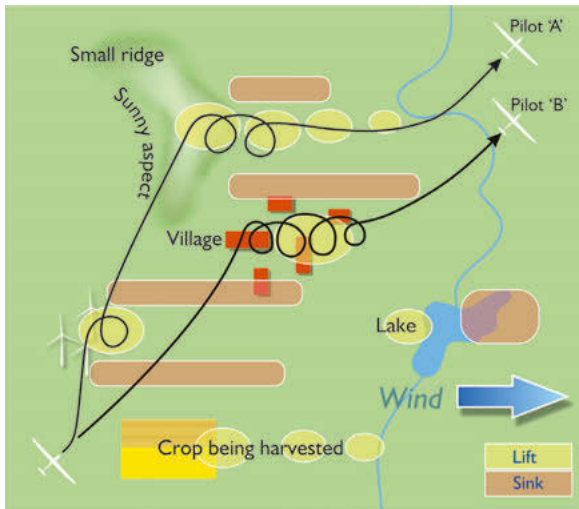


Figure 1 (Steve Longland)

■ 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](mailto:kratkinson@yahoo.com) if you, or your club, would like to participate in future Aim Higher courses.

**K**NOWING the wind vector when airborne is vitally important, enabling the soaring pilot to vastly improve his/her cross-country performance and avoid unfortunate mistakes.

**TONY:** *“The true glider pilot always knows which way the wind is blowing” is an old adage, sometimes narrowly interpreted to mean during landing and taking off. But the truth is this knowledge makes a huge difference to our flying tactics and performance at flying altitudes.*

**KEVIN:** Absolutely. The informed pilot can fly along invisible (sometimes visible, or semi-visible) energy lines. Otherwise, if we stumble randomly through different types of air, we lose more height than we should. Put it another way: The informed pilot will cover more distance with less loss of height in a 30-year-old glider than someone flying randomly in the latest, most expensive hot ship. Note also that knowing the wind direction at a given altitude enables us to attack possible hot spots accurately on blue days and search for lift from directly downwind.

**TONY:** *What tactics can we use to locate and exploit energy lines as we glide from one thermal to the next?*

**KEVIN:** The best way to approach this topic is to think about the underlying physics. Consider blue days: Lines of energy are generated as a series of bubbles, released repeatedly from the same ‘hot spot’ ground features, eg buildings, car parks, runways, etc. Sun-facing slopes of ridges are often excellent sources, especially if the wind is blowing onto the ridge. For example, in figure 1 (left), ‘A’ flies more efficiently than ‘B’ by making better use of energy lines. If there is cu, then

we can also read the sky to spot energy lines marked by wisps, or we identify routes by ‘joining the dots’ between several loosely linked clouds. Of course, we may be lucky to have a day with clearly visible cloud streets, which is a topic that we will revisit in the future.

**TONY:** *If we concentrate on days with fewer obviously wind-aligned cloud features, where do we start in determining the wind vector?*

**KEVIN:** Can I say straight away that finding out the wind vector ACCURATELY is a must. It’s no good having a vague idea or relying on what the wind sock or weather forecast told us about the surface wind. Compared with the surface wind, the wind at altitude typically veers at altitude by 5-15 degrees, or it can sometimes back. The wind can also vary in different height bands and in different places. When we fly in geographies influenced by valleys and ridges, or in the presence of a sea-breeze or a rain shower, the wind could totally reverse.

**TONY:** *So how do we find the wind vector (ie strength and direction) at flying altitude? Can we simply rely on our flight computer?*

**KEVIN:** It can be very tempting to take the flight computer as gospel, but unfortunately the displayed wind direction and strength could be misleading: for example, calculated when we circled a few minutes earlier, but we are now in a different location, or in a different inversion layer, and the wind is not the same as it was. This has caught out many a pilot heading towards a ridge, hoping to exploit ridge lift, then finding the wind is not sufficiently on the ridge when arriving there. Note also that a thermal drifting downwind towards a ridge will interrupt the wind on the ridge as the thermal draws in air.

**TONY:** *Is there another way to find the wind vector, or at least cross-check what the*

*flight computer is telling us, eg observing wind turbines or the drift of cloud shadows?*

**KEVIN:** Turbines, cloud shadows or smoke can all give helpful clues. And it's useful to make a mental note of the computer read-out each time we take a thermal and make an estimate of the overall average value. By the way, it's normal for pilots to concentrate on their climb and only look at the wind vector as they leave the thermal at the top. This is especially true whenever the climb is seemingly inconsistent and time is shared between looking for better lift options and trying to improve on the current climb. The climb might then improve and they continue to the top. This interruption of the vortex is often caused by a wind shift (speed or/and direction) with height and so it's always worth noting the wind direction and strength on the computers whenever there is the opportunity during the climb (low, middle and top). This will give us a clear warning of what height to avoid gliding below when searching for lift.

**TONY:** *We could also make an independent computation if we have been circling consistently and then leave a thermal. We simply point the nose at a ground feature that was directly underneath when we started circling, and then read off the ground track shown on the flight computer - Or read off the compass.*

**KEVIN:** That's a good tip for early solo pilots having achieved an initial climb: Flying directly upwind means the wind direction is immediately noted and this track can often follow a good energy line while searching for the next climb.

**TONY:** *Coming back to flying in hill/mountain terrain, how do we best determine the wind vector?*

**KEVIN:** This can be tricky because the wind may be funnelled along a valley, significantly changing the winds at ridge height compared with the winds when we last circled. This is where advanced flight computer/vario systems can pay off by computing the difference between ground track and aircraft heading, and between airspeed and ground speed, hence working out the wind vector without having to circle.

**TONY:** *Without such instrumentation, you could compare ground speed and airspeed (perhaps making a 180-degree turn to assess both headwind and tailwind configurations) whilst looking down the side at the ground to try to detect if there is*

*sideways drift.*

**KEVIN:** Desperate stuff, but sometimes it might be your only way! It might at least tell you if your assumptions on the wind vector are wildly wrong.

**TONY:** *Moving on to another question; to what extent is 'feel' a part of our tactics when locating and exploiting lines of energy?*

**KEVIN:** We talked last time [1] about feeling the air as we near and as we enter thermals. We can use a similar technique to map out where an energy line is located. For example, as we approach a suspected energy line we may spot that the sink rate reduces, and we therefore slow down a bit to better feel the air on the controls/glider – and be ready to manoeuvre promptly onto the line where we find the best air. Running along the line requires similar continuous attention to the feel and vario: We make small changes of direction to weave back towards the best line.

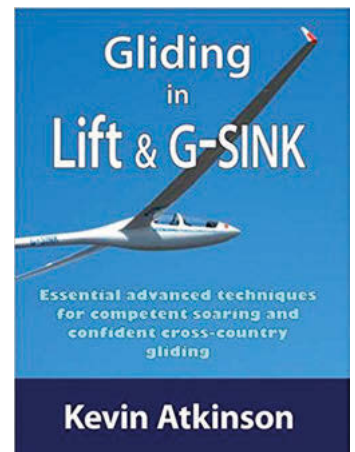
**TONY:** *Finally, on the subject of the wind direction when landing, what are your thoughts on this?*

**KEVIN:** It is almost depressing to hear how many pilots land in fields downwind, ending unnecessarily in the boundary fence. Clearly the awareness or observation of wind direction has dropped off when the pressure was on. Admittedly sometimes normal assumptions can be wrong, eg thunderstorms and their shadows usually track with the wind vector (direction and speed) at 10,000ft. There could also be significant changes locally, caused by rain showers or the development of a sea breeze. In hilly areas, local eddies may be set up and in strong winds, hill rotor may roll downwind.

However, remember that slope is a critical factor in determining landing direction: Landing down-slope can be a recipe for hitting the boundary fence. It's nearly always better to land up-slope, even if this means a tailwind landing.

[1] *Feel the way to the core*, S&G, pp8-9, Dec 2018/Jan 2019

■ Scan this QR code to read the full article *Feel the way to the core* from S&G Dec 18/Jan 19, or visit [www.sailplaneandgliding.co.uk/current-issue](http://www.sailplaneandgliding.co.uk/current-issue)



■ Kevin's book *Gliding in Lift and G-SINK* is available at [www.bgashop.co.uk](http://www.bgashop.co.uk) or direct from [kratkinson@yahoo.com](mailto:kratkinson@yahoo.com)

## AIM HIGHER

Aim Higher courses already arranged for 2019 include:

■ Essex, 2-3 February  
contact: [cfi@essexgliding.com](mailto:cfi@essexgliding.com)

■ Darlton, 23-24 February  
contact: [aldocherty@sky.com](mailto:aldocherty@sky.com)

■ Midlands, 27-31 May  
contact: [treasurer@midlandgliding.club](mailto:treasurer@midlandgliding.club)

**FINDING OUT THE WIND VECTOR ACCURATELY IS A MUST. IT'S NO GOOD HAVING A VAGUE IDEA OR RELYING ON WHAT THE WIND SOCK OR WEATHER FORECAST TOLD US ABOUT THE SURFACE WIND**

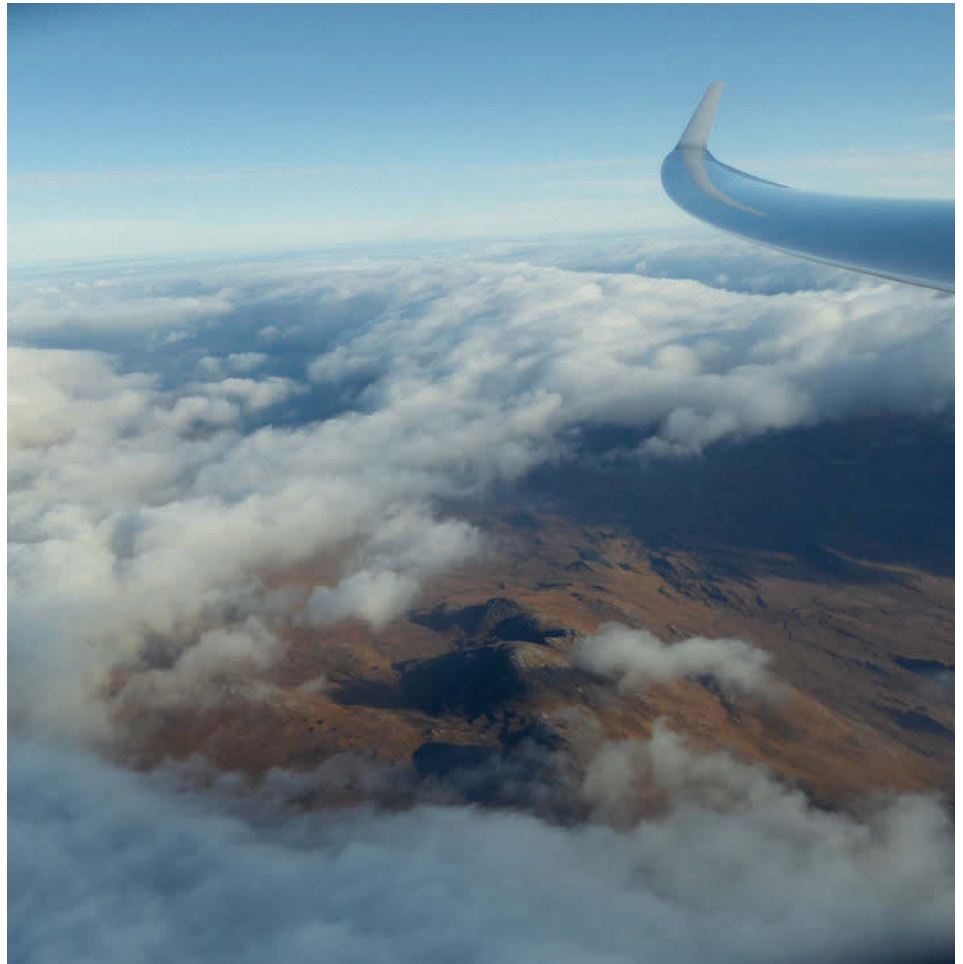
■ When world record submissions are made, there are pages and pages of data that need to be filled in and rigorously checked.

One lesser known requirement is for a pilot narrative to be submitted with the rest of the paperwork.

John Williams has a habit of writing these whether strictly required or not.

S&G got sight of his latest narrative for a record breaking flight on 24 October 2018 (136.82km over 601.8km from Portmoak) and saw it as a real insight into his thinking on such a special flight.

We persuaded John that it should be published here for a wider audience to appreciate.



Right: Great conditions looking north from Altnaharra towards Tongue (John Williams)

# A TRIANGULAR TASK IN WAVE

John Williams reflects on the October flight in his Antares 20E that resulted in a new 600km FAI triangle speed record

**I**N SCOTLAND a few of us have been lucky enough to do pioneering soaring in terms of distance, speed and remote places reached. In 2007 both Kevin Hook and I declared and turned a new turnpoint at Tongue; we each discovered that it was better to follow an energy line that went beyond Tongue and cut the sector there rather than minimise the distance. So I made a new personal TP of Tongue NW some 12km beyond TOG.

In 2013 we started to tackle triangular tasks in wave and found that new speed records were possible, though Scotland's geography and the triangle geometry made

bigger triangles a challenge to set. A 600km task seemed theoretically possible, but went too far east – until I twigged that using Tongue NW and Loch Lomond would allow the third TP to be at Rhynie, which is well known to be a good westerly wave area.

It just needed a day without excessive cloud in the west, not a common phenomenon. But 24 October soundings showed such a strong inversion that I thought that there was a good chance of wave “knocking holes in the cloud” to allow the passage west. The other benefit of triangles is that you can start and finish on a leg, saving extra miles on the day and

Fearnan at Loch Tay was chosen as a fine place to adjust height loss as required. It just had to be tried.

**Preparation**

To reduce the chance of wimping out of the declaration I put the task in the LX8080 on the previous day. On the day itself I found myself fifth in line for water ballast before 08:00 and reflected on how far cross-country wave flying from Portmoak has come – just great to see.

**The flight**

**Leg 1**– I self-launched to 2,600ft qfe and found weak lift that added only another 600ft before tiptoeing further into a poorly marked sky and was lucky to arrive at Crieff at 2,300ft asl and find a surge of some 9kts. That made it possible to reach Loch Tay where there was good lift and reasonable cloud amounts at the Fearnan start point.

Learning from Sant Cervantes’ unfortunate recent experience, I was extra careful to cut the 1km start line (FAI sectors are no longer allowed for some unfathomable reason) well inside its limits and headed off to LLT. Tracking west was accompanied by increasing cloud, but it was possible to stay in variable lift by following cloud shapes even when there were no visible gaps until the TP itself. There the contours of Loch Long created a view of the ground and a climb to 7,000ft while cruising in and out of the sector. That boded well for the amateur optimism that a good inversion would indeed “knock holes in it” and mitigate the cloud risk of setting a task so far west. But the next leg was 260km and to a TP I’d never declared before.

**Leg 2** – Reversing the inbound track was straightforward enough, the next big decision was how to route north. Too far west and there would be just solid cloud, too far east and the distance would increase as well as the complications of N560 and skirting Inverness airport.

Every long march begins with a single step and I started to try to route on track where distortions in the usual cloud alignment allowed. Pleasingly it was possible to wriggle N while staying west of N560; the mismatch between wind direction and natural contours of the land meant that almost every loch had both a west-facing and a northwest-facing cloud edge above it. Choosing the west-facing ones allowed better than expected progress northwards

and confidence grew. Confidence has its drawbacks, sometimes pushing one into rash decisions, and I arrived at Loch Laggan below 5,000ft, where the great bulk of Craig Meagaidh gave a line of lift to 7,500ft while cruising onward. That brought Loch Ness within reach where the process was repeated. North of the Great Glen there were signs of higher cloud swellings indicating improving conditions and stronger winds (about 15kts increase over the leg). At Altnaharra the view north was good (see photo on p12) and it seemed that I could reach the TP, just a lot of cloud to cross over until the contours of Loch Eriboll again “knocked a hole in it” to leave a simple sector entry over a stunning seascape and views of the remote lighthouse at Whiten Head (see photo on next page).

**Leg 3** – The next leg to Rhyne posed its own questions. With a downwind component ↘

**THAT BODED WELL FOR THE AMATEUR OPTIMISM THAT A GOOD INVERSION WOULD INDEED ‘KNOCK HOLES IN IT’ AND MITIGATE THE CLOUD RISK OF SETTING A TASK SO FAR WEST**

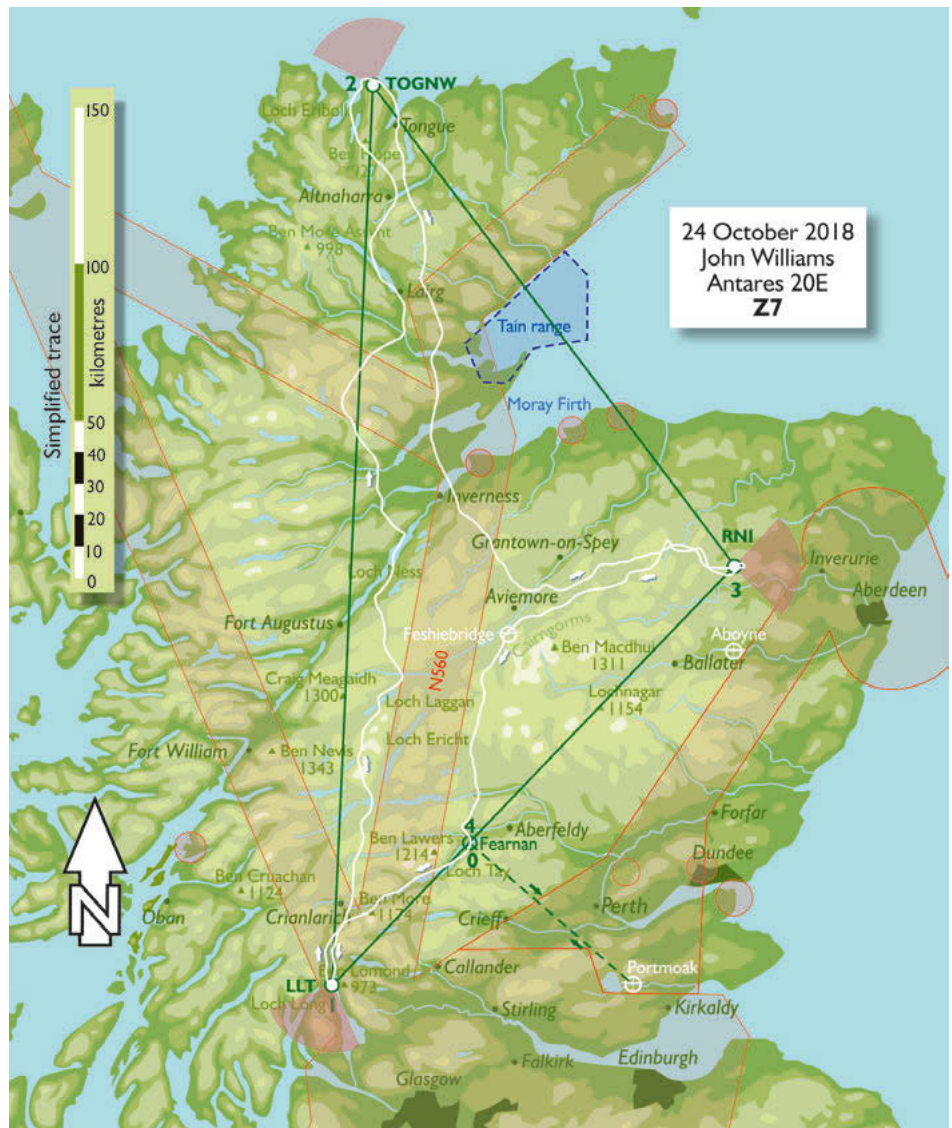


Illustration by Steve Longland



Above left: Seascape over Loch Eriboll

Above right: Cloud markers to north of Cairngorms with higher peaks poking through (John Williams)



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

✂ the 170km should be fast, but the straight line went over the Moray Firth and that needed a crossing service from Tain Range.

I started heading south in great conditions on a line that gave routing options and called Tain on 122.750 from 30 miles out. I told them I was on a speed record attempt but the answer was still no – they had a Typhoon in that airspace and were not about to have it share with a glider. So nothing for it but adjust right to Inverness.

Calling Inverness I announced my intention to route through their overhead. No concern was expressed by the controller, she just asked if I could maintain a height when doing so. I said I’d call when closer when I’d know better what height would be possible. A little later she asked if I could stay above FL65 as she wanted to clear an outbound to FL55 – I replied that I’d try to climb a little and let her know (I was FL62 at the time).

Coordination worked beautifully and we expressed mutual thanks when S of Inverness and I could rejoin gliding frequencies. That let me get gliding info for the first time that day, Sant reported it being blue over the Cairngorms and SE – I certainly hadn’t expected that. Turning 90 degrees left at Aviemore I could see what he meant and wondered how the final leg from Rhynie (where there were still some vestiges of cloud markers) would fare. Even with the major dogleg around Inverness the downwind component had pushed the average task speed up to 147km/h and I’d foolishly started

to harbour thoughts of 150km/h for the whole task if only a “normal” fast run from Rhynie to Loch Tay could be achieved.

**Leg 4 (to complete the start and finish on leg triangle)** –Turning at Rhynie presented a pretty stark choice. Only 114km on the straight line, but in totally unmarked conditions that would be really high risk. Routing north around the Cairngorms would keep cloud markers (see photo above), but significantly increase the distance and the first 50km or so would be dead into wind.

For once, the conservative option prevailed; there was plenty in hand to beat Ed Downham’s current 600km speed record of 101km/h so taking the possibly slower but undeniably surer route made more sense. The task speed started to drop rapidly, down from 147 to 132 by the time I approached Feshiebridge. But from there the turn downwind helped a lot and I would soon cut the line at Fearnan for 137km/h. The 60km home from Loch Tay was a blast, 13 minutes averaging almost 280km/h and giving another adrenaline boost to a wonderful day.

### Conclusions

I was lucky on several counts: a great glider, a task that matched the day and a recent learning of the criticality of 1km start lines. On the other hand, someone greedy for more speed might have wished for a direct crossing of Tain range and some cloud markers in the Dee Valley that would probably have made 150km/h attainable. Another time then...

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# LOW-COST NAV AID SOLUTION

PART 3

Neville Almond returns with a short update on Kobo/XCSoar developments since his article in the April/May 17 issue of S&G

**F**OR more than five years, Kobo eReaders have been widely used as navigational aids by the gliding, hang-gliding and paragliding community and was covered in a detailed S&G article just over two years ago (Oct/Nov 16) and a short update (April/May 17).

The single, most compelling reason is their exceptional readability in strong and direct sunlight, although time has proved them to be exceptionally reliable too. This reliability is attributed to using the no-frills Linux operating system (as opposed to Windows or Android, which come with baggage), as well as XCSoar developers being backed by strong architectural governance who have a focus on maintaining its integrity.

The simple eReader first requires compatible flight navigation software (like XCSoar, LK8000 or TopHat) and will also require an instrument/data input; typically a simple GPS and ideally a barometric sensor (as GPS derived height is only indicative).

The Kobo model range changes around every 18 months and in July 2018 the new Kobo Clara HD became available. XCSoar typically requires a minor modification before it will function on new hardware, but it transpired it works immediately and unsupported on the new Clara HD. There is a minor, low-impact quirk; when turned on, the first XCSoar menu isn't displayed and the first-only screen is blank – but – you can touch where the menu buttons should be and, thereafter, XCSoar functions as normal. As at December 2018 a donor unit is with the XCSoar team, and the Clara HD should be fully supported by the time you read this. Therefore, the new Clara HD is the recommended choice.

## How is the Clara HD different to the outgoing Kobo Aura 2?

In summary:

- Very clear HD screen resolution, now back up to 300dpi (like the much-loved and discontinued Glo HD) and higher than the outgoing 212dpi Aura 2.
- Whilst difficult to quantify, the touch screen controls do seem more reactive and snappier than those on the Aura 2.
- Reduced external dimensions; whilst it still has a 6" screen like most models, the external width, length and height are all fractionally smaller and likewise inside, everything is more crammed (making the exercise to solder your instrument to the serial port an even more delicate operation).
- The internal SD card is now 8Gb, which means space is pretty much unlimited from an XCSoar perspective.
- Efficiency; the 1,200 mAh battery now powers the unit for around eight hours (using the popular Bluefly GPS/Barometer) so supplementary power is required only for

### Sales – Spares – Maintenance & Repair all types



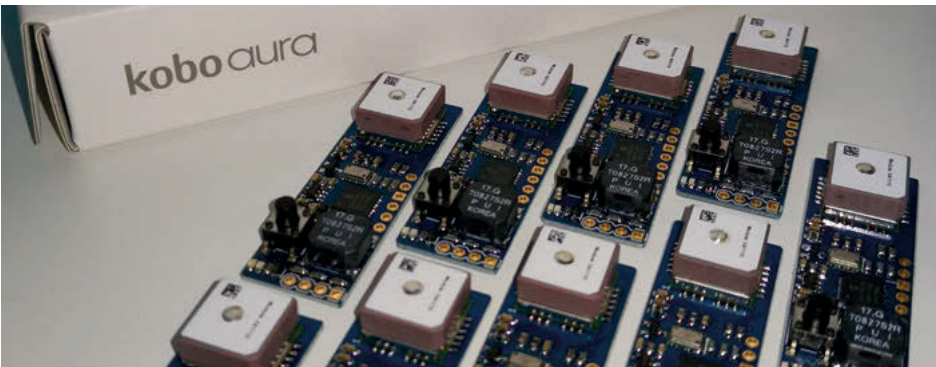
**Fast delivery and exceptional build quality, for more details and full options list for the HpH range please contact us at [hphuk@mail.com](mailto:hphuk@mail.com) T.07789 540123**

**Shark 18m – FES –JET – Self launch –Pure Glider**  
**20m Twin Shark has flown multiple 1000km plus flights this winter with extremely positive feedback.**

*photos P Kolman*







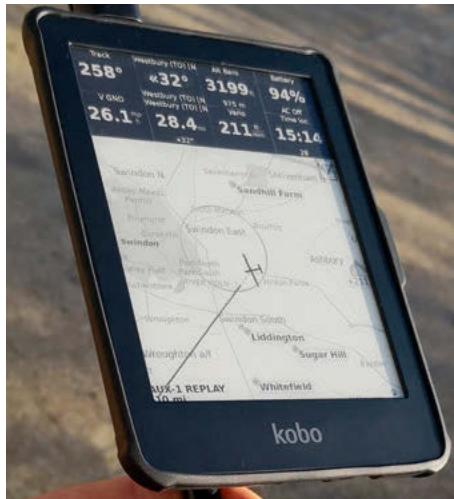
Above: The £58 Bluefly GPS/Barometer Below: the new £110 Kobo Clara HD

those REALLY long flights.

I have flight tested XCSoar on the Clara HD for 20+ hours, and car-tested for hundreds, and all appears good. A friend has even had a unit on the flight deck of a transatlantic Airbus, and it was nice to hear that XCSoar mirrored the Airbus flight data.

It is also worth mentioning that the popular low-cost Bluefly GPS/Barometer (over 8,000 now produced since its introduction in 2014) now has an improved GPS chip. In addition to the original GPS system, in poor coverage conditions it will also use the Glonass system (Russian) and the Galileo system (European). Performance differences are difficult to measure as the previous chip worked fine anyway, but anecdotally the cold-start acquisition appears faster. The Bluefly is often the cheapest/simplest instrument option to create a low-cost sunlight-readable Kobo-based navigation aid.

For further advice on XCSoar, self-build or to acquire a pre-built unit, please see [www.Gethighstayhigh.co.uk](http://www.Gethighstayhigh.co.uk) or contact me



at [getkobomini@hotmail.com](mailto:getkobomini@hotmail.com) Note that the aforementioned website offers extensive guidance on the key elements of creating a self-build unit, the basics of using XCSoar, and guidance for popular internet resources used for creating maps, obtaining UK/Worldwide airspace, UK NOTAMs and waypoint creation.

## A FRIEND HAD A UNIT ON THE FLIGHT DECK OF A TRANSATLANTIC AIRBUS, AND IT WAS NICE TO HEAR THAT XCSOAR MIRRORED THE AIRBUS FLIGHT DATA



Neville Almond has been flying for 40 years (hang-gliders and sailplanes). He is a regular contributor to the XCSoar forum and the “Kobo/XCSoar” Facebook user group. Neville currently flies a 22:1, 50kg 15-metre carbon fibre rigid wing hang-glider, holds a few UK cross-country records and represented the UK in the hang-gliding world championships in Macedonia

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## David Innes gets to grips with an interesting electronic conspicuity toy

**W**AS reviewing an electronic device for another aviation magazine, including flying it in Deeside's Perkoz, and while I won't repeat the review, here are some thoughts on how it could be of specific use for gliders.

First the background: The device is a SkyEcho II (SE2) from uAvionix. It is a self-contained ADS-B In and Out device, with a built-in SIL 1 GPS, which means it is acceptable to UK CAA (and others) for position and other data sent via ADS-B Out. It also has ADS-B In capability, meaning that aircraft with ADS-B Out (mandated for many power aircraft by 2020 in Europe) can be detected by the device – my best result was seeing an airliner at 158nm. This is not really relevant for collision avoidance, but it does show the sensitivity of the device.

It is entirely self-contained, the size of a packet of fags, plus a RAM (vacuum) mount, which worked well up to 11,000ft on five wave soaring flights – see photo (left) where I'm descending from 11,000ft in the Deeside Perkoz.

You need an external device to provide a display. I used both SkyDemon and Easy VFR, on smartphones and tablets (iOS and Android). In a series of encounters, it confirmed you can see traffic at vast distances, but as they get closer, the image sizes change, as does the colour of the intruder and text. In my test I had an audio (voice) alert as the intruder approached within 1nm.

There are no wires except to charge the device, so wifi is used to send traffic and to configure the device. A single button turns it on and off, and three LEDs show Power, GPS lock and ADS-B transmission. The device can also receive and display weather data, just

The SkyEcho II is available from <https://uavionix.com> at around £420

# SKY

being introduced into the UK, and very soon it will show Mode C aircraft by estimated range (but not bearing).

I tried it using an ADS-B receiver located on my stable (next to the UKINV FLARM aerial) to confirm its transmission accuracy and it just worked. Best of all it can be easily re-coded to different aircraft (a 15-second task) so you can fit it to anything you fly (even parachutes).

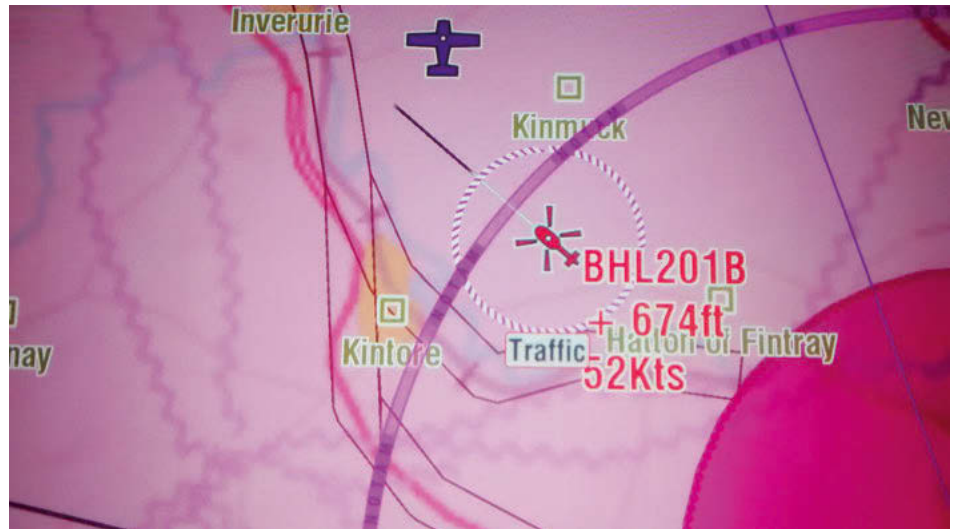
This box could be a simple way of seeing and being seen by power aircraft. The battery lasts 12 hours, as claimed – and much longer in my experience – so it won't drain your glider's battery. Because it has internal GPS, I could save my tablet battery by turning off the internal GPS.

SE2 works on the standard 1090 Mhz frequency and is one of a few devices already accepted by UK CAA under CAP 1391. I also know uAvionix and FLARM are talking about some means of integrating their products, which could be very interesting.

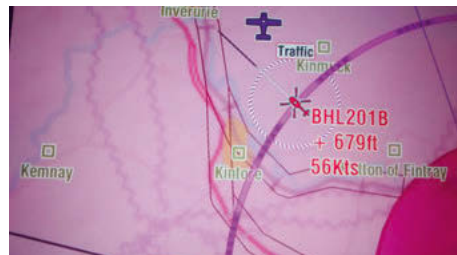
I know we have FLARM for gliders, but while some light aircraft do have it, most of our powered brethren do not have FLARM, so we cannot see them electronically – unless you have PowerFLARM, which will show transponder aircraft. They cannot see gliders at all – unless your glider has an active transponder or ADS-B Out and they have ADS-B In/TCAS.

I don't know what the eventual low power consumption electronic conspicuity system being developed in the UK will be, but if there is any sanity, it will have to be compatible with the literally thousands of pre-existing, approved transponder systems, and that's what SE2 is. We must avoid the crazy situation which arose in the USA where there are two awareness systems, one at 978 MHz for light aircraft, and 1090 MHz for "heavies". Utter, utter madness.

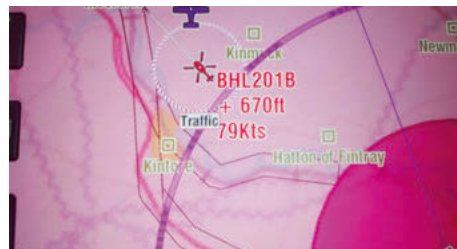
My long-term "bet" is that, like Australia, we in the UK will have a formal (as opposed to unofficial) series of ADS-B receivers so NATS knows where equipped aircraft are, their speed, track, etc. If properly integrated, this could actually reduce the need for mandatory carriage of transponders. But, based on current progress, that is easily five years off.



Approaching...



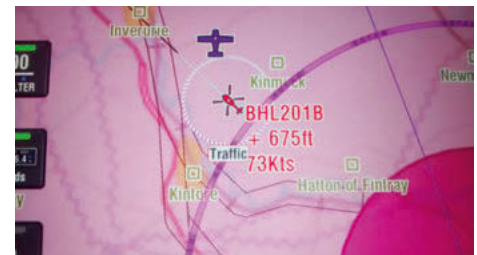
Closer...



Getting really close!

I was sad to return the SkyEcho II to the maker and it's on my shopping list when the Mode C and full UK weather coverage is implemented.

■ **STOP PRESS.** SkyDemon will now show FLARM Traffic received via SE2 for a £30pa FLARM licence fee. Note, however this is FLARM IN only and not IN and OUT, which you would have with a full FLARM set. I have been advocating this feature in other GA publications so that more GA can see our FLARM-equipped gliders.



Even closer...

## THIS COULD ACTUALLY REDUCE THE NEED FOR MANDATORY CARRIAGE OF TRANSPONDERS



David Innes is an Ass Cat instructor, MGIR and tuggy at Deeside Gliding Club. He has Silver C, got his Gold height in a Capstan, and Diamond height, in 1976, in a Swallow. David is also chairman of the Scottish Gliding Association

# ECHO II

# BE AWARE OF RISK APPETITE

Chris Fox and Ed Downham report that 19 out of 128 Airprox last year involved gliders

**W**ELCOME back to our annual update on Airprox events involving gliders.

## Glider Airprox in 2017/2018

From 1 July 2017 to 1 July 2018, there were 19 Airprox involving gliders out of a total of 128 Airprox in the period, excluding drones. (see chart on facing page). This is an increase over last year, when we had 12.

We're pleased to see that of the 19, 12 were filed by glider pilots. You're staying engaged with the system and the lessons

we learn from these reports all go to trying to keep everyone safer in the air. Of course, we all know that there are many unreported incidents; we'd encourage you to report if you felt 'phew – that was a bit close', or if you feel that there are things we could all learn from your experience.

Overflights of winch launching sites remains a recurring problem: we have had three last year. However, none by helicopters this time – we've made a bit of a push to get the word out to the rotary world and hopefully this is having an effect.

## General trends in Airprox

Whilst the headline number of Airprox is increasing rapidly (figure 1), pretty much all of that growth is down to drones. Excluding these (Small Unmanned Aircraft Systems, or 'SUAS' in Airprox-speak), the trend is pretty flat (figure 2).

However, the long-term trend within GA is rising (see figure on p22). And within GA, by far the most common cause of Airprox is late or non-sighting of the other traffic. Which leads us into...

## See and Avoid

We know that 'See and Avoid' remains the primary means of collision avoidance in the Class G airspace in which we usually operate. Various forms of electronic conspicuity (EC) are, of course, increasingly available and used by both gliders and other GA aircraft – but just how good are your eyes at detecting other aircraft?

Here follows a brief examination of some of the main factors which affect our ability to spot objects in the sky and recognise them as threats. This is not an exhaustive list and we have erred on the side of brevity as opposed to complete scientific accuracy; if you are interested, follow the links in the rest of the article.

## Research data

As you might expect, there's been some research on this subject. Back in 1986,

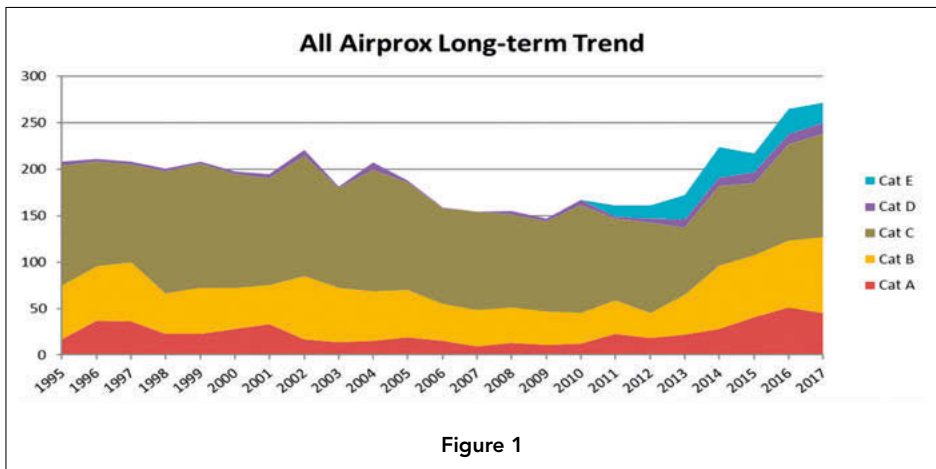


Figure 1

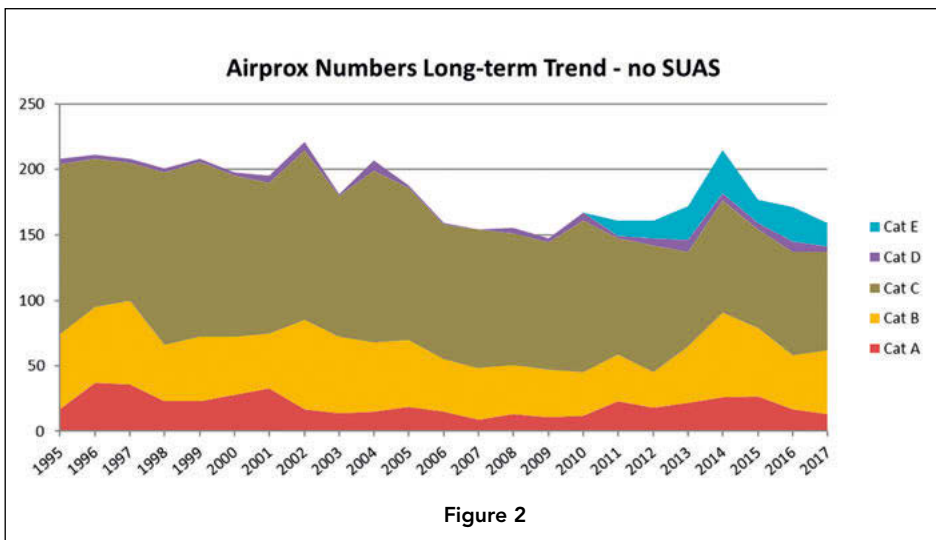


Figure 2

AirproxID	Risk	Latitude	Longitude	Aircraft 1	Aircraft 2	Location	Type	Comment
2017148	E	51.85	-1.9	GLASER DIRKS - DG-300	BOEING - C17	N of Brize - nr Northleach	Concerned by Proximity	DG-300 encountered C17 in Class G
2017160	A	51.75	-0.73333	SCHLEICHER - ASK 21	AEROSPATIALE - AS365	Near Halton	Aerotow encounter	K-21 on tow, heli close to AT2
2017200	C	51.53333	-1.1	SCHLEICHER - ASW 27	COMCO IKARUS C42	Overhead Chiltern Park	Circuit conflict	ASW 27 landing at Chiltern
2017220	B	52.23333	-1.71667	SCHLEICHER - ASK 21	PIPER - PA28	Overhead Snitterfield	Overflight	PA28 overflew winch site
2017275	C	56.25	-3.33333	SCHEMPP HIRTH - DISCUS BT	VULCAN - P68	N of Portmoak	Late/non sighting	P68 on survey task
2017147	C	51.86667	-1.93333	AGUSTA - A109	Unknown Glider	N of Brize	Late/non sighting	Late sighting
2017186	A	52.15	-1.76667	AVIONS ROBIN - DR400	Unknown Glider	Long Marston	Circuit conflict	Glider seen in Marston circuit
2017203	B	52.7	-2.85	OTHER - Military (Juno)	SCHEMPP HIRTH - DUO DISCUS	Shrewsbury	Late/non sighting	Late sighting, talking to Shawbury
2017253	C	57.05	-2.8	DE HAVILLAND - DHC8	SCHLEICHER - ASK13	E of Aboyne	FIR Conflict	K-13 drifted back
2018001	A	51.85	-0.53333	SCHLEICHER - ASK 21	UNKNOWN (RPAS)	Dunstable	Circuit conflict	Drone encountered in the circuit
2018013	B	52.81667	-0.7	Puchacz	UNKNOWN	Saltby	Overflight	Overflight by light aircraft during winch launch
2018017	C	51.28333	-1.76667	OTHER - Military (Viking)	GLASER DIRKS - DG-1000	Upavon	FIR Conflict	Conflict close to the airfield
2018022	B	52.96667	-0.96667	AVIONS ROBIN - DR400 (+glider)	PIPER - PA38	Near Syerston	Aerotow encounter	Late sighting, on different frequencies
2018023	C	51.93333	-1.4	SCHEIBE - SF25	OTHER - Military (Apache)	Enstone	Circuit conflict	Apache flew through the circuit
2018060	C	51.13333	-2.23333	OTHER (Cirrus glider)	PIPER - PA28	The Park	Overflight	Overflight by light aircraft during winch launch
2018062	C	50.91667	-0.43333	ROLLADEN SCHNEIDER - LS4	CESSNA - 525	Parham	Concerned by Proximity	Citation tracked close to Parham
2018006	C	50.81667	-1.2	DIAMOND - DA42	SCHLEICHER - K8	Lee on Solent	Circuit conflict	K-8 crossed in front of DA42 on final
2018046	B	56.2	3.433333	THRUSTER - T600	GLASFLUGEL - 304	Balado, nr Portmoak	Circuit conflict	Conflict in the Balado circuit
2018058	C	51.68333	-1.16667	OTHER - Military (Chinook)	OTHER (ASG 29)	NW Benson	FIR Conflict	Glider saw Chinook and Chinook had TI

Table above shows gliders involved in Airprox between July 2017 and June 2018

Massachusetts Institute of Technology was commissioned by the FAA to do some air-to-air trials using light aircraft. Pilots were recruited for a study related to 'flight safety', which involved a 45-minute cross-country flight. Part of their brief was to report all sighted traffic to the accompanying researcher. Unknown to them, during that flight another aircraft was deliberately flown across their path with 500ft vertical separation. See <https://bit.ly/2z6EbgT> for the full report.

In only 56 per cent of the encounters was the other aircraft seen, at an average distance of one mile.

Why might this be? In gliders, we are used to having a pretty good field of view in comparison with other GA aircraft. But the human eye has some significant limitations.

### Vision limitations

Our brains are very good at putting together the inputs from our eyes to create the perception of a seamless world. But this can be an illusion...

- When our eyes track across a scene, it feels like a smooth panning motion. But in fact our eyes move in a series of jumps, called saccades, which the brain stitches together into a smooth image using a series of snapshots. And here's the thing: whilst

the eyeball is actually moving, the brain ignores the blurred, confusing inputs. We are effectively blind in those instants!

- Once our eyes stop moving, we normally focus on something in the scene. But much of the time when we are flying, there's not much to focus on, so then we encounter another limitation: empty field myopia. In the absence of a target, our eyes will often adopt a focus point just a few metres away, so everything else is out of focus.

- To add to this, the acuity of our vision varies enormously across our visual field. Our 'best' vision is concentrated in a surprisingly small section looking directly ahead.

- And, of course, we have to consider the 'blind spot'; a small area of the retina where the optic nerve leaves the eyeball. When we are looking straight ahead, the overlap from the other eye gives complete coverage, but if we look to one side without turning our head, this overlap disappears. The blind spot is then big enough to hide a reasonably sized aircraft at 200m range.

- Finally, the visual analysis system in our brain seems to be optimised to detect moving targets. Unfortunately, the aircraft you're going to hit will be stationary in your visual field, hence harder to spot.

How can we overcome these limitations? Lookout is never going to be perfect, but ✈️



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



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

**UK AIRPROX BOARD**

The Board's sole purpose is to promote and increase air safety. It investigates all Airprox that occur in UK airspace and it's made up 14 people involved in aviation from almost every discipline: ground and air-based, civil and military, professional and amateur, users and regulators. It's chaired by the Director of the UKAB - currently Steve Forward, an ex-Harrier and occasional glider pilot.

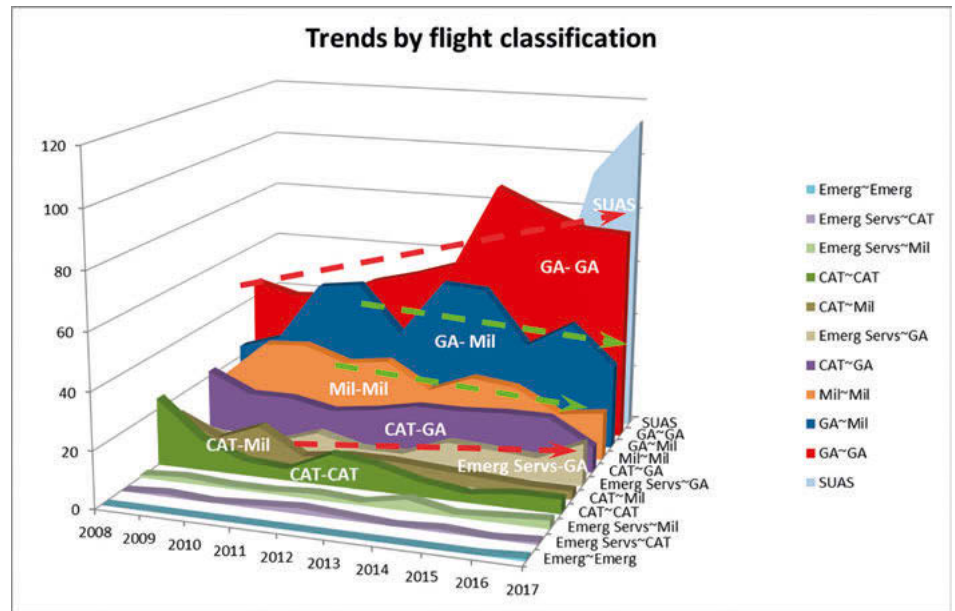
An Airprox is any event where, in the opinion of a pilot or air traffic controller, the aircraft involved got close enough to cause concern. That's it. No minimum distances - but note it must be a pilot or ATC who files the report, not a ground observer.

A report is made on form CA1094 - a slightly daunting bit of paperwork available on the website at [www.airproxboard.org.uk](http://www.airproxboard.org.uk), but actually not too onerous to complete.

Once accepted by the UKAB team based at Northolt, an investigator is assigned and they will collect all the relevant data, including tracing all the involved aircraft, capturing radio transcripts and radar recordings, etc. A report of the facts is prepared and submitted to the Board for appraisal.

The Board meets once a month to consider 20-25 Airprox, supported by advisers from the military, NATS, CAA and so forth. We decide what caused the Airprox (but definitely without assigning blame) and allocate a Risk Category from A - it was pure luck that a collision didn't occur, to E - a Sighting Report where there was never any actual risk of collision. The full details of every report are published on the Board's website at [www.airproxboard.org.uk/home/](http://www.airproxboard.org.uk/home/) updated monthly. There's an annual magazine, available online at <http://bit.ly/2DueCR2>

The real value of the Board's work comes in the form of recommendations made to other bodies, eg CAA or NATS, for systemic changes that can reduce the risk of future Airprox. This comes down to looking at overall trends and looking for common themes.



✎ you can do things to improve the odds:

- Your lookout scan should not be one continuous sweep. Rather, break the visual field into sections and consciously focus on each in turn.
- Move your head. When you look out, turn your head not your eyes and, if you can, move your head from side to side. That way you not only look round any obstructions in your visual field - canopy pillars and the like - but that stationary target will appear to move, giving you a better chance of spotting it.
- Regular small course deviations will also give the 'fly on the windscreen' a chance to develop some relative motion and trigger your attention.

For a much more detailed analysis, see this report prepared for the Australian Transport Safety Bureau, available at <https://bit.ly/2QjZJKE>

What can we learn from all this?

- › Keep looking out!

› Move your head

- › BUT... help yourself with other info sources - EC, radio, etc.

**Minimising the risk**

The messages here don't change:

- Let other airspace users know where you are and what you're doing. This can be via the radio, or increasingly using EC devices such as FLARM and Transponders.
- When you're in the vicinity of busy airfields, especially those with Instrument Approaches, let them know you're there. Just a short call could avoid an Airprox or worse. Last year we talked about the risks from Instrument Holds; these haven't gone away, although we're pleased to say we haven't seen any incidents of this type this time around.
- Be aware that our 'risk appetite' - in particular, how comfortable we are with flying close to other gliders - is usually different to that of other airspace users.

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# WHEN BIGGLES BOTCHED IT UP

This is a true story of a somewhat arduous retrieve. Only the names have been changed to protect the innocent!

**M**ANY years ago, a young female pilot, let's call her 'Amy', plucked up courage to ask the duty instructor if she could attempt a Silver distance from RAF Dishforth in one of the club's two K-6CRs.

This was duly authorised on condition that she had the retrieve crew organised. She approached two Full Cats ('Biggles' and 'Algy' for the purpose of this exercise) and claimed use of the only serviceable K-6 trailer.

Amy was briefed to fly to Ouston, making effectively a downwind dash as the wind was quite strong. Unfortunately, as she set off north, the thermals died and she made an uneventful circuit and landing at Catterick, well out of the way of the active Air Cadet gliding operation. The Air Cadets quickly

arrived to help and towed her back to the launch point. They looked in wonder at the wooden glider and basic instrument panel, not fully understanding the irony of them having beautifully equipped modern glass gliders in which to fly circuits!

The crew was contacted (by landline) and Amy hung around the launch point awaiting their arrival. The Air Cadets seemed at a bit of a loss as to how to keep her entertained, so she was treated to a launch in one of their shiny new Acros.

Meanwhile, and unbeknownst to Amy, her boss ('Ginger', also a glider pilot in need of a Silver distance) had persuaded the duty instructor that he should also give it a go. Noting the deteriorating conditions, they decided that Ginger should opt for a remote start, and aim to land at Catterick along with Amy.

Ginger did indeed land at Catterick, much to Amy's surprise, and when Amy joked "Come to join me then?", Ginger (always the gentleman) replied: "Yes, but I had a remote start and so I have achieved my Silver distance and you haven't!".

Before murder was committed, Amy's retrieve crew arrived and were surprised to find two K-6s on the airfield. Amy and Ginger suggested a double retrieve, but Biggles (who was an officer, and thus would always have a plan) suggested he winch launch one of the K-6s and fly back to Dishforth. Amy and Ginger pointed out that it was no longer soarable and thus the plan was flawed. Also, the ATC had given up for the day and put the winch away. Undeterred, Biggles persuaded them to get it out again, and mustered up some helpers to get him launched.

By then, Algy, Ginger and Amy were busy putting Amy's K-6 on the trailer. Two things then happened. Amy noticed Ginger's K-6 hurtling up the wire like a homesick angel ("Just ignore him," said Algy, "he'll be fine.") and simultaneously one of club's Chipmunks appeared in the overhead!

Apparently, the CFI (also an RAF officer!!!), had assessed the situation and decided to



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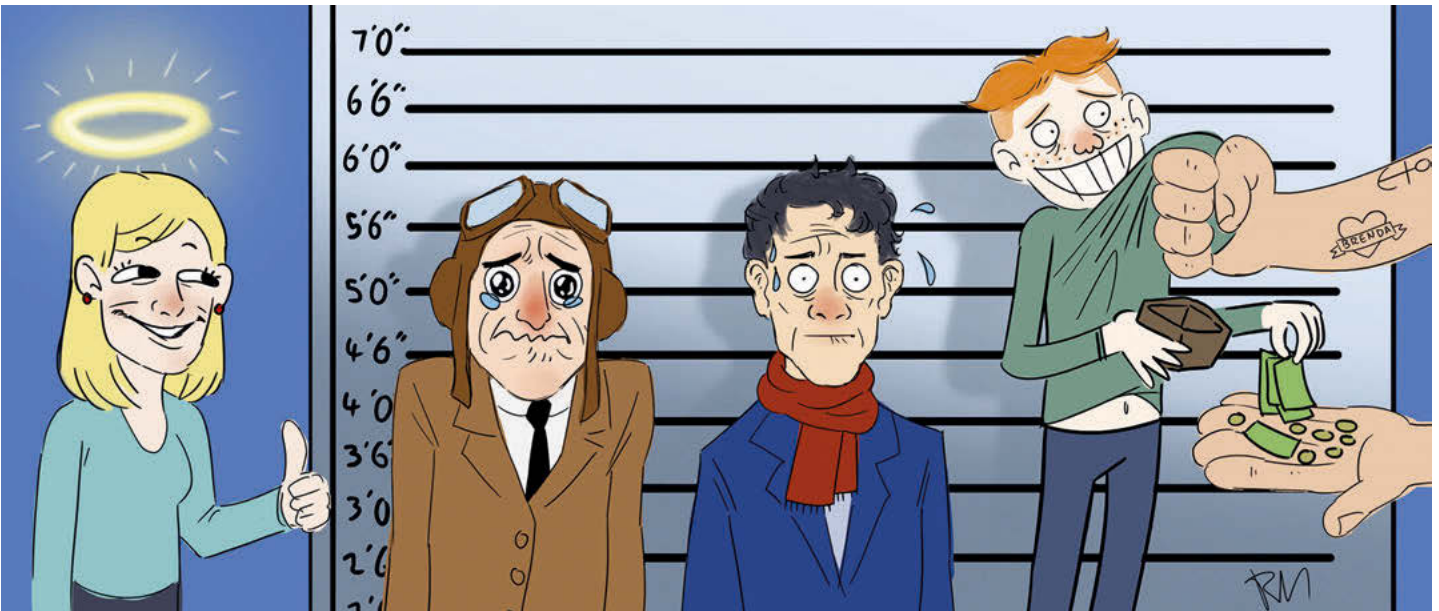
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Cartoon by Ross Martin

'help' by setting off to do an aerotow retrieve. He saw the K-6 going up the wire, flew round to see the other K-6 partly on the trailer, and then flew back to Dishforth in disgust.

Algy, Ginger and Amy then set off down the A1. Roughly abeam Leeming, a lunatic ran out into the road waving his arms. Algy skidded to a halt on the hard shoulder to discover said lunatic was Biggles. He had landed in a field close to the approach lights at Leeming. Declaring the glider safe to leave, he opted to come back with the others to Dishforth, and then return to collect the second K-6.

The party arrived at Dishforth to be met by an agitated DI and CFI. The K-6 was quickly rigged and Algy, Biggles, Ginger and Amy set off back to the field near Leeming. On arrival, the hitherto large field appeared to have reduced in size by half (according to Biggles) and, worse still, was now full of cows. In the intervening period, the farmer

had erected an electric fence across the middle and let his cows in to graze. Happily, they did no damage and the second retrieve continued uneventfully.

On return to Dishforth, Biggles and Algy were subjected to a b\*\*\*\*cking from the CFI. Ginger was invited to pay for the aerotow retrieve. Amy was deemed to be blameless.

The next week, the atmosphere in Amy and Ginger's office was tense, as Ginger had his barograph trace and claim form strategically positioned on his desk for two days. Algy simply shrugged his shoulders and went back to his day job. And Biggles???

Reader, Amy married him!!!  
*(With apologies to Charlotte Bronte and W E Johns.)*

■ 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](mailto:editor@sailplaneandgliding.co.uk)

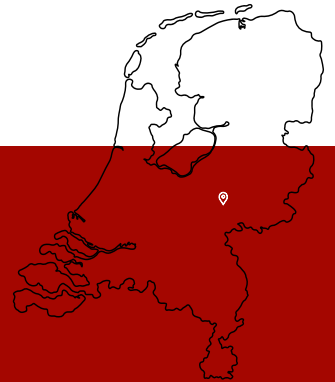
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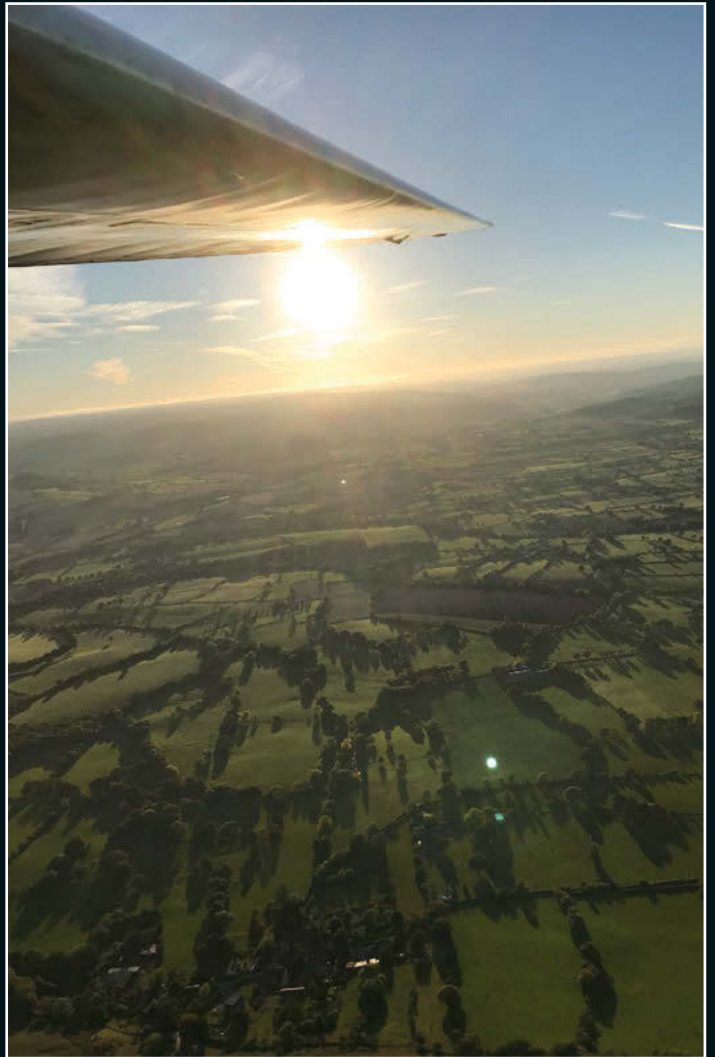


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*This page, clockwise from top:*

North Wales wave in October (Chris Gill)

Shark belonging to Andy Miller finishing during the 2018 Inter-Services Regional Comps at Keevil in August (Pat Rowney)

Aerial view of K-21 winch launching at Bannerdown GC on Keevil airfield (Pat Rowney)

It may look like Australia, but it's a picture of the launch point at Midlands GC, Long Mynd, on 5 August, 2018 (Martin Roberts)

*Facing page, clockwise from top:*

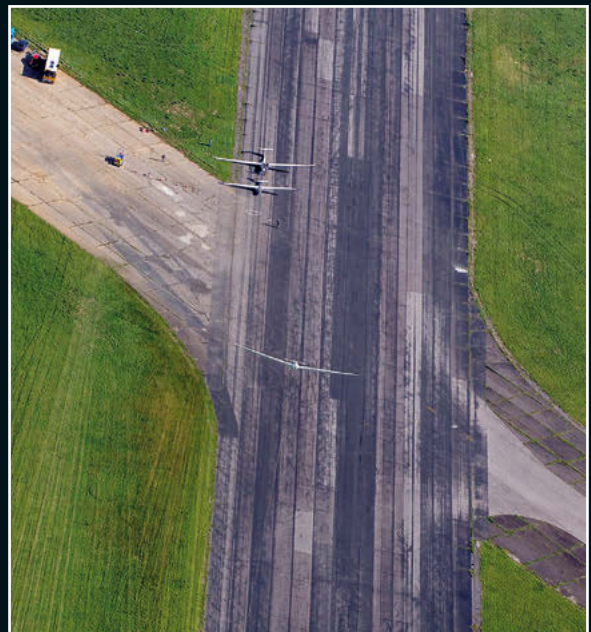
Taken during the Gliding Centre expedition to Sutton Bank at sunset on 10 October, 2018, after a great day's flying in ridge and wave (Paul Smith)

Evening shadows lengthen into Wales during a September 2018 flight at the Mynd (Guy Hitchins)

Cader Idris in North Wales taken from the cockpit of G-OSOR, Denbigh's DG-1001M, on 5 September 2018 (Geoff Burtenshaw)

White Cliffs of Dover photographed during a flight from Channel GC to Whitstable via Canterbury in August 2018 (Steve Codd)

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## ADVISORY 9: THE HAZARDS OF ENLIGHTENMENT

Ebenezer Grimshaw

has a worryingly deep rummage through the learning process



Reading the sky

**THE THING YOU'VE JUST PROFOUNDLY UNDERSTOOD IS LIKELY TO BE SOMETHING PEOPLE HAVE BEEN TRYING TO TELL YOU FOR AGES!**

**Y**OU have two archers. One constantly just misses the target and the other points the wrong way entirely... in the opposite direction. Who is likely to hit the target first? Modern man... he say the first chap. Because he needs to make only a slight adjustment, whereas the second bloke is miles off. But Confucius he say *second man*. Because when second man turn and finally see target... *he really see it...* maybe hit it first time! Whereas first man is stuck *seeing mainly his errors*.

It's a shame no Eastern mystics I've ever heard of were glider pilots because there is much scope in our strange, multi-dimensional, target-setting sport for revelation and enlightenment. Enlightenment is not covered in the instructors' course. I don't know about you, but none of my instructors ever said "*Remember... before you attempt flight... first have great peace of mind.*" And let's face it, when you're about to be hurled sixteen hundred feet into the sky, great peace of mind is absolutely what you need!

Usually enlightenment in gliding creeps along slowly, but it can stick and arrive in a sudden hit. Like California's San Andreas tectonic fault... except sudden gliding enlightenment should not cause any buildings to collapse. Mind you, there can be an embarrassing side to it. The thing you've just profoundly understood is likely to be something people have been trying to tell you for ages!

I'll give you an example: Stalling speeds.

I made models in my teens and studied the theory of flight extensively. And when I started gliding for real it was, indeed, a bit like climbing into a giant model. Knowing things from books is fine, but experiencing them yourself is a whole new ball game. I never used to worry about stalling speeds with models... they tended to sort themselves out once you trimmed them properly. But in full-size gliders I had to watch and manage stalling speeds all the time.

Following a massive globe-trotting episode and subsequent impoverishment I restarted gliding in middle age. And I was well into basic training (again) when I beheld an instructor lecturing a newish student whilst waiting to move up the launch queue. As I had been assisting I hung around and shamelessly eavesdropped. I recommend this when instructors are having a natter as you never know... you might learn something! The main hazard, as I pointed out in Advisory 2, is that it's embarrassing if what is being discussed is a student's ineptitude. Even more so if it happens to be yours! But on this occasion the instructor was discussing rates of rotation on take-off. And that was when it happened.

Enlightenment occurred!

I suddenly realised... stalling depends on airflow angle of attack... NOT AIRSPEED! Which I knew... *and yet I hadn't fully taken in!* The only reason I keep thinking of stalling as airspeed is because I am not aware of the increased angle of attack at slow speeds or in high wing-load situations. At slow speeds the aircraft starts to mush and you have to add that angle to any other angle that you may have (indeed should have) perceived...

say... from a raised nose. So it's really an angle thing... *and it still is even at high speed.* The horrific conclusion hit me like a ton of bricks... all I have to do to kill myself is yank the stick back hard on take-off! If I get the angle of attack past 15 degrees (and the tail doesn't break off) the glider will stall regardless of speed... even at 60 knots... and probably try to flick roll... indeed that's how flick rolls are done. I could be plunged irrecoverably into the ground, probably head-first and going flat-out. *That's why instructors tell you to increase the climb angle **gradually**... taking at least five seconds to rotate up to about 35 degrees or so!*

I walked about stunned for the next 10 minutes. Not just because I finally 'got' this... but also because I could not comprehend how I, of all people, could get his far through basic training twice over without fully understanding this crucial point!

Other aspects then began tumbling into place. I remembered, as a teenager, checking my models' C of G positions by balancing at the wingtips with my fingers. Models always felt so stable when handled like that. So much so I wondered why the plans always specified two or three degrees of wash-out... ie reducing the wing incidence at the tips when it felt like it should be going the other way. One day the truth hit me: If you increase the tip incidence, then when the plane slows down and approaches the stalling angle, the slightest down-going of an aileron to correct bank will stall that tip before the other and spin a perfectly good round-out into a sizable crash. In other words the aircraft will become un-land-able! Low speed control is crucial.

On full-size vintage gliders the wash-out... reduced incidence on the wingtips... is often very noticeable, but on modern machines it's usually subtle. Often, designers will change the aerofoil section near the wingtips for exactly the same effect. And it's why differential aileron movements were invented... there are very few aircraft where ailerons go down as much as they go up! Suddenly, you just see the whole slow speed controllability thing very clearly!

Another one: I was going through Derek Piggott's *Gliding Safety* when I was startled to read that if you simply hold a loop when inverted... by pushing forward on the stick... you can effortlessly get an older glider into a situation that is almost unrecoverable! I was amazed. Think it through for yourself... it's all about speeds and VNE.

Gliding is full of enlightening points like

this, but the snag is you have little control over when and where the light bulb goes on. It's seldom during lectures... obviously... and you can't assume it will only happen on the airfield. I was doodling in a tedious Borough Council Housing Department meeting once when something hit me. Nose-wheel gliders seldom bounce on landing because as soon as they touch the ground the nose drops onto the ground, the angle-of-attack also drops and half the lift instantly vanishes! Whereas with a tail-wheel job you have to make absolutely certain you've bled off every ounce of energy or... BOING... you're back up in the sky again! *How come I realised that only now?* And then I noticed something odd... Borough Housing Officers looking at me in a very strange way...

Some of these enlightenments will have a broad pragmatic sweep to them. For instance, when you start flying you think gliding's all about learning to soar... and then you realise it's just about getting your instructor round a circuit without complaint... a real challenge!

Later you think it's all about going cross-country and then you realise it's actually about keeping the BGA's Basil Fairston happy. In fact the number of people you have to

**THE SNAG IS YOU HAVE LITTLE CONTROL OVER WHEN AND WHERE THE LIGHT BULB GOES ON. AND YOU CAN'T ASSUME IT WILL ONLY HAPPEN ON THE AIRFIELD**



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# THIS KIND OF ENLIGHTENMENT VERGES ON WISDOM AND COULD EVEN BRING CONTENTMENT

■ Next time... how to get your five hours...



Reading the ground



■ All cartoons by Ross Martin

✎ keep happy keeps increasing.

Finally, you think it's all about beating your fellow fliers around the skies and then you realise that it's really all about becoming an amateur meteorologist. You must see a good day coming quicker than anyone else so you can report sick at work and book an aircraft in time.

And then comes the sad day when you realise that realio trulio it's all about embarking on a completely different and more remunerative career path to the one you have. You need a whole different income

bracket so you can afford to buy your own hot modern ship complete with one-man rigging aids and a ten thousand pound trailer. Then you really will be a happy bunny! And... oh dear... it's about somehow going back in time to make all those drastic changes!

Finally it comes to you that you are never going to be a red-hot glider pilot... but there's

no reason why you can't thoroughly enjoy flying and have your own particular set of adventures and achievements. This kind of enlightenment verges on wisdom and could even bring contentment. Content people are not *driven* though... so they don't win comps... or do they? (discuss... two hours\*) Should contentment be the end-result of an undertaking, or the *modus operandi* of it? Does Confucius say "Have right means... arrive at right ends..."? Hmmm... in which case... bad news for fundamentalists!!

The sky is a wonderful place for meditation, but, as there is no limit to human thought, extreme caution should be exercised about thinking too deeply whilst actually in the air. Once thermalling corrections become automatic it is tempting, as the world whirls

beneath you... to reflect on your amazing surroundings and go into a sort of trance.

You realise that you are reading the sky... and this is splendid. And then... another momentous moment... you realise it also needs to be about *reading the ground*. Because that can tell you what the sky's going to be doing in 15 minutes time. And this is brilliant stuff... but I would be wary of going any further. The reason is simple. *Profound meditation tends to detract from look-out*. You cannot peer outwards as well as inwards! Enlightenment in the air should include the fact that despite my astounding view I have no idea what is under my feet or behind my head! Also things coming straight at me do not move and so are not seen...

So my advice, for the more philosophically-minded newbie... or any budding poets... is to postpone what the Zen Masters call a *Satori*... a profound realisation... until the aircraft is safely in the hangar. Once the hangar lights go out then yours can come on. Because some thoughts can be so absorbing and unsettling that they constitute a hazard in themselves. Try not to think about air being a perfect analogue for spirit (which it is) so much so that the Hebrew word *ruach* carries both meanings (which it does)... because that alone can take you to astonishing places. If you ever get as far as thinking of Planet Earth's air as a simple visual aid for *spirit*... but cleverly made *invisible*... then STOP!

However, meditation can solve at least one age-old chestnut... a sort of Zen koan... a puzzle leading to enlightenment. Usually you get given the sound of one hand clapping\*\* but I have a better suggestion. Think of a rocket-free exception to *What Goes Up Must Come Down*. Something moving even slower than gliders. After all, BIs are always telling their trial flight victims that they've '*never left anyone up there yet!*' But after months of meditation I can tell you now that there is at least one exception. Yeah verily it definitely goeth up... but lo... it cometh not down...**AGE!**

Strange but true...

As you've probably found out!

*Ebenezer Grimshaw*

\* See Al Nunn's excellent article in S&G, *Planking it*, pp44-48, June/July 18

\*\* easy... it's half the sound of two hands clapping!



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Photo: Alastair Mackenzie

Richard Cole reports on EuroFOX engine developments

# EVEN BETTER THAN BEFORE

**A**S THE long hot summer of 2018 fades to a wonderful memory, we can reflect on matters that enable us to enjoy those high cloudbases, unlimited visibilities, thermals and wave.

Our tug fleet at Sutton Bank continues to develop and between July and November last year YGC and Borders GC were given the opportunity to fully utilise the 120hp EuroFOX demonstrator in our respective operating environments. We also demonstrated the tug during the '2018 heatwave', which proved the need for further development of the engine induction system.

EuroFOX UK marketed the glider tug EuroFOX as being capable of towing 80 per cent of the glider fleet at 20 per cent the cost of the legacy tugs that have been used for decades. This remains very much the case for the 100hp Rotax powered EuroFOX aircraft, but the advent of more powerful Rotax variants has enabled development of a EuroFOX tug capable of launching all but the heaviest sailplanes, with performance similar to 180hp Cubs and 235hp Pawnees.

We have now operated with the EuroFOX at Sutton Bank for six years. The 100hp engines (Rotax 912ULS and 912iS) have safely launched over 12,000 gliders during 2,300 hours of engine running time, with the 912iS logging well over 300 hours per year. The good serviceability of the aircraft, under the LAA engineering regime, has been remarkable and the tug pilots love the comfort and excellent handling.

## **EuroFOX 120**

EuroFOX 120 G-CKAB (Kabby) retains the fine handling characteristics of her predecessors, but the Edge Performance (EP) engine transforms her tugging performance from satisfactory to excellent compared with the Rotax 912iS. The EP engine is an updated Rotax 912ULS with the carburettors replaced by the Edge Performance Electronic Fuel Injection (EFI), welded and balanced

crankshaft, with big-bore cylinders and pistons giving increased capacity along with other upgrades. The engine was originally developed for the gyroplane market, and its most powerful variant (with a turbo) pushes out 160hp. The engine retains the original Rotax 'soft-start', so the gearbox-damaging 'bad starts' that are so easily induced in the 912iS are completely avoided.

An extra air intake has been installed just in front of the windshield that feeds cold air through a large filter to the throttle body. The EP engine now produces almost all of the 120hp for the whole tow as the ECU is re-mapped post installation to run lower EGTs.

The second phase of 'gliding club' flying at Milfield and Sutton Bank comprised nearly 100 hours flying to prove the modified engine installation and set-up. Two Pawnees, a 100hp EuroFOX and a Super Cub sat under-utilised in YGC's tug hangar for a month while Kabby did the aerotowing business superbly.

In early November, we reluctantly handed her back to Roger Cornwell when he delivered a 120hp EuroFOX kit to Wolds GC at Pocklington. We flew G-CKAB at Sutton Bank for 120 hours, launching over 600 gliders in total, and in one day alone we did 47 tows in eight hours flying.

G-CKAB has now completed 900 tows and 260 hrs, some of which were repositioning flights, and EuroFOX Aviation tells me that there are eight other 120hp EuroFOXs operating, in build, or on order. Some of these are original 100hp EuroFOX (about 25 in the country to date) that are having the 120 engine fitted.

The EuroFOX 120 takes glider towing further into the 21st century and we hope to upgrade our EuroFOX to the 120 EP engine once demand stops outstripping supply from EP in Norway.



The 120hp EuroFOX demonstrator was put through its paces at Sutton Bank and Milfield

■ [www.eurofoxuk.co.uk](http://www.eurofoxuk.co.uk)

**THE EDGE PERFORMANCE (EP) ENGINE TRANSFORMS HER TUGGING PERFORMANCE FROM SATISFACTORY TO EXCELLENT**



Richard Cole is Yorkshire Gliding Club's EuroFOX project manager

# HELPING HAND FROM TED LYS

There's a trust fund available to all ages to advance development. Here is how the Ted Lys Trust helped pilots over the past year



Approaching Grafham Water  
(photographs by Alison Mulder)

**RESEARCH  
SHOWS THAT  
ONE OF THE  
KEY BLOCKS  
TO WOMEN  
PARTICIPATING  
IN GLIDING AT  
THE HIGHEST  
LEVEL IS  
FUNDING**

**I**N 2017, the BGA announced a new strategy to achieve “Demographic profile of membership converging closely with that of UK adult population, particularly in respect of age and gender,” *writes Rebecca Bryan*. This inspired those of us who have been involved in the Women Glide UK initiative and the British Gliding Team to help establish the BGA Women Gliding Project. Working as a distributed virtual team we've established work streams covering all identified areas of participation from getting more women to take their first flight through to improving performance in international competitions. Details of the whole project can be found at: [www.womenglide.co.uk/women-gliding-project/](http://www.womenglide.co.uk/women-gliding-project/)

The work streams that have been supported by the Ted Lys Trust are:

- Work stream 3: Post-solo to competent cross-country pilot/instructor. Led by Julia Robson and Rebecca Bryan.
- Work stream 4: Elite coaching to international level. Led by Ayala Truelove and Liz Sparrow.

These two work streams are targeted directly at women

who meet the Ted Lys award criteria – to encourage those who are flying cross-country to improve their skills and to get racing! In 2018, the programme comprised a Women Aim Higher weekend, May Day Mini comp, Women cross-country development week, Women Training Camp at Bicester Regionals and an Autumn Wave Camp.

All our coaches – British team members and other pundits – were happy to give their time for free, but of course there are other coaching expenses, including glider hire, travel and accommodation plus flying and accommodation costs for trainees.

Our research shows that one of the key blocks to women participating in gliding at the highest level is funding, so we were very keen to keep the costs affordable for all. We

applied for funding to cover hire of two-seaters where we couldn't borrow them and the coaches' out-of-pocket expenses. Whilst we didn't get the full sum we applied for, by scaling back the programme slightly, plus generous club discounts, glider loans and kind offers of accommodation, we were able to cover the key expenses. The use of loan aircraft also meant that the cost to trainees was reduced.

With the training programme for 2018 in place, the coaches, aircraft and sites all lined up, we then needed to encourage women pilots to come forward and take the available places. That sounds like the easy bit, but one of the key findings was that many women are 'backward in coming forward'. When we advertised the courses, people assumed they weren't for them, but instead for some soaring mega hero – the sort who probably doesn't need coaching anyway. We found that talking to people individually was key to getting them to believe the courses were actually aimed at them. In the end, all events were well attended, although we were sad not to see more single-seat entries at Bicester Regionals.

The programme started at Gransden Lodge, which was still underwater from the winter rains (remember that far back?) – so with no flying possible, we focused on the classroom. Then we were out cloud-spotting as Russell Cheetham arrived overhead, turning GRL from HUS. From there on, we were into the stunning summer-of-2018 weather with loads of flying. Feedback from everyone attending events has been extremely good – they had a ball, learnt a lot and we continue to hear of their achievements.

It was fun, as well as hard work, for the coaches – and it was great to make some new friends, as one of the great things about our wonderful sport is the sense of community. Without funding, we simply couldn't have done something on this scale – so we are very grateful for the support we have received from the Ted Lys Trust. As we write, we are





Two two-seaters were available for the Women Training Camp at the 2018 Bicester Regionals

running a survey on what coaching women are looking for in 2019, and we look forward to seeing progress by our 2018 participants and meeting more new people.

## COMPETING IN THE BICESTER REGIONALS

THE Ted Lys Award enabled me to take four of Cambridge Gliding Centre's promising young pilots to the Bicester Regionals, *writes Oliver Bosanko*. Here they experienced their first taste of glider racing in our club's new Perkoz (PZ). Their experience ranged from early-solo to Silver Badge.

The aim of the week was to show them a new and exciting dimension of gliding, give them something to aspire towards doing themselves, and relate the basics of gliding they were already familiar with to competition flying (lookout, accurate flying, rapid thermal centring and etiquette, etc).

Thanks to Launchpoint for its generosity, John Weeks and Mike Samuels for their input into my bursary application, Cambridge Gliding Centre for the hire of PZ, Women Glide for substituting one of our P2s into their two-seater for a day when theirs fell ill, Navboys for the loan of a Nano 3 secondary logger and the Bicester team for hosting such a well-run and entertaining competition. This is what the young pilots had to say about the experience:

### **Aaron Horrocks (17): Pre-Bronze**

I HAD a thoroughly excellent and informative time at the Bicester Regionals thanks to the generous Ted Lys bursary, without which I would likely not have been able to fund my own way to the competition. This would have been a great shame as I enjoyed the week so much and got a lot out of it.

I flew with Ollie on two racing days; we were airborne for over four hours both days and I was constantly learning throughout. Through Ollie's expertise I learnt the basics of cross-country competition flying, advanced thermalling techniques, meteorology and navigation using a moving map (GPS), which I have not used in flight before.

Over the course of the week, I flew further and longer than I ever had before, seeing sights over the south of England and gaining experience to help me progress through the next stages of my gliding career.

### **Kyran Coates (15): Pre-Bronze**

MY FIRST taste of competition gliding was very exciting; the morning briefing promised a great soaring day ahead, albeit with the risk of thunderstorms. We towed the Perkoz to the back of the large grid of gliders, ranging from club two-seaters to sleek, high-performance machines. After gridding we marked up our maps and programmed the GPS under the wing to escape the heat, ☁

■ Ted Lys, was a well-known UK glider pilot, who competed in UK National Championships and in European Championships as a member of the British Team, from the early 1970s until his untimely death in 1998. His wife Krystyna and their daughter Karen established a Trust in his memory.

The aims of the Trust were to help UK-based pilots to make a rapid advance towards fulfilling personal aspirations in cross-country gliding. Awards were made in the form of invitations to coaching events which were arranged by and for the Trust.

In 2017, the Ted Lys Awards were incorporated into 'Launchpoint' (a charitable trust which supports British Gliding) together with the Caroline Awards. The scope of the Ted Lys Awards has been broadened to include advanced development in any sphere of gliding.

Awards will be in the form of bursaries towards the costs of advanced coaching and development activities. Acceptable activities will normally include structured training and coaching under the auspices of a club or other training organisation.

Applications are invited from individuals and groups, including clubs. While past awards have been focused on cross-country, competition, and mountain flying, proposals for any other aspect of gliding will now also be eligible.

Reflecting the pattern of past awards where recipients attended coaching events together with fellow Ted Lys Award recipients, The Trust will be particularly interested in proposals for group participation or specifically organised coaching events.

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

## **NOT ONLY WAS IT BRILLIANT FUN, BUT IT ALSO TAUGHT ME A LOT IN A MUCH MORE DEMANDING ENVIRONMENT THAN SOARING LOCALLY AT MY HOME AIRFIELD**

✎ then got into the glider, ready to launch. Sharing a thermal with lots of other gliders was new to me; it felt very cramped and almost claustrophobic, but was an incredible experience. When the start line opened we followed about seven gliders towards the first turnpoint, using them to mark thermals and trying to keep up. After the first turn we lost track of the others so assumed we were lagging behind, but while climbing just before the second turnpoint we noticed all the gliders we had previously been chasing join our thermal a couple of thousand feet below!

We raced Bicester's Grob III (PX) for most of the final glide, initially we were ahead but then had a choice of two routes. We chose the more direct way, PX chose a better energy line and pipped us to the finish. As we rolled to a stop next to PX it dawned on us that we had achieved 1st and 2nd places for the day!

My time at Bicester was amazing and was a great opportunity to learn about a big part of gliding. I learnt the rules of a competition, how to navigate and to safely join busy thermals. The week has helped me improve and develop as a glider pilot.

### **Alex Walby (17): Silver Badge**

THE Bicester Regionals gave me an insight into what is involved in both flying and crewing a competition. Racing with an experienced pilot showed me how to compete safely and where I can improve my cross-country skills. I learned the tactics involved in, and the importance of, a good start, plus an appreciation of the different types of task that were set (racing, distance-handicapped, assigned-area) and how I should approach each.

Another valuable aspect of the week was understanding how to be an effective crew.

Thanks to Women Glide for a day in their K-21. Alison Mulder allowed me a lot of stick time, which has definitely honed my general flying and cross-country skills.

### **Maria Mangera-Willeke (17): Early-solo**

AS A relatively new solo pilot, the prospect of cross-country racing was daunting and something far away in the future. However, when the opportunity arose to experience the Bicester Regionals, I knew it would be a great place to start. Not only was it brilliant fun, but it also taught me a lot in a much more demanding environment than soaring locally at my home airfield.

The weather was mostly great and I logged over 10 hours airborne. Time was divided between observing and learning while Ollie flew, and flying and making the decisions myself – spending a lot more time on the controls than I thought I would be able to. I enjoyed learning to fly a glider that is relatively new to me, having to adapt my flying style and control inputs to suit the 20m wings. Understanding the competition rules and getting to grips with manipulating, and navigating with, an Oudie were fun challenges and valuable training as I work towards my Bronze Badge.

Camping at a new airfield added to the fun and there were always new people to talk to and things to do on my non-flying days.

I gained a lot of confidence over the week – especially joining and sharing thermals – and enjoyed my first taste of a competition environment. The experience has certainly made me eager to work hard and hopefully take part in a regionals myself in the future.

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

## **Boost for aerobatic training**

THE Ted Lys Award has given me an amazing opportunity and opened up so many doors for me, writes Maddy Draper. I applied with the intention of gaining my Standard Aerobatics badge, and I had also applied for the 2018 Get Into Aeros event at Lasham. However, as I live in Scotland and fly at Deeside Gliding Club, I would be spending all my money on travelling and would struggle to fund my flying. So when I heard that I was successful in obtaining the award, I was overjoyed.

Without delay, I went out and got my Standard Badge. I rapidly progressed, soon being signed off for Sports manoeuvres and then competing in Club in the Saltby Open during July. As September came around, I was eagerly awaiting my trip down to Lasham to get some training for Intermediate, with the hope of competing at that level next year, and I was absolutely delighted by the flights I had.

I was incredibly lucky to have had this great opportunity and it is thanks to the Ted Lys award, which made it all possible. It has helped me to reach my goals for the year and, more importantly, helped me to get closer to my dreams.



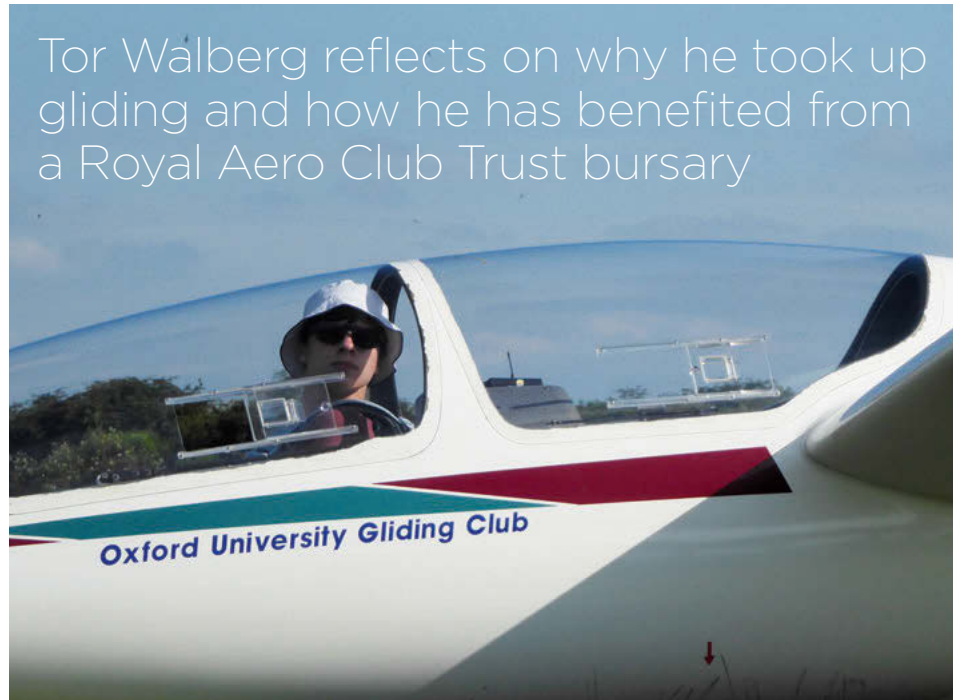
Maddy Draper: reaching goals

# I WAS HOOKED IN AN INSTANT

**T**HE two quiet people manning the Oxford University Gliding Club's stall at the freshers' fair intrigued me. The stall had pictures of amazing flights amongst the Alps, breathtaking aerobatics and low-level ridge running at Portmoak. You would have expected the pilots of these aircraft to be loud, brash *Top Gun* types, bragging about their latest exploits. Intriguingly, I found the opposite to be true – the two pilots at the stand were some of the kindest and most quietly impressive people I had ever met. Without a moment of hesitation I signed up to a sport that I had never heard of before and became hooked on almost instantly.

I now believe everyone should learn (or try to learn) to fly. Not only was everyone I met extremely kind and helpful, they also taught me a lot about perseverance and teamwork. You learn to trust your own judgement – there's nothing as rewarding as your first solo, knowing that you, and only you, are responsibly for getting back to the ground safely. The sport has so many unmissable moments; from learning how to recover from stalls and spins to trusting others and yourself in a way you haven't done before, learning how to land an aircraft or how to keep flying by working with the air mass and finding lift (enough to keep you up for hours on end and reach the same altitude as airliners).

Your progression does not stop at solo, and neither is learning to fly an impossible dream. I managed to go solo after 5.5 hours, achieved by going to the airfield once a week as a form of end of week escape from work. Progression can be swift if you are dedicated. I started in very late October, went solo in mid-February, got my Bronze Badge (roughly the equivalent of a powered pilot's licence, including a general skills test and written exam) in June and Cross Country Endorsement in July. I have now also completed two legs of my Silver badge and aim to become a Basic Instructor this year. This is not unique – four pilots from my small university club also managed to go solo



Tor Walberg reflects on why he took up gliding and how he has benefited from a Royal Aero Club Trust bursary

within a year of starting. Don't think that the sport is only for certain types of person, or that you don't have the skills – nearly everyone can learn to fly.

Another remarkable thing about the sport is that, despite being safe and stringently regulated, it remains remarkably cheap. There is one main reason for this – from the instructors to the winch driver, everyone is a volunteer.

I've found gliding clubs unique as places where everyone has to chip in and work together to make it work. No one gets into the air alone and you get out of the club what you put in. This makes gliding a highly social activity – when helping out you meet other likeminded people.

A remarkably high level of funding is also available from organisations, such as the Royal Aero Club Trust, which kindly awarded me a bursary to assist in getting the Bronze Badge. I urge anyone eligible to apply for such bursaries – they let you truly realise your capacity to progress in aviation.

Tor Walberg is reading geography at Oxford University and was awarded a Royal Aero Club Trust bursary to assist in achieving his Bronze Badge

■ [www.royalaeroclubtrust.org](http://www.royalaeroclubtrust.org)

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AVIATION**

# CLUBS COMPETE TO LIFT ICL CUP

Chris Luton reports on the Inter-Club League finals, with the trophy awarded to Bicester GC



Chris Luton (left) presents the ICL Cup to Miles Bailey of Bicester GC (Photographs by Bob Smith)

■ **The ICL is looking for more clubs to become involved in 2019 and, if you want to set up a local league in your area, please let us know and we can send you the rules. You might also want to join one of the existing local events. Clubs don't need to enter a team in each class to complete, the ICL is mainly keen to encourage pilots new to gliding to fly cross-country. The ICL organisers are intending to put on a talk or group meeting at the BGA conference in 2019, so please come along.**

**S**OME of you will remember from distant times when club pilots, families and caravans moved en masse from club to club in their local leagues, completing a chance to represent regions in the final of the Inter-Club League (ICL), normally held around the end of August each year.

Many clubs were represented, as it was considered a great opportunity for pilots new to cross-country flight to learn from the masters (or 'pundits' to use the approved term). Scoring was very basic, often based on honesty, and pilots could start a task whenever they wanted.

Recent years have seen a slow-down, clubs withdrawing from the events and even issues such as the foot and mouth disease problems, where there were restrictions on use of gliding fields.

Over the past four to five years, even with declining numbers in terms of local teams/events, delightfully there has

been somewhat of a rebirth and a core of clubs/leagues still interested in participating. Some regions are even running events where clubs can put three pilots of their own into each class per day, the best scoring for the club. This encourages more take-up of the opportunity to fly cross-country.

Over the weekend of 1-2 September, the ICL final took place at Booker, with five regions being represented: Nympsfield, Bicester Gliding Centre, Wormingford, The Gliding Centre (Hus Bos) and a group of pilots from the South West. The hosting team, Booker, was offered a place, but unfortunately declined due to the late offer. Jim White agreed to be director/task setter/weatherman, ably supported by scorer Pete "Boris" Wyld, plus plenty of other Booker club members assisting on the grid. The weather gods were looking favourably on Booker and there was flying both days.

The Inter-Club League rules had been updated to a 2018 version (from 2012), with

three classes of pilots a day per club; scores being recorded on a points system, with a 1000pt scoring system as a fallback.

The field of pilots/gliders was large – from a JS1C (21m) to a Standard Cirrus. As a consequence, it was agreed that each class (pundit, intermediate, novice) would have its own task using a DHT (Distance Handicapped Task) – the only slight change being the pundit class on Day 2, which was set an AAT.

Both days saw tasks set between the Oxford and Peterborough areas, with lots of landable fields in between. In the pundit class Andy Davis won both days on behalf of Nympsfield, with Hus Bos having its two notable pundits landing out each day. In the intermediate class, the real find of the competition was Oliver Wheeler from Bicester in his Astir CS, who came first on Day 1 and Day 2. The novice class ended up a dual between Bicester's Andrew Mayer in a Standard Cirrus and Nympsfield's Alex Fordam in an Astir CS, both pilots winning a day and then coming second.

## Equal points

Final scoring became very interesting as the single point system showed Nympsfield and Bicester on equal points. Following some long discussion, Bicester Gliding Centre, under team captain Miles Bailey, won overall on the 1000pt system, 4910pts to 4828pts.

The final turned out to be an excellent example of teams competing in a friendly yet competitive environment, with novices and pilots new to cross-country flying mixing with near current world champions. Pilots were seen helping others from competing teams to launch, yet the event also had the hard steely competitive edge at the higher levels. The director set excellent tasks, three per day, and though the DHTs were challenging for the pilots, not a single pilot landed out. It was also pleasing that the director noted at the end of the two days flying and over 40 launches that there was not a single airspace infringement.



Chris Luton BGA Inter-Club League co-ordinator (left) and Jim White, ICL Final director



Andy Davis, winner of pundit class both days



Winning team from Bicester Gliding Centre (Main pic) ICL grid waits for launches



# A HIDDEN



Looking towards Bangor and Menai Strait. Main photograph shows a dramatic view of Snowdon (Steve Lynn)

Alan Harrison reveals a location that has fascinated London GC with its beauty and soaring challenges

**W**E HAVE a little secret to share with you – a gliding expedition site that is probably one of the best in the UK. The London Gliding Club returned to the fascinating aerial playground of Llanbedr, in the National Park of Snowdonia in Wales, for two weeks in September 2018. This was our ninth week of exploration of this mountainous and coastal area over the past four years.

To say that we enjoy gliding in this area would be an understatement. We have become fascinated by the location, the beauty and the soaring challenge of the site. It does seem that this gem has been hidden in the UK for too long and only recently have we been able to investigate the area 🐘

# EN GEM

■ Llanbedr Airport, formerly RAE Llanbedr, is an operational GA airport located in the Snowdonia National Park near the village of Llanbedr, Gwynedd, north-west Wales. The airfield opened in 1941 as part of the RAF Fighter Command's 12 Group. During WW2, RAF Llanbedr was home to 32 different RAF Squadrons on rotation, which flew a variety of aircraft (Spitfire, Mustang, Typhoon, Anson, Lysander and Martinet). The airfield also served as a Royal Air Force V bomber dispersal airfield and was, more recently, used for military weapons training. The site closed in October 2004, but re-opened in May 2014, catering for the needs of the GA community in the area. In June 2014 Fly Llanbedr was awarded a licence to run a flight training and air experience operation from Llanbedr Airfield. In October 2018, FlySnowdonia started operating as a flying school from the airfield operating two Robin DR400 aircraft.

■ Airfield contact:  
David Young, *admin@*  
*snowdoniaaerospace.com*



Alan Harrison is a Full Cat instructor at London GC. He started gliding in 1992 and has around 2,000 hrs of instructional and cross-country flying. Alan shares gliders with Graham Pursey, starting with an ASW 19b, then an ASW 24w and now a ASW 28-18 turbo. For the past six years, he and Graham have been enthusiastic instructors for Air League sponsored cadets in the summer. Alan says he does not normally look as grumpy as shown in Steve Lynn's photo above!



The sands of the Glaslyn Estuary, Portmeirion and the Morfa Harlech National Nature Reserve

☞ that is just four hours from our own little hill at Dunstable.

The Llanbedr site has the most incredible facilities: three colossal hard runways up to 1.5 miles long, a huge hangar to rig and store gliders, a crew room, a very nice café, plenty of fuel and a secure location for all the equipment.

The area around Llanbedr has many hotels, B&Bs, farmhouses and local camping sites to stay at and many places to eat and drink. You can buy delicacies such as award-winning sausages, home-made ice cream and Welsh cakes from the local shops.

On the downside, there is no gliding club or any gliding kit at the base, so you must ship in whatever you need to run your expedition. That means gliders, tugs, self-launchers and any computer weather-forecasting kit.

Running your own show is not as simple as it sounds. The team will be responsible for looking after airside safety, security and liaison for airspace. Discussions with the RAF take place every day to permit the team to have blocks of airspace delegated to gliding for the day, usually up to 8,000ft.

Over the nine weeks of gliding we have learned a great deal about the area. Even so, we are often puzzled by the complex sources of lift in this Harlech-

centred microclimate. Llanbedr is gently caressed between Snowdon, Cader Idris and the Rhinog ranges. The local area has mountains up to 2,500ft and the area benefits from a drying Foehn effect in north-westerly winds.

There is thermal, slope lift, wave, convergence (most afternoons) and some kind of 'compression' wave when a westerly wind comes off the sea and rises up the sloping ground in front of the mountains. We have regularly been climbing in lift two or three miles out to sea! Sometimes we get all these forms of energy on the same day. We even saw wave generated by the Wicklow Mountains, just south of Dublin in Ireland. Views in all directions were just exquisite.

There are not many easy or safe places to land out in the area, but a few locations have been visited by car to check suitability. We have had a couple of successful landouts, but it would be better not to have to try. Too many animals, too many rocks and dry-stone walls, too many small bumpy paddocks and a great deal of sand and water.

When gliding is not possible, you can just pull on your boots and enjoy some exceptional hill walking, cycling, fishing or enjoy the empty sandy beaches, because this little secret paradise has it all and few people have ever heard of it.





South coast of Anglesey looking east



Caernarfon and castle



Cader Idris at Dolgellau (all photographs on this page taken by Steve Lynn during the Llanbedr expedition in September 2018)



South-west of Cader Idris



Up the side of a mini convergence



Army DG-1000T, no 12, finishing during the 2018 Inter-Services regional comps at Keevil (Patrick Rowney)

With comp training available for juniors and women, Rose Johnson proposes a mentoring scheme available to anyone at regionals level



■ Scan this QR code for more details on the mentoring scheme and a copy of the debriefing sheet, or visit [www.sailplaneandgliding.co.uk/current-issue](http://www.sailplaneandgliding.co.uk/current-issue)

**H**AVING had one drink too many at a gliding comp last year, the usual “why do we need a separate comp for women?” question arose. Never one to turn down the opportunity to parry swords with someone, we had an enjoyable few rounds of a sparring match.

Lying in the bath, reflecting on our conversation a few weeks later, I wondered if my opponent had a point when he bemoaned that there is competition training available for the juniors and women, but not for the lost tribe of middle-aged Anglo-Saxon males that make up the majority of the gliding world. This led me to think we could reinvent the wheel and provide some competition training through a model of mentoring at competitions.

For those of you who don't know me, I come from a medical background of “cascade training” that you who are old enough will all be familiar with from *Doctor in the House*, ie the consultant teaches the registrar, the registrar teaches the house officer, the house officer teaches the medical student, and the med student teaches the dog.

But what we have in the gliding world is years of experience that doesn't always get handed down. Mentoring provides a model of structured reflection between “a caring individual who shares knowledge, experience and wisdom with another individual who is ready and willing to benefit from this exchange” (Suzanne Faure). Those of you

who, like me, have spent years of time reflecting in the bath may be surprised to learn that reflection is more effective when shared with an experienced individual.

#### **Who is it for?**

All pilots entered in a regional level competition, with any level of experience (other than national team members), will be offered the opportunity to participate in the scheme at a regionals competition where the scheme is operating.

#### **So here is how it might work...**

When you enter a competition you are invited to become either a mentor or a mentee. Involvement is entirely optional for both.

Mentors will be willing, experienced competition pilots (but if you are feeling shy about volunteering, remember the best pilots don't necessarily make the best mentors/trainers). Mentoring is about help and support for the mentee and is a two-way relationship. Coaching can be part of mentoring, but is not an essential ingredient, although we hope it will be an integral part of this scheme. Each mentor will have two to four mentees.

#### **The offer**

Each mentor is expected to offer a minimum of two pre-task briefings (expected to last approx 20 minutes and

ideally on the first couple of task days) and three post-flight debriefings (expected to last no more than 30 minutes and ideally with a beer in the bar). You shouldn't expect any more than this as it is the mentor's holiday as well, but if all parties agree to more, then feel free.

Because, initially, the mentors may not have previous experience, I have devised a crib sheet to use at the debriefing sessions. It would take a long time to go through it all so I suggest to start with that the mentees are asked which three items they would like to focus on for any debriefing session.

#### Debriefing sheet

When this model was discussed at the competition directors' forum, a suggestion was made that the debriefing sheet would be useful for individuals/coaches in other settings so a link to a copy of this is provided. Feel free to use it and if you have suggestions for amendments/adaptations, please let me know.

The mentor should also be available for questions and other support at other times, but it may be wise to make the last 30 minutes of time prior to possible first launch

as sacrosanct, where the mentor shouldn't be disturbed for obvious reasons.

Finally, mentoring is about developing a relationship, but if the relationship is not working at any point the mentoring process can be dissolved without acrimony on both sides. In particular, most people fly gliding competitions for fun and the process should be enjoyable, as well as constructive.

#### The first pilot schemes

The proposal was presented and received well at the comp directors' forum in 2018, and a number of comp directors have agreed to trial it this year, including Hus Bos, Bidford, Aston Down and Bicester. If it is of interest to you, you might consider applying to one of these venues. We will, of course, ask for feedback on the scheme to see if it worked and, if so, how it can be improved/developed.

There is a paper available to any individuals/comp directors who would like fuller details of the proposal, so please contact me at [drrosejohnson60@gmail.com](mailto:drrosejohnson60@gmail.com) if you would like further details or to discuss the scheme.

**MOST PEOPLE FLY GLIDING COMPETITIONS FOR FUN AND THE PROCESS SHOULD BE ENJOYABLE, AS WELL AS CONSTRUCTIVE**

■ Rose Johnson went solo in 1985 and now has all three Diamonds. She is a Full Cat and CFI at Shobdon. Rose says she used to regularly prop up the bottom half of the field at gliding comps, but has won a couple of regionals. She has a Masters degree in Medical Education.

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Rattlesden GC's K-21, refinished and ready for the test flight at Lesce-Bled airfield

# K-21 IS BACK AS GOOD AS NEW

With Rattlesden's K-21 in need of some TLC, Gary Western researches a refinish, which involved a trip to Slovenia to collect



Robert and Ksenija Novak kept Rattlesden informed throughout

**I**N 2017, Rattlesden Gliding Club's ageing K-21 was in need of a make-over. It had done sterling work for the club since it was purchased around 20 years ago and was now starting to look a little tired. A few months earlier we had some new seat cushions made locally, which were very smart, and over the winter of 2017/18 we replaced the instrument panels and did a panel refit with some lovely new LX Aviation instruments.

In January 2018 Kevin, the RGC chairman, asked me to get some prices on having the K-21 refinished, with the aim of having this done in 2019, or even 2020. He had heard it could take up to two years to get a slot as there are so few companies doing this. Alex, our CFI, expressed a preference for a polyurethane paint finish as opposed to a re-gel.

Having never been involved in anything like this in the past I elected to get some help from Uncle Google; he is normally pretty good at this sort of thing! I also put an advert on Glider Pilot Network for recommendations.

After a search I had found seven or eight possibilities and contacted them, either using

the form on their website, or via their email address. One of these was GliderService Novak (GSN) in Slovenia.

After a few days I had received replies from only five companies, one being GSN; the other two or three I am still waiting almost a year later for a reply, despite chasing a couple of times in the early days. The prices varied and so did the timescales; one could do it immediately and was quite cheap, which was a bit worrying, while another one was very expensive and was quoting at least two years before they could make a start. GliderService Novak came back to me very quickly with a detailed quote (the best reply I received) at the sort of price I was expecting and a time frame of late 2018, early 2019.

In between all of this I was getting recommendations through from Glider Pilot Network. One name was starting to stand out with nothing but glowing reports, not only on the standard of work, but that they were very nice people to deal with as well. GSN have been refinishing gliders since 1988 and have nearly completed refinishing 2,000 gliders, so that in itself is not a bad testimony.

I presented my findings to the committee in April and it was unanimously agreed to go with GliderService Novak. I contacted GSN to place our firm booking, which after

previous conversations with them looked like being for late 2018, early 2019. Ksenija Novak very quickly replied and said that they could actually make a start the second week of September 2018, with a completion date of end of October.

The only downside to us using a company in Slovenia was the road trip to trailer the glider there and to bring it back. From Rattlesden, Lesce in Slovenia is 1,015 miles, with about 30 miles knocked off for the ferry crossing, so this is not just a trip down the road. We put out a call to the members to see if anyone fancied an all-expenses-paid road trip to Slovenia, but after several attempts this request fell on stony ground, no takers.

I would have been happy to do the trip, but had work commitments in early September. Kevin, our chairman, stepped into the breach and said he would do it, so all was sorted – or so we thought! Kevin’s Passat estate developed a problem just a few days before the trip was planned and was not going to be fixed in time. He made enquiries and found a company which would take the glider for us at a price. It wasn’t cheap, as you can imagine, but needs must; we were a bit up the creek without a paddle at this point. The glider was de-rigged on Saturday 8 September, collected on Sunday and safely delivered to GSN on Tuesday 11 September. I had a very nice email from Ksenija to say that “the glider had landed”.

Now the fun begins. I did say that our K-21 was poorly – airworthiness-wise it was fine, but the gelcoat was crazed and there were a few dents and depressions on the wings where the foam had been compressed. The canopy frame had been stressed at some point so the canopies did not close and seal as they once did, plus a few other cosmetic details. We had also elected to have GSN do the ARC for us whilst they had the glider, as this fell due in May each year and was always a troublesome time of year falling when there is some of the best soaring to be had. By having them do the ARC in the autumn this moved it to the quieter time of the year, which will not be so disruptive to our flying in 2019 onwards.

The email I was half expecting arrived about a week later from Robert Novak to say there was extra work required if we wanted a better, longer-lasting finish. A lot of the crazing was just surface stuff, but MANY of the cracks went deeper into the glass skin. He recommended that the whole glider should be covered in a thin layer of glass cloth otherwise the cracks will reappear in the new finish very quickly. GSN would also not



Top: Showing poor canopy fit and gaps  
Left: Serious gaps around front canopy  
Right: Cracks and scratches in the glass skin  
(All photographs courtesy of GliderService Novak)



Dents and depressions in one of the wings



Damage on the TE of the tailplane

## **EVERYTHING WAS NOW PROGRESSING SMOOTHLY AND WE WERE GETTING REGULAR UPDATES AND PICTURES TO SHOW US THE WORK BEING DONE ON OUR GLIDER**



Fuselage before work started

Below left: Removing the original gelcoat

Below centre: Fuselage being worked on in the rotatable holder

Below right: Fuselage in primer



✎ guarantee the paint finish if this was not done, which is understandable.

We were also asked at this stage if we wanted the interior refinished and given two options on the sealing of the control surfaces. We decided that, yes, we would like the interior done – we had nice new cushions and a new instrument panel so it would be a shame to scrimp on not having the interior done as well.

The options for the control surface sealing were 1) Sealing with Tesa textile tape, no extra cost, or 2) Sealing with Mylar tapes, which requires milling into the surfaces for a flush fit sealing. We elected to go for the Mylar tapes as this would end up a better job and the extra cost was quite reasonable.

After agreeing to the extra work I received another email a few days later concerning free play in the left and righthand aileron rod end bearings so these had to be changed. We also agreed around this time to have the old K-21 stripe/logo on the sides changed to the later style. So everything was now

progressing smoothly and we were getting regular updates and pictures to show us the work being done on our glider.

Around mid-October we were informed that the work was almost completed, except for the ARC, and at the same time received the dreaded invoice. I had to have a couple of whiskeys to get over the shock! No, seriously, it was about what I expected with all the extra work; GSN was always very transparent with the prices. I have purposely not mentioned any pricing in this article as every case will be different, but I am quite happy to discuss this with anyone who is contemplating a refinish (please contact me via the S&G editor).

The aim was to have the glider test flown the second or third week of October, then we could collect. However, during the ARC it was found that the Tost hooks were very close to their number of operations before overhaul,

so we had this done. This delayed things a bit as the hooks were sent away to Tost. After a couple of weeks, they were returned and the glider was now ready for test flying. This was delayed for a few days due to bad weather, but eventually a window opened up and the test flight went without a hitch on the nearby airfield of Lesce-Bled.

Once we had the notification that the glider was ready for collection, I booked the ferry from Dover to Dunkirk for the following Saturday, 10 November. Dave, a mate of mine, came with me for company, to help with navigation and in case we had any problems. We travelled down to Dover on the Saturday morning to board the 10am ferry to Dunkirk; around about Ashford it started to rain. Checked in OK, boarded and the ferry left on time. It was still raining. The trip across was reasonably smooth, bit of a swell this side, but once we got close to France that disappeared. We reached Dunkirk with no drama and disembarked. Still raining.

Setting the sat nav to our destination showed just 850 miles to go, so just down the road! The sat nav chose a route around Brussels, Holland, then Germany and so on. Pete Harrison, one of our members, warned us that there had been big holdups on the Brussel's ring road due to roadworks so we elected to divert (via Dave's excellent map reading skills) to go via Lille and Luxemborg. This route kept us to the south of Brussels and worked really well. We eventually picked up the original sat nav route at Liege. After about 350 miles we decided to look for somewhere to stop the night, as by now it was somewhere around 6pm and still pouring with rain.

We stopped in one of the rest areas by the side of the Autobahn and used the sat nav to find hotels near us. It said we were only a couple of miles from Neunkirchen, where there were several hotels. The first one we tried was very expensive and looked like it was run by the Mafia, so we exited that one quickly. The next one was closed despite the lights being on, the next was full (so they said!) and the last one we tried was the





Hotel am Zoo. Yes, it was attached to a zoo (by the way, it was still raining). The hotel was very reasonable, rooms were very nice but the restaurant and bar were closed. Not a problem as just down the road we found a very nice bar/restaurant where we had a traditional Wiener schnitzel and some local beer. Good job we took the umbrella as it was still raining.

Sunday morning dawned clear and bright, at last the rain had stopped. We got back on the road by 9am and the sat nav said 515 miles to go with an arrival time of around 6pm. The drive, now in sunny, dry conditions, was much more pleasant and we were making good time. We had already been through quite a few sections of roadworks and quite a lot more were to come, but never the hold-ups we get in the UK. You are not dropped down to silly, low speeds and there are no speed cameras, but everyone more or less obeys the restricted speed limit. Not once throughout the whole journey in Europe did we get stuck in a traffic jam.

After about 100 miles, the Autobahn was closed and we had quite a lengthy detour, which took us up into some hills round some very twisty bends, through the narrow streets of a village at the top then a twisty drive back down to the Autobahn. Once past Stuttgart and heading to Munich we were on, for most of the time, a four-lane Autobahn. I set the cruise control for 100mph and hardly touched it for the next 100 miles.

Around Munich it was not long before we started to see the mountain ranges of Austria on the right as we headed towards

Salzburg. Once into Austria we came across our first toll. I think this was mainly due to the tunnels. I've forgotten how many we went through, but it was a lot as we crossed Austria; quite a few were over seven km long. The last one, the Karawanks Tunnel, sees you entering it in Austria and exiting in Slovenia.

Once out of the tunnel it was only a few miles to our destination, the small town of Lesce, Slovenia. On the outskirts of the town we saw what looked like a very nice hotel. It was and it had rooms at a very reasonable cost, plus the bar was open, so done deal. Our final destination of GliderService Novak was only about 1.5 miles away from the hotel on a small industrial estate and looked straightforward enough to find.

We left the hotel at about 8.45am and very quickly found GiderService Novak, where we were warmly welcomed by Ksenija, who I had been dealing with most of the time during the K-21 refinish. She very efficiently went through the necessary paperwork and then we were joined by Robert Novak, who gave us a very detailed step-by-step report of the pictures taken during the process and the work they had done. He then took us to see the glider. Wow! It was amazing and looked absolutely perfect, as if it had just come out of Schleicher's new. It wasn't until we were back on the road with the trailer that I realised I did not take any pictures, which annoyed me.

Once hitched up, I set the sat nav for home. By the time we got onto the road it was around 10.30am on the Monday morning. Just after lunchtime, we were

Above left: Looking resplendent with new logo

Above right: Interior after the make-over

Below: inset Mylar sealing strip



Below, left: Top of fin showing elevator control rod and Mylar sealing strip

Below centre: Glass clothing the starboard wing

Below right: Sanding the starboard wing after glass clothing





Above left: Final polishing

Above right: Rigged in workshop for checking prior to the final finishing touches

Below: Back home at Rattlesden!



■ [www.gliderservice-novak.si](http://www.gliderservice-novak.si)



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. After a break from gliding, Gary joined Rattlesden in 2013 and quickly re-soloed. He bought a Slingsby Swallow, followed by a K-8. A BI and tug pilot, Gary is working towards his 100km diploma and possibly a 300km task - all of which must be done in the K-8!



making good time so I punched the Hotel am Zoo into the sat nav. It said we would be there by 7.30pm. This would have meant we would have done 515 miles, with about only 350 miles left to do on the Tuesday to the ferry. Unfortunately, it was fully booked so that scuppered our plans. Dave looked for hotels en route and we kept drawing blanks: too expensive, full, or nowhere to park a trailer.

By about 6.30pm I was ready to stop as I was the only one driving. It was now dark and the road was wall to wall with lorries. Eventually we were approaching an Autobahn service area and this was one of the few that had a picture of a bed, as well as fuel and food. The

hotel was on the other side of the Autobahn so we had to follow the signs up and over the flyover and back down to the services the other side. That was the easy bit. Once into the service area, the signs for the hotel pointed left through the large lorry park, against the flow of traffic. With a 30ft trailer on the back, narrow lanes between parked lorries and everything coming towards you - mainly large lorries - it was a nightmare. Eventually we did get to the hotel and found a room. The lorry park was full and very tight to manoeuvre in, but we did find a place to park the trailer. We didn't know how safe it was going to be, but we didn't have a lot of choice.

Tuesday morning greeted us with pouring rain. However, after about an hour we drove out of this into sunny dry weather and made good time. The sat nav said we would reach the ferry by 4pm. I had booked a flexi ticket and, while my actual booking was for 8am on Wednesday, you can catch any ferry (if there is room) 72 hours either side. On the way back we decided to follow the sat nav route, which was via the Brussels ring road. This took us out of Germany, through Holland then on to Belgium and Brussels. We cruised into Dunkirk ferry port at 4.05pm and were

booked onto the 6pm ferry, which would get us to Dover at 7pm UK time.

We decided we could not face another three hours driving, so, while sailing across to Dover, we checked into the Premier Inn on the A2 a couple of miles outside the town. I have stayed there before and you can park a trailer in the pub car park next door. We were pulling into the car park when some jobsworth said we could not park there. We explained (politely) that we had parked glider trailers here before with the full cooperation of the pub and Premier Inn. Eventually he walked off in a huff. We parked very sensibly where we were not in anyone's way and checked in.

Then we ventured to the pub for a meal and a pint. On the way we were met by the jobsworth, who was full of apologies and said where we had parked was perfectly OK and to enjoy our stay, so no idea what the original outburst was all about.

Next morning we were on the road by 9am on a sunny morning. The trip up the A2 and M2 was uneventful until we got to the slip road that took us on to the M25 towards the Dartford tunnel. Here we met our very first traffic hold-up of the whole journey, welcome back to England!

The rest of the journey went smoothly; the A12 was surprisingly quiet and we arrived at Rattlesden by 12.30pm.

We have flown our K-21 many times since its return, it looks absolutely beautiful and a glider the club is proud to own. It is also definitely quieter now as well, due to the canopies fitting so much better. All members love flying it. Looked after, I am sure it will stay looking good for many years to come.

To summarise, GliderService Novak were extremely professional to deal with, but also very polite and friendly. The whole experience of having the glider refinished by them was excellent and they kept us well informed throughout the whole process. As mentioned before, I have purposely not mentioned any prices, but am happy to discuss with anyone.





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## PHILIP WILLS MEMORIAL FUND SUPPORTING GLIDING IN THE UK



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

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

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

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

Thank you.

*In conjunction with the*



## DEVELOPMENT COMMITTEE

ONE of the BGA's sub-committees, but we rarely hold committee meetings – for us it is all about working with and for clubs to provide support with the non-operational aspects of running a club. There are three types of work:

- Frontline club support
- Specialist knowledge
- Project specific.

We have two types of volunteer: specialist and general. The specialists generally bring something from their professional lives and the general volunteers bring something from their gliding volunteering experience – many bring shades of both, of course. If you have skills and experience that you would like to contribute to our sport, please contact Dave Latimer at [dave.latimer@blueyonder.co.uk](mailto:dave.latimer@blueyonder.co.uk)

We would especially like to hear from you if you know about working with vulnerable adults (for a gliding project).

## **GOOD SUPPORT WILL HELP A POTENTIAL VOLUNTEER TO GIVE IT A GO AND A CLEARLY MARKED EXIT WILL AVOID GIVING IT THE APPEARANCE OF A TRAP**

Alison Randle  
BGA Development Officer  
[alison@gliding.co.uk](mailto:alison@gliding.co.uk)

# FOLLOWING IN YOUR FOOTSTEPS

THE BGA Executive Committee is currently undertaking a listening exercise by running a round of regional meetings. Each meeting uses the instructor regions as a basis for the invitation list and brings at least one member of the Exec, BGA Chief Executive Pete Stratten and someone from the Development Committee. A recent meeting involved listening to nine representatives from eight clubs describe the positives and negatives that their club faces and their club's viewpoint on specific topics. All the clubs used the phrase 'eye opening' at some point during the meeting and there was plenty of space for a wide range of perspectives. The many common issues and interests provided a good basis for future collaborative working. Three of the chairmen are relatively new to gliding, yet each thought that they were unique.

By the end of the cycle there will be emerging actions from several aspects of the discussions, no doubt involving the full range of BGA work areas. Here I do not seek to pre-empt that comprehensive approach, but there is an emergent theme that affects all aspects of running a club – succession planning.

Broadly, there are three aspects:

- Finding successors
- Handover notes and support
- A healthy volunteering culture.

The first, central aspect of it will be easier if the other two exist. We're not just talking about the visible roles either. As Katherine York discussed in the previous *S&G* (*As if by magic*, pp20-21), succession planning is also for all those invisible, critical and magical roles. Does your club describe and document what and how those volunteers do their magical thing? If not, could you help them to do that?

There is more than one reason to undertake succession planning – to do so helps mitigate potential risks for the club. In addition to the more obvious risks, such as volunteer fatigue which can leave a club vulnerable to external factors, when a new committee beds in there is an inevitable lag phase which can impact all aspects of club activity. Good handovers help

to reduce that. Life has a nasty habit of happening at unexpected times and key volunteers are not immune to family crises, serious illness or that proverbial bus. If someone has to step back from a role in a hurry, are notes in place to help the people picking up the pieces? Does anyone else in the club have a more detailed awareness of what each role is doing on an ongoing basis? For the conventional succession handover, what is in place to support the new person? Do previous incumbents go completely silent, or are they on hand to give counsel if required? Good support will help a potential volunteer to give it a go and a clearly marked exit will avoid giving it the appearance of a trap.

We have previously discussed developing a healthy volunteering culture in *S&G* during 2018 and there are plenty of volunteering resources on the BGA website. Those are the more formal aspects, but perhaps just as important is whether ordinary, incidental discussions about getting involved with running your club are unusual. If they are, perhaps it is worth the club leaders starting a few conversations both at the club and online. Do people know what you do in your role? Have you told them recently? Do the committee meeting minutes assume all sorts of reader knowledge? How much is explained at the AGM?

But tails can wag dogs, so if you always wondered what these club members do when they are being Very Important at your club, but never felt you could ask, why not just ask them? If you get asked 'what do you do?' please do treat it as an information request. Well-informed club members are much more likely to show appreciation, especially if the volunteering is not so invisible or magical and they know who to thank for what. (Have you thanked a club volunteer recently?) Plus, research tells us that volunteers who feel appreciated are more likely to keep volunteering.

Succession planning is vital for all aspects of club life: it reduces risks for your club, but fundamentally, good quality succession planning involves good quality communication.

Pete Stratten provides an update on current challenges faced

# INFLUENCING OUR FUTURE

**A** KEY part of the BGA's role is to influence and shape our future as agreed by the member clubs. This article considers three current topics. We are immensely grateful to our skilled volunteers, whose efforts ensure that the majority can just get on with safely enjoying our fantastic sport.

## Lighter, simpler EASA sailplane rules

As previously reported, the BGA is involved with a long-term project in collaboration with EASA and the European Gliding Union to simplify EASA regulations applicable to sailplanes. The EASA Sailplane Operations rules have now been published, are due to come into force in July 2019 and apply to all EASA sailplanes, including powered sailplanes and TMGs.

Following closely behind are the EASA sailplane pilot licensing rules, which in their current draft version look helpful. We expect the new sailplane pilot licensing rules to be finally approved during 2019 and come into force in 2020 or 2021. These rules will apply to the pilots of EASA sailplanes, including powered sailplanes and TMGs.

Of course, we will only benefit from changes to EASA rules if the UK remains part of the EASA system after 29 March 2019. As previously noted, the government plan in the event of leaving EASA is to 'cut and paste' the EASA rules that exist on 29 March 2019 as national rules.

## BGA pilot training

BGA pilot training continues to be delivered at gliding clubs by BGA-approved instructors operating under the supervision of the club's Chief Flying Instructor (CFI) and within our Safety Management System. We employ a training standards manager (Mike Fox) and utilise qualified instructor coaches to train new instructors on BGA-approved courses. The gliding clubs, our much-appreciated

instructors and supporting organisation are collectively known as the 'BGA training organisation'. Minimising the burden on trainee instructors while maintaining high standards is a priority.

Looking to the future, the BGA also maintains Declared Training Organisation (DTO) status on behalf of all clubs. The available courses run at clubs under DTO rules will progressively expand where required. Full details are at <https://members.gliding.co.uk/training-organisation/>

## Airspace strategy

The UK Government has published its 'Aviation Strategy 2050' consultation. Clearly aimed at commercial air transport, the consultation does nod towards GA, including gliding. The consultation includes some significant proposals around airspace and powers to require airspace change.

The BGA intends to respond in co-ordination with the GA Alliance. Meanwhile, the CAA's Airspace Modernisation Strategy is taking shape, with an airspace masterplan under development by NERL, an arm of NATS. As NATS is half-owned by the airlines who will be using the new airspace, it's difficult to see how a balanced approach will be taken that meets the needs of all airspace users.

When it comes down to detail, the CAP1616 ACP process provides greater transparency than the known flawed CAP725 process that is still being used for a significant number of airspace change proposals under development, including Inverness, Leeds/Bradford, Oxford and Brize Norton. However, with the government keen to make sure the airspace masterplan isn't held up, it's likely that the increased powers to force airspace change detailed within their aviation strategy consultation are not entirely aimed at removing unnecessary controlled airspace! There is, of course, an

airspace modernisation governance structure with the Aviation Minister at the top. The BGA is working with the GA Alliance and others to ensure that the airspace modernisation's oversight group includes an appropriate representative from recreational GA. We're also working on how we'll handle the significantly increased number of ACP consultations that we can expect over the coming months and years.

As ever, we'll keep everyone up to date through BGA News via email, website and social media. You can subscribe to BGA News by providing an email address – just click on the link at <https://members.gliding.co.uk/>



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Editor: Nigel Everett



2



1

*This page:*

1 Wrekin's Mike Osborn takes the first launch of the day

2 Evening falls over Wrekin

3 Army Gliding Club (Wyvern) get into the Christmas spirit. Instructor Paul Wright and his daughter, Sophie, take on the lead roles

4 T-21 on the winch at Sandhill Farm (Maura Hodgson)

5 Dartmoor's Roger Appleboom took this photograph from his K-6cr at 7,000ft during a November flight

■ If you'd like to submit your previously-unpublished photographs for possible inclusion somewhere in *S&G*, please email them to: [editor@sailplaneandgliding.co.uk](mailto:editor@sailplaneandgliding.co.uk) or upload to: [www.sailplaneandgliding.co.uk/dropbox](http://www.sailplaneandgliding.co.uk/dropbox)



3



4



5



*This page:*

❶ Rattlesden navvies repair the runway

❷ A view of the coast, taken while wave flying at Aboyne during a Booker expedition (Bob Smith)

❸ K1-3 at sunset at Welland (Brian Dodson)

❹ Darlton's Ian Burgin has a tired moment at Portmoak

❺ Congratulations to Devon & Somerset Gliding Club's 2018 trophy winners

❻ The Dee Valley and Aboyne airfield, from over Dinnet crossroads, taken during a Booker expedition (Max Norfolk)

❼ Waiting for the showers to pass at Parham on a damp October morning (John Matthews)

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



# CLUB NEWS

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

IT is with great pleasure I can announce the Upward Bound Trust, originally based at Haddenham, is being integrated into Banbury Gliding Club. It is expected that 18 UBT members, including three juniors, will join us. Having lost their site, UBT has been placed in a difficult position. Whilst it is not pleasant to benefit from their misfortune, the situation does present an opportunity to grow and develop gliding at Hinton. Many congratulations must go to Phil Dolling, who obtained his Diamond height at Aboyne during a visit in October. A magnificent achievement.

**David Sibthorp**

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

WE offer our thanks to the weather for some lovely winter soaring and ridge days here in Wiltshire. Congratulations are due to Jonathan Roney, who has completed his Bronze C. Christmas came slightly early to members as the clubhouse now has a new watertight roof, helping us stay cosy during the colder weather months. Bob Brain has been busy preparing the site for the new gas enclosure. I can happily report the glider maintenance programme is on track. Thanks to Rich for sourcing a new airfield truck. Wishing all our fellow clubs a happy and safe New Year.

**Alison Arnold**

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

AT The Park, as I write, our new concrete hangar floor is going down as part of our 25th anniversary refurbishment. This should enable safer aircraft handling inside, and may even allow us to accommodate more aircraft. Anticipating the usual weather restrictions in winter, we have turned our thoughts to education and post-solo training, offering courses with hoped-for collaboration from Shalbourne and Mendip clubs. Courses are: Bronze C, Cloud Endorsement and CAA/EASA Radio. Meanwhile, regular flying continues – Bath University is back – when weather permits, and we continue to get good days.

**Chris Basham**

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

OUR Christmas party was held on 8 December and was very well attended and enjoyed by all. Dave Findon and Malcom Lissan had a very successful trip to Namibia. Our briefing room has been repaired and upgraded by Alan Wallace and is much improved. Chris Morris has been to the BGA to progress our application as a Junior Gliding Centre. We welcome Paul Kaye with his LS8 turbo. We also welcome Chris Edkins and his son, who share an LS4. Chris will be our new treasurer.

**Mike Pope**

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

WE have had a lot of great east wave in the autumn, enjoyed by members and visitors. No Diamonds, but lots of climbs to Gold height and stunning views of the mountains. The club fleet is now back to full strength with the addition of a magnificent ASW 19, which is appreciated by members. A working weekend was planned for mid-December to get all those odd jobs that need doing done put to bed.

**Robbie Robertson**

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

THIS year's expedition to Aboyne enjoyed an excellent run of weather with flying almost every day. As well as a Diamond and two Gold heights, members notched up plenty of cross-country kilometres. These included two 200km laps of the Cairngorms in one day by CFI Richard in the Duo Discus, introducing members who were new to wave flying to the possibilities it offers. Thanks as always to Deeside GC for their welcome. Flying continues over the winter with regular aerobatics courses and instructor training.

**Jane Moore**

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

CONGRATULATIONS to Arthur Eunson, Ross Sibbald and Olly Taylor (aged 15), who have all recently taken to the air for the first time on their own. Well done also to Tom Farquhar and Mike Rose, who have gained their Ass Cat ratings. Our autumn wave weeks were

well attended once again and several visitors were able to enjoy flying to great heights over Northumberland. The club's EuroFOX is currently undergoing an engine upgrade (120hp) and we are looking forward to the increase in launching capability.

**Stuart Black**

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

AUTUMN had to be better than the previous year and it provided double the launches and hours flown. Courtesy of October northerly wave, we opened the 'Chipping Box' to FFL100 and a dedicated band of members were able to harden a new section of our field. This means we now have alternative landing options for the wetter months. Sadly, I also need to report the loss of former members Alec Lund and Geoff Wilkinson, and also Tom Gregson, who was a constant presence in the workshop and an occasional flyer even in his 90s. All will be missed.

**Richard Turpin**

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

AUTUMN arrived with a vengeance bringing few decent days. Club flying was impacted by the temporary loss of the Big Grob (requiring TLC on the continent) and the K-21 (awaiting a new rudder) lengthening the list of students. The DG completed over 60 flights with Bristol University Aerospace students. Various projects proceeded, including workshop improvements, new battery charging facilities and wall repairs. The club started a formal trial using a beefed up EuroFOX. The club held its AGM, hearing about an improving financial situation and electing a new committee that includes old and new faces.

**Greg O'Hagan**

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

WE have flown as much as possible despite the weather and anticipate our hard runway operating for the wet season. Winter membership is available if you are flooded out at your home club. We held our AGM and some changes were made on the committee. Many thanks to those standing down after years of combined service and welcome to the new members. Congratulations to Les Merritt,

(Left to right): Hangar floor going down at **Bath, Wilts & N Dorset**; Olly Taylor (aged 15) is congratulated on his first solo at **Milfield** by his instructor, Steve Rae; John Beevers is sent solo by **Burn** instructor Dave Peters (Peter Weever)



who is currently top pilot in all the BGC club ladders. With 12 qualifying flights and an average of 318km, he is the club superstar. A safety evening was planned for 24 January.  
**Danny Lamb**

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

CONGRATULATIONS to John Beevers from Milfield, who soloed. John has been a member of Burn for nearly three years, but has an extremely busy lifestyle running a business. John said: "I have always had a passion for flying and many years ago I had trained to solo standard with the ATC, so I decided that it might be good to do it again. Burn is an ideal place for me. As soon as I joined, I was made very welcome. Now that I have gone solo, I hope to progress on to other things and become a better pilot."  
**Russell Walsh**

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

SEVERAL members visited Aboyne in October and Andrew Watson, Bryan Hooson, Pete Belcher and Tomasz Cebo returned with big smiles and Diamond heights. Closer to home, cadet Nick Ormerod soloed in November. Congratulations to all. With winter showing its face, annual maintenance of the club fleet is under way, thanks to Chris Lewis, David Collins, John Poley, Peter Cunnison and Robert Verdier. On the social side, the fireworks party entertained around 100 members with a spectacular show, and the Christmas party and prize-giving were held before Christmas.  
**Chris Davis**

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

A BUSY and productive year. Expeditions to Aboyne in spring and autumn yielded one Silver, three Gold and three Diamond heights. Closer to home, in support of RAF 100, on the longest day we operated from dawn to dusk. Ken Sparkes ran a successful task week. Participating in other competitions, two members achieved their 500km and, for one, it meant the achievement of all three Diamonds. We held a successful week-long beginners' course. With winter approaching we are hoping for consistent westerlies to

take advantage of the excellent ridge soaring opportunities that wind direction provides.

**Adrian Lake**

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

MAGICAL lights lit the night skies of South Gloucestershire when we hosted Aerosparx to display at Philippa and Andrew Muggleston's wedding, causing considerable interest in the local media. Our clubhouse heating and hot water system has been completely renewed and we have all new double-glazing following a successful grant application. We have also purchased a K-8 for the club fleet, which should be flying shortly. This will replace others struck down by the Kaurite glue malaise. Doug Gardner becomes vice-president and Mike Randle returns as secretary. At the time of writing, we have the Christmas dinner and AGM to look forward to.  
**Frank Birlison**

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

THE annual awards evening was successful with several members receiving trophies for their contributions to the club and personal attainments. As always, the hard work from all the members involved with aircraft maintenance, vehicles, winches, trailers, administration, etc, in preparation for the year to come deserves a big thank you. Some of the weather to-date has resulted in a slight reduction in flying time, let's hope this improves?  
**Zeb Zamo**

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

THE club's AGM was well attended in November with members taking an active part in discussions. We would all like to thank the committee for its work, particularly CFI Al Docherty for his considerable effort. Flying is still active on Wednesdays and weekends, weather permitting. Ten members and family had an enjoyable week at Portmoak between the rain. The group would like to thank all at Portmoak for making us welcome. Ian Burgin found out it's not good to de-rig a glider when you are tired but he did give the rest of us a laugh (see pic on p53).  
**Barry Patterson**

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

WINTER saw lots of members working through the cold and also through a list of jobs: clearing up the site, laying new hardcore around the clubhouse area, vehicle and winch maintenance, as well as glider fettling. The flying has continued to be reasonable generally, with a few epic wave days at Dartmoor thrown in – Andy Davey's 12,000ft way back in November set the tone.  
**Richard Roberts**

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

AT our annual Christmas dinner, prizes were awarded to the following: Best Cross-County from Deeside, Highland or Cairngorm GC – Roy Garden of Deeside, who got his 750km diploma; Club Ladder – Roy Wilson; Most meritorious Flight – Dylan Bodrell; CFI award for progress – Lucas Touw; Best height – John Tanner; Photographic Award – Sue Heard. Our autumn visitors declared it the best wave season in many years, with Diamond and Gold heights galore. Booking forms for 2019 wave season slots are now available on our website. Edd Hessen went solo. Last year's instructor, Jakub Hlavacek, is returning.  
**Glen Douglas**

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

AFTER a busy October with many Diamond heights done, we should now be well in to the winter with many glider pilots taking advantage of our cheap trailerage. We are taking bookings for spring wave fest in March/April. Don't forget you can come and visit throughout the winter, fly with me in the DG-1001M, our LS7, or bring your own. North Wales is epic all year round, not just the Wave fest months.  
**Chris Gill**

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

CONGRATULATIONS to Maciej Chmura (solo at 14). We are pleased to welcome Alan Whittaker after a 20-year sabbatical. Thanks to Roger Fielding for years of producing duty rotas and to Mike Stephens for taking over. We were saddened by the sudden



(Left to right): Nick Ormerod is congratulated by Robert Theil after going solo at **Cambridge; Devon & Somerset Juniors** at Long Mynd; **Herefordshire** trophy winners: Ben Rutherford, Diana King, Iain Evans, Nick Robinson (Nigel Snee); **Kestrel's** new BI Chris Moore with his first student, Moore Kazhdan



☞ death of Andy Melville, He was a very active member for many years (see obit p70). Our work day in November was well attended, with many jobs completed, despite frequent snow showers. Our AGM was in December, with the committee issuing a very comprehensive report. Helped by the good summer, we've made a healthy surplus.

**Dave Salmon**

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

JAMES Flory has joined the tug team, with Roly Clarke concentrating on his own flying after several years as a BI. We had a surprising cross-country day in November. DSGC Members have enjoyed expeditions to Portmoak, Denbigh, Long Mynd, Parham, Mendip and Brentor. The Junior expedition to Long Mynd was particularly successful, with Ross Pratt, Josh Funnell, Charlie Stuckey and Reuben Buss all flying the 'Juniors K-6', donated by Ian King. Congratulations to Rowan Smith (Diamond height at Denbigh). Congratulations to all the DSGC Trophy winners, presented with their awards after the AGM.

**Jill Harmer**

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

WITH the retirement of one of our few inspectors, three members have committed to becoming qualified to take on this essential role. They have taken on the task of restoring a K-8, which has been awaiting some TLC for three years. Encouraging more cross-country flying is an objective for 2019 and we will be taking part in the south-west Inter-Club competitions for the first time. We attended the BGA Club Management Conference and found the sessions instructive. The chance to meet other clubs and compare experiences made this a very worthwhile event for attendees.

**Allan Powell**

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

MORE successful flying time and two new members too. Despite weather conditions various jobs have been done and gliders getting C of As. We are looking forward to more good flying in 2019.

**Wendy McIver**

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

PLANS for 2019 are taking shape. Gliders are scattered in workshops being ARC'd. The successful junior training week in 2018 will be repeated in August 2019. Andy Jones is our new safety officer. Four members are doing the FI/Ass Cat course, which will greatly strengthen the team. We have plans to buy a glass fibre two-seater and are looking forward to the year with relish. We welcome club expeditions, groups and individual visitors. Come and share our fabulous ridge and soar the Lake District.

**John Castle**

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

GENERALLY dry conditions allowed us to stay at our home airfield late into the year. Our two PW-6 gliders have undergone some repairs and maintenance, many thanks to Allen Cherry and Dave Jones for towing one of them all the way to Poland! Congratulations to Glyn Long and Bernard Parry (Bronze C). Plans are in place for improvements and maintenance, as well as get together and opportunities to discuss aspirations! A trip to the Mynd is planned, plus a coaching weekend by Kevin Atkinson.

**Cathy Dellar**

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

WE have continued to have great achievements. Congratulations to newly-solo Paul Bannister, Pete Best, Ken Fowler, Terry Hands and Lez White. Our juniors have been working hard; Eddie Smith and Bailey Elliot have soloed too. Julius Carter (solo at 14) is trying aerobatics, earning second place in his first competition. Winter talks started in December with Roger Smith from the Air Ambulance or HEMS (Helicopter Emergency Medical Service). The Village Community at Wormingford took part in a WWI remembrance event in the hangar, with a tour of our facilities.

**Dave McDonald**

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

THE autumn was disappointing with little flying until late November, when we had

some nice wave. Our winter talks have started, covering thermalling, wave flying, early cross-country flying and aerodynamics. At the AGM, members voted overwhelmingly to proceed with the hangar project and we are working to fill the funding gap and get all the technical plans in place. Thanks to everyone that supported us by voting for our Aviva application. At the AGM, trophies were awarded to Iain Evans, Diana King, Nick Robinson and Simon Turner, with honourable mentions for Ben Rutherford and Will Walker.

**Diana King**

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

CONGRATULATIONS to Dan Proudfoot, who resoled. We held a safety seminar in the autumn, engendering lots of good discussion. There has been cracking autumn and winter wave this year and four days flying out of five during autumn wave week; roll on the spring wave week. Cameron Davidson has returned to HGC and gliding after seven years. His first refresher training flight resulted in a field landing near Ben Rinnes. As usual our maintenance team has been busy during the autumn and winter, renewing ARCs and fettling gliders; thanks especially go to Stuart, Billy, Mike and Gerry.

**John Thomson**

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

CONGRATULATIONS to all who won awards at the annual dinner and well done to all for the achievements in 2018. Thanks to Karen and the team, and to Julie for all the catering and administration work. Our successful weekend bookable training programme continues with our three K-21s, and our two Juniors will be available on a turn up and fly basis. Our weekday courses start in April and all-week flying will be available for club members. We welcome visiting pilots from other clubs. On a clear day we can see the beautiful Kent countryside, Essex and Europe!

**Mike Bowyer**

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

CONGRATULATIONS to Alistair Webb, who completed his flying scholarship with the RAF Charitable Trust, going solo and gaining



(Left to right): **Lincolnshire's** winch now sits on a new truck body; Gabriel Apostel, solo at **Mendip**; Rob Grad is also sent solo at **Mendip**; Jasmine Day after completing her first solo, with **Nene Valley's** instructor Mike Newton



his Light Aircraft Pilot's Licence. Alistair also completed his Silver and represented RAFGSA Kestrel at the Inter-Services. These achievements have been recognised with the Malcolm Club's Trophy for the Junior Rank who made the most progress. Rob Curry completed his Bronze, and we've gained a new BI with Chris Moore. 2019's lining up to be busy with celebrations for our 70th year. If you have any old stories, visit the website or contact us at [info@kestrel-gliding.org.uk](mailto:info@kestrel-gliding.org.uk)

**Neil Armstrong**

**LAKES (WALNEY)**  
[WWW.LAKESGC.CO.UK](http://WWW.LAKESGC.CO.UK)  
**570752N 0031549W**

RECENTLY we have had very good wave conditions in the easterly wind. Heights of 13,000ft were recorded as fortunate pilots soared over the Lake District. This followed a successful trip to Portmoak, when Roy Jones and Graham Sturgeon gained Diamond height. Perrin Walker has flown solo – congratulations. We now hope for a change in wind direction to north-westerly, which should give us even better wave conditions.

**John Martindale**

**LASHAM (LASHAM)**  
[WWW.LASHAMGLIDING.CO.UK](http://WWW.LASHAMGLIDING.CO.UK)  
**511112N 0010155W**

LASHAM has been busy with our winter lecture programme almost every Saturday evening; all are welcome to attend. We had a very successful Aboyne expedition with Gold and Diamond heights achieved by numerous individuals. In late October we hosted the Rt Hon Grant Shapps, member of the All-Party Parliamentary Group for General Aviation, who visited Lasham to learn about our operation. Warmest congratulations to Anne Knight and Andrew McCrorie for becoming BIs during October. Finally, we are looking forward to receiving our new K-21B, which is shortly to be delivered.

**Jordan Bridge**

**LINCOLNSHIRE (STRUBBY)**  
[WWW.LINCSGLIDING.ORG.UK](http://WWW.LINCSGLIDING.ORG.UK)  
**531836N 0001034E**

FOLLOWING almost a year of work, the winch now sits on a new truck body. The old AEC has departed and we have gone cosmopolitan with Iveco running gear. We had a spooky foggy day when a large crane appeared from the mist and the job was done inside two hours. We have drawn breath at

the end of another successful season with the treasurer whispering something about profit?

**Dick Skerry**

**LONDON (DUNSTABLE)**  
[WWW.LONDONGLIDINGCLUB.CO.UK](http://WWW.LONDONGLIDINGCLUB.CO.UK)  
**515200N 0003254W**

CONGRATULATIONS to William Baldwin (solo), Martin Hopewell (resolo after more than 20 years), Barry Flower (resolo), and Stephen Kingham (Bronze and Cross Country Endorsement). Despite wintery conditions we've enjoyed some good conditions, including "sporty" ridge and occasional hints of wave. The winter continues with Bronze lectures. A full calendar of flying activities start in March with our pilot development course, and then our expedition to Cerdanya. In April we host the Dan Smith Aerobatics trophy and our Easter cross-country competition. In May we have a soaring course, Enterprise week, and a competition practice week in June.

**Andrew Sampson**

**MENDIP (HALESLAND)**  
[WWW.MENDIPGLIDINGCLUB.CO.UK](http://WWW.MENDIPGLIDINGCLUB.CO.UK)  
**511544N 0024356W**

CONGRATULATIONS to Rob Grady and Gabriel Apostel (solos) and Laurie Penrose (BI). We have been able to invite four on our waiting list to start training. We have our K-13 back from repair after a heavy landing. We are, in conjunction with The Park, running a series of Bronze lectures, organised by CFI Simon Withey. They have proved to be very popular and well attended. South-westerlies provided very good ridge in November. Unfortunately, we have lost numerous days flying due to rain and low cloud; but this is winter in Somerset.

**Barry Hogarth**

**MIDLAND (LONG MYND)**  
[WWW.MIDLANDGLIDING.CLUB](http://WWW.MIDLANDGLIDING.CLUB)  
**523108N 0025233W**

OUR series of winter lectures started in October with a talk on club expeditions followed by one in November by Mike Groves from Skylaunch. Mike's talk was really a 'part 2', after from his visit last winter, and included details of Skylaunch's involvement in the Bond film *Spectre*. Recent visitors have included groups from Leicester University and North Hill. We had a stand at Oktoberfest in Shrewsbury as we continue to promote the club at every possible opportunity. We have now purchased the motor glider, sold the Discus and plan to buy another glass single-

seater to join the popular K-23.

**Steven Gunn-Russell**

**NENE VALLEY (UPWOOD)**  
[WWW.NVGC.ORG.UK](http://WWW.NVGC.ORG.UK)  
**522612N 0000836W**

NVGC is pleased to announce three trainee solos: Jasmine Day, who builds engines for Historic Ford racing cars, 15-year-old Ben McGowan and Joe Pye. The latter two were on the gliding scholarship run with Abbey College, our local comprehensive. By the time of this issue, the selections for the 2019 Gliding Scholarships will be complete. Nene Valley took first place in the first year of the Upwood/Crowland/Lyveden 'bent triangle' competition. We are closed for January to complete the servicing and maintenance of all our ground equipment.

**Peter Valentine**

**NORFOLK (TIBENHAM)**  
[WWW.NORFOLKGLIDINGCLUB.COM](http://WWW.NORFOLKGLIDINGCLUB.COM)  
**522724N 0010915E**

THE time is again upon us when strong men shake and finger nails get bitten to the quick. Yes, I am referring to the annual flight reviews. I've seen pilots going green just answering the preliminary questions! The runway squad has been out and about repairing their fiefdom. Thanks lads. Ryan Duke resoloed after an eight-year break, and James Loveland and Mike Hoy completed the post instructor course review, thanks to Will Day. New link to VGC rally: [www.norfolkglidingclub.com/vgc-international-rally/](http://www.norfolkglidingclub.com/vgc-international-rally/)

**Adrian & Barbara Prime**

**NORTHUMBRIA (CURROCK HILL)**  
[WWW.NORTHUMBRIA-GLIDING-CLUB.CO.UK](http://WWW.NORTHUMBRIA-GLIDING-CLUB.CO.UK)  
**54560N 0015043W**

THE season is most definitely over at Currock Hill. We have seen snow, ice and bitterly cold weather, much of which prevented us from flying. Many members are starting to lose currency, which is a real concern as with other clubs. Well done to Richard Walker, who has earned his Bronze after a lot of hard work. Malcolm Smith has been welcomed back to the committee as treasurer. He's delighted to note that, despite a poor start to the year and current weather, we have managed to increase flying time for this calendar year by 30 per cent compared with 2017. The classroom and maintenance programmes beckon as winter sets in.

**Ian McFarlane**

(Left to right): Ben McGowan, solo at **Nene Valley**, with Ian Taylor; Ryan Duke resolved after an eight-year break, pictured with Dave Munro at **Norfolk**; Oscar Eldridge goes solo at **Oxford** on his 14th, with Gordon Craig (Paul Smith); Peter Brand, solo at **Rattlesden**, with Richard Goodchild



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

AS our flying year draws to a close we take stock; overall our little club looks in good shape. Most of our new members have settled in and some have brought some new skills. Because we've had an increased income with the upturn in AE visitors, we have paid off some debts, bought a golf buggy, a Supercat winch and various bits of equipment. Sadly, these additions came through the demise of Upward Bound Trust, but hopefully they'll be put to good use here.  
**Brian Williams**

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

THE shorter days haven't slowed down members, with Vukan Andjelkovic adding a K-8 conversion to his achievements and Oscar Eldridge briefly becoming the youngest solo glider pilot in the UK on his 14th birthday, followed by an excellent interview on *BBC Radio Oxford*. Congratulations to Andrew Butterfield and Alex Jenkins (Diamond heights). We held an open forum for members to air their views about what direction they wanted their club to take. The following week we held the AGM and awards ceremony. Special mention to John Gibbons, who presented a new trophy for the most improved pilot under instruction to inaugural winner Paul Payen de La Garanderie. Other awards include Paul Smith and John Mart for the 'Best Flight in a Club Glider', and Alex Rose for an unique 'Knees Up' award involving our T-21!

**Norman G Nome**

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

AS the days drew in, members made the most of any flying in and the enthusiasm shown is encouraging. A group of pilots visited Borders as part of the annual 'wave pilgrimage' and enjoyed a full week of flying, with gentle wave to 12,000ft. One success of the week was Ross Morris completing his Full Cat. Ross now has the challenge of becoming our CFI. Bonfire night was another huge success, where the fire consisted of two complete kitchens, a dead Boccian and a wooden trailer. We hope that you've had a great Christmas and New Year.

**Roland Pitch**

**RATTLESDEN (RATTLESDEN)**  
**WWW.RATTLESDENGLIDING.COM**  
**521001N 0005216E**

AT the beginning of October, we welcomed our new ASW 19B (A19). We're all looking forward to getting to grips with this lovely glider. Thanks to the members who turned up for the runway repair days, we cleaned out potholes and laid many tons of cold Tarmac. Thanks to the ladies for supplying hot soup for the weary crew. Congratulations to Peter Brand for going solo after 21,000hrs practice (Peter is a former airline pilot!). Our stalwart K-21 returned after an overhaul and beautiful refinish at GliderService Novak (see pages 44-48). All we have to do now is look after it.

**Gary Western**

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

CONGRATULATIONS to Colin Henderson, Bailey Walker and Colm Wickham (solo), and Howard Manning (Bronze). The SGU Board announced a strategic development plan, with the objective of being "the biggest and best gliding club in Scotland, where friends get together to enjoy the great adventure of soaring flight". The structured approach to achieving these goals was very well received. In November, five of our cadets (and one from Aboyne) attended the Junior Winter Series, held at Sutton Bank. They took with them our DG-505, something that we hope to do more frequently this year on expeditions with our cadets and "less-junior" members.

**Chris Robinson**

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

THE club enjoyed a good autumn up until November, when inclement weekend weather meant we could only fly once in the month. Winter arrived. Our Puchacz is away for its 3,000-hour check and a complete refurbishment, due back in February. The Pegase has been de-rigged for its annual maintenance and ARC and the Junior will follow. Finally, the DG-505 will come off line when the Puchacz is back for the next 15 years sterling service. The winter Bronze syllabus study group has started to prepare for the exam in the spring and we held the club's Christmas party and prize-giving in December.

**Chris Bryning**

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

WINTER is upon us, but we have been making the most of every opportunity, testing the theory that the brighter your Ozee suit the longer you stay airborne. October was a record-breaking month for number of days flown and number of launches. SUGC continues to keep our instructors busy with the latest students. SUGC (Nick, Alex, Matt et al) headed to Sutton Bank for round one of the Juniors Winter series, with instructors Pete and Jim (and N). Much fun was had by all. Early bird's BI training continues, despite the weather's best efforts to interfere. Many thanks to everyone whose hard work keeps our club running smoothly.

**Claire Willson**

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

CONGRATULATIONS to Alex Phillips (teenage BI). We're changing CFI with a big thank-you to Rowan Griffin, standing down after his third time, and welcome George Darby. The registration for Shenington Regionals (29 June to 7 July) is full. Email our office if you want to be added to the waiting list. We're flying when possible, and drinking tea/doing jobs when not. Being at the top of a hill with hard runways means we can operate through all but the wettest conditions. We'll be having various social events in spring so watch the club website.

**Tessa Whiting**

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

SUMMER at Parham continued into autumn unabated, with warm sunshine, gentle thermals and light breezes. This enabled the work on the clubhouse rebuilding project to continue uninterrupted. Many thanks to Steve Williams, Kevin Dart and the team for their enthusiasm. October brought a change of wind direction and visitors from Lasham, Booker, Devon & Somerset, London and then Fabienne from Belgium. The tuggies managed around 18 movements an hour. First-time visitors may notice the lift on the Downs can become a little rough. It can also get rather busy, but "smooth seas don't make skilful sailors"!

**Peter J Holloway**

(Left to right): Barry Kerby congratulates Ed Foster, solo on his 14th, at **Stratford-on-Avon**; Jonathan Hill (right) now a BI at **Surrey Hills**, with Steve Codd; Finbar Billings, 15, sent solo at **Welland** by Malcolm Johnson; Tom Ley (right) with Paul Cronk after first solo at **Welland**



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

THE end of the main season hasn't stopped our young pilots from making full use of every flyable day, gaining valuable experience of launching from either end of our airfield and in a variety of wind conditions. More experienced members have been staying current and adventurous ones used strong NE winds to enjoy ridge soaring further away in the Black Mountains. Our Wednesday Work Parties, largely led by Chris Tooze, have been busy with much-appreciated tasks, and we had a social evening just before Christmas.  
**Stuart Edinborough**

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

IT'S a busy end of year at SGC. Paul Whitters takes over as CFI, with grateful thanks from all to Roger Bostock for his commitment as CFI. Other personnel changes include Stuart Taylor taking over from Graham Stanford as secretary. Our thanks to Graham for all his meticulous effort. Thanks also to Birmingham Air Traffic Control for their guided tour. Our group enjoyed learning about airspace issues from the commercial side. We have a full programme of evening briefings planned.  
**Steve Channon**

**STRATFORD ON AVON (SNITTERFIELD)**  
**WWW.STRATFORDGLIDING.CO.UK**  
**521406N 0014310W**

CONGRATULATIONS to junior pilot Ed Foster (solo on his 14th). Our membership is continuing to grow and instructors have been hard at work. A few pilots enjoyed a taste of what Denbigh had to offer and so we are planning an expedition in the hope of some fantastic wave flights. One of our K-21s has been away being refinished. In recognition of Barry Kerby's contribution over many years he was awarded life membership at our AGM.  
**Peter Capron**

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

MEMBERS finished the season with great achievements: Tim Horbury completed his Gold, and Mark Kidd completed his Gold, with three Diamonds. We are delighted to welcome Jonathan Hill as a successfully qualified BI. We are getting a fence around the

airfield, courtesy of the MOD. This is a much-needed barrier between the airfield and the commonland that surrounds it. The Air Cadets are also due to return after a five-year absence.  
**Chris Leggett**

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

SADLY, our time at Haddenham Airfield has ended with our last flight on 9 December 2018. The landowners are selling it for commercial and housing development so we cannot remain. The Upward Bound Trust will continue to exist, helping young people interested in aviation. Our K-8 has found a home at Cotswold GC and our winch is going to North Wales. Most members are joining Banbury and we thank them for their welcome. Thanks also to all the clubs and individuals who have offered their support during this time.  
**Chris Scutt**

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

WE'VE had another vibrant couple of months with late season soaring. VGS historic flight had their winch in action, launching the T-21 and T-31. This was the first winch launching here since the early years and the combination of winch/T-21 had certain members looking dewy eyed, with more recent members queueing up to sample the vintage experience. We enter 2019 with more members, instructors and tug pilots than the start of 2018. Thanks to members and friends for their help in turning around fortunes.  
**Paul Kellett**

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

WHAT a lazy bunch we are. We have a winch positioned at each end of our airfield to make the morning set-up easier. Now we're replacing our mobile caravan with a semi-permanent cabin, so there'll be a clubhouse at each end. It'll be matching pairs of hangars and fleets next. The run of new solos continues, with hearty congratulations to Fin Billings and Tom Ley, bringing the total to six this year. Our mini-ICL challenge has proved to be a nice way of stimulating cross-country activity, with top honours going to Upwood and a valiant contribution from Crowland.  
**Andy Burton**

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

MEMBERS have enjoyed a busy autumn flying schedule, although the clock change at this time of year curtails our ability to provide an opportunity for RAF Cosford servicemen and women to fly after work. We welcomed a group of RSAF pilots, who are undergoing training at Cosford. Gliding was a new venture for them and they are looking to fly regularly with us over the coming months. Successes include Matt Morrison achieving his 50km Silver distance and Geoff Catling his Cross Country Endorsement  
**Geoff Catling**

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

OUR programme to increase instructor numbers continues, with congratulations to John Felakowski and Mike Bowman (BIs). Mike is continuing to renew his Ass Cat rating in due course. They'll begin flying visitors as soon as their paperwork comes through and will be a great asset to the team. Congratulations also to Matt Oakey, who has received his BGA ticket as our latest Ass Cat instructor. After a fantastic summer we have been blessed with impressive wave. A huge 'well done' to Tom Pavis (Gold height in wave). And well done to Roy Nuza, on converting to the EuroFOX.  
**Andy Carden**

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

OCTOBER provided many days of wave flying. First solo wave flights of around 9,000ft for Nora van Genugten in our Discus and Chris Booker in his newly-acquired LS1. Several trans-Pennine flights included turning Carlisle by Albert Newberry and Bill Payton in their DG-1000. Congratulations to first solo, Adam Sayer. A 'Juniors' winter visit went well. One Saturday, 75 launches enjoyed soaring the southern ridge in a stiff SE breeze. That evening our annual big bonfire with mega fireworks display was a roaring success. Now a series of winter lectures are under way to keep training momentum going.  
**Ken Arkley**

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

■ Denbigh offers soaring coaching with Chris Gill, flying the DG-1001M – anything from basic ridge soaring to soaring the mountains in Snowdonia.

■ In May, the club is hosting a regional rated competition with Grand Prix rules. This will be for experienced competition pilots due to the nature of this competition and terrain. Get in touch if you want to take part.

■ G Dale is returning to run a coaching course in the late season. G is a world class coach and if the weather is against us, then his ground lectures are incredibly informative and useful. He will be bringing his ASH 25 to fly with pupils and Chris will be flying the DG-1001M. Please get in touch if you want to take part.



## > CLUB FOCUS

### DENBIGH

#### AT A GLANCE

##### Membership:

Full: £350 pa

##### Launch type:

Winch: £10  
Aerotow: £30 to 2,000ft  
Self-launch

##### Club fleet:

DG-1001M (P2 only), LS7  
WL, EuroFOX (Turbo), use  
of private Falke motorglider

##### Private gliders:

5

##### Instructors/Members:

1/10

##### Types of lift:

Ridge, wave, thermal,  
convergence

##### Operates:

Seven days a week, all year  
round when it's soarable!

##### Contact:

Tel: 01745 817431  
07980 372836 (CFI/  
manager)  
*Office@denbighgliding.  
co.uk*  
*www.denbighgliding.co.uk*

##### Long and Lat:

53.210371N -3.386349W  
Radio Freq. 129:975 (not  
always manned during  
flying ops)

**L**EWENI PARC is celebrating its 30th year since owner and glider pilot Rodney Witter bought the land. He has worked very hard over the years to turn it into a great airfield with good facilities.

Developments are continuing to make sure visitors have the best time here. We have an 800m Tarmac runway, 27/09, with hard standing trailer park.

We are quite fortunate with the lack of airspace near us. There is some airspace to the east, which is usually where the poorer weather is anyway, and it's also behind the ridge so we don't generally go there. We are clear up to FL195 (even without transponders) to the west and to the south – great for your Diamond height badge attempts. We can open wave boxes on the weekends/bank holidays to allow us up to FL240, or we can open it to unlimited.

We have good access to the flatlands in England from where we are and regularly do 300km+. We did a 750km in 2018 too.

Launching is either from our Skylaunch winch, or Turbo EuroFOX. The

EuroFOX will tow even the heavy two-seaters (despite what some doubters believe!).

We've known for some time now that North Wales is a bit of a soaring mecca in the UK. If you've seen my flights on the BGA Ladder, or seen my Facebook posts (see 'Denbigh Gliding'), you will know that too. There's usually some interesting conditions going on, lots of convergences, as well as the usual thermal/wave/ridge.

Our facilities include a roomy clubhouse with kitchen area, glamping pods, bunk room and a new toilet/shower block.

Our LS7 is kitted out with oxygen, S100 and Oudie to make your badge flights as easy as possible. It is insured for Silver C pilots.

We are welcoming expeditions all year round.

And some exciting news! We have won a bid to host the Sailplane Grand Prix qualifying event in 2020. The regionals we are hosting this year (see above) will be useful for working out how to maximise the SGP.

**Chris Gill**

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above points then please talk to Forbes**



The first vintage rally was held in 1973 at Hus Bos (left to right): Lou Glover's Scott Viking; Philip Wills with his Minimoa; Willi Bischoff's Moswey 111

# THE YEAR AHEAD

VGC President Andrew Jarvis looks forward to a vintage year

**A** VERY fulfilling gliding year for the Vintage Glider Club promises to get under way with the UK National Rally, which runs from Saturday 25 May to Friday 31 May. The hosts will be the Yorkshire Gliding Club and the venue is the magnificent site of Sutton Bank. The views from the clubhouse are panoramic. But wait

till you get airborne – the vistas are majestic, but even more majestic from an open cockpit, without that new-fangled Perspex to get in the way!

Sutton Bank is quite a drive for many of us, and the hill is pretty steep with a hairpin bend, but not as bad as some. The man in charge is Phil Lazenby, veteran of countless Slingsby rallies, and much else. You will be assured of home-spun wisdom in the draughty hangar briefings, and a true Yorkshire welcome during a memorable week!

As every year, the Derbyshire & Lancashire Gliding Club welcomes you to Camphill for another Vintage Week and Capstan Rally, organised by the ever-dynamic Mike Armstrong. The dates are 21-29 June. We are really fortunate to have these few 'ancient' hill sites, where gliding first started. When you are soaring one of the great ridges in a vintage glider, the sensations are exactly those experienced by the pioneers, nearly a century ago! Ridges? There's always the chance of a wave climb to oxygen level. Never happens for me, but maybe one day...

Definitely not (yet) a VGC event, but if you fancy 'something completely different', and you just happen to be passing Venlo at the end of June, the specialised K-14 Club is running their 2019 rally. And what's a K-14? It is a motorised, low-wing K-6 (what's not to like!?). The dates of the K-14

meeting are 27-30 June. Venlo is a handsome town on the River Maas, on the Dutch/German border, with its own very friendly vintage gliding group.

Now for the two VGC international events for 2019. Firstly, we have the Rendezvous, which is at Husbands Bosworth (home of The Gliding Centre). The Rendezvous, which runs from Monday 22 July to Thursday 25 July, is like one of our International Rallies, but smaller, perhaps more spontaneous, and with a minimum of meetings. The 2019 Hus Bos Rendezvous has had to be trimmed down to four flying days, due to a date clash with the 18/20m Multi-Seat BGA National Competition. A pity, but the practical advice is to devote the pre-rally weekend to visits and sightseeing. This, the 'Heart of England', is crammed with things and places to see. Bruntingthorpe airfield is just a few miles away, and we may even be able to fly there on Sunday 21 July.

Historically, Hus Bos has a unique connection with the VGC, since it is our actual birthplace. The late, and irreplaceable, Chris Wills launched a rally for old gliders here in May 1973. Even the name – Vintage Glider Club – had not been thought of then. Forty-six years later, we're still here, with 900 members and still happily flying our wooden masterpieces.

We've allocated Friday, 26 July for the 106-mile drive along the A14 and A11, from Hus Bos across to Tibenham in Norfolk, where the 47th VGC International Rally is to be held. This will be the third time that Norfolk GC has hosted an International VGC Rally: the first was in 2000, and the second in 2010. Both were brilliantly successful and I'm sure 2019 will be just as much fun. Note that this rally, too, is shorter than in the past: the dates are

## Minimoa competition at International Rally

OLDER readers may remember the Keil Kraft kit to build a 50-inch Minimoa, with its intricate wing ribs, cogwheel-like fuselage formers and stringers. For us youngsters, this was the first sight of a gull-winged 'vintage' glider! Happily, there is now a laser-cut replica kit, marketed by the Vintage Model Company.

We are running a Minimoa competition one evening at the Tibenham International Rally, with just this particular model. More details of this event will appear on the Tibenham website.

Spring is coming, but there's still time to build a beautiful Minimoa! The rules are 'evolving', but a prize will be awarded for building excellence and flying realism. You'll find the model builds quickly with superglue. If you want to fit radio control, micro servos are available for under £3.

The Vintage Model Company is generously offering VGC members a discounted price of £30 for the kit; postage is extra. There is a comprehensive website with many other models. You can email them on [sales@vintagemodel.com](mailto:sales@vintagemodel.com), or phone on 01629 258240. The man in charge is Hadi Kanan. Just tell him your membership number (another reason to join the VGC!).



A model competition

Saturday, 27 July to Saturday, 3 August.

If you like wartime airfields, you'll love Tibenham: it is huge, with three runways in good condition. During WW2, Tibenham was home to several squadrons of Liberators, and James Stewart – yes, the film actor was a real-life squadron commander.

Gliding conditions are superb, with no immediate controlled airspace and also innumerable flat landout fields. The VGC has many aeromodelling members and they are especially welcome at the spacious Tibenham site. See the box on facing page for a special model Minimoa competition.

Maybe you've never seen a gull-wing glider; or flown a glider which wasn't white all over – let alone one with an open cockpit, wings you can almost see through and held on with struts! If so, we'd love you to visit one of these great rallies. At the main rally, you can expect to see up to 80 historic gliders, in their rainbow colours, and meet their 'vintage' owners. Just think – something like 3,000 years' gliding experience, culled from a dozen countries! These are not competitions – more like 'happenings' – and each is unique and unrepeatable. One of the most beautiful sights – and sounds – you can see is an evening thermal full of vintage gliders, lazily circling over the airfield. You only live once!

VGC International Rally Secretary Martijn Hoogenbosch has been working hard to ensure that the Rendezvous and the 47th International Rally meet the VGC requirements. I deliberately haven't listed all the contact details, as you can find all essential information on the respective websites of our four host clubs.

One last point – to participate in the International Rally you must be a VGC member. The other rallies mentioned are basically club-run events and are managed as such.

■ [www.vintagegliderclub.org](http://www.vintagegliderclub.org)



Chris Wills pictured in 1973 (photos by Keith Nurcombe)



**Y**ORKSHIRE Gliding Club welcomes the return of the National Rally to Sutton Bank in 2019, *writes Jerry Henderson-Newton*. Over many years, participants in Slingsby Week rallies have enjoyed excellent soaring conditions for their vintage gliders from a safe and dependable hill site. Other than hill lift when there is a westerly blowing, thermal and wave lift provide additional soaring opportunities.

We have hosted many competitions and meetings, including the Northerns and Juniors competitions, as well as our famous Slingsby Weeks for vintage machines. In fact, recently, vintage gliders have soared to over 10,000ft here and some have completed many kms over the Yorkshire countryside.

For pilots with cross-country ambitions there are good field landing possibilities in most directions. The club ensures launching facilities are suitable for lower performance machines, and our enthusiastic team for the event works very hard to make sure everyone can get the most out of the week.

Our unique circular clubhouse houses a restaurant providing meals throughout the day and a convivial bar to visit after flying has finished. There are full daily briefings augmented by computer facilities and excellent wifi coverage across the site. Prizes will be awarded for achievements during the week. The lounge area provides stunning views of the Pennines to the west and the Vale of York to the south – these views even better when seen from the air.

Apart from the flying, North Yorkshire has plenty to offer our visitors. Amongst the most

popular attractions are the North Yorkshire Moors steam railway operating between Pickering and Whitby, the Elvington Air Museum, the Railway Museum in York and the WW2 museum at Eden Camp near Malton. It's a great walking area, especially in the foothills of the North Yorkshire Moors nearby. There are numerous picture postcard villages to explore and stop for a coffee and snack.

The club will be offering evening meals and events on most nights during this special week with a quiz or two, competitions and a BBQ (assuming it's a BBQ summer). The clubhouse has excellent facilities for self-catering, or there's an abundance of hostelrys to suit everybody's taste. On-site camping facilities for tents, caravans and motorhomes are plentiful and convenient with the advantage of our recently refurbished toilet and shower facilities. In short, something for everyone!

In addition to flying your own machine, be it vintage, classic or modern, the club fleet of single-seaters is available for suitably qualified visitors to fly at club rates, or if you wish you can take a trip with one of our instructors to explore the area in a DG-500, DG-1000, or K-21.

An entry fee of £10 per day per glider will include reciprocal membership, trailer parking and use of camping facilities. There will be very limited power points available, primarily for camper vans, for which an additional charge is to be made.

Contact the club for further details. A list of local accommodation is available, mostly B&Bs and pubs in the area.

## BGA accident/incident summaries

### AIRCRAFT

Ref	Type	Damage	Date, time	PILOT Injury	P1 hours
85	K-21	minor	11/06/18, 11:45	none	7300
<p>Tow rope from landing tug struck wing of parked glider. The airfield was undergoing extensive ground works, significantly limiting the width available for operations. The tug landing area was next to the ground works and, because of the limited width available at the runway threshold, the tug pilot had been briefed to land long to avoid gliders parked at the launchpoint. The tug approach was too low and, although the tug flew to the side of the glider, the tow rope drifted in the slight crosswind and caught the glider's aileron, damaging the aileron and underside of the wing.</p>					
86	Grob 102	minor	22/05/18, 19:00	none	70
<p>Heavy landings broke the nosewheel and punctured the tyre. The glider was seen to fly the approach without any airbrake and when the pilot tried to fly the glider onto the ground it bounced back into the air. As the end of the airfield approached, the pilot climbed and turned round to try to land in the opposite direction. The pilot again tried to fly the glider onto the ground and, after several impacts, the glider came to rest half way down the airfield. During the debriefing the pilot said that he had been moving the trim lever instead of the airbrake. Having not flown for nine months, the pilot had a single check flight and three solo flights in two-seaters earlier in the month. He had flown only five flights in the single-seater in the previous year.</p>					
87	ASW 20	substantial	09/06/18, 13:40	none	1339
<p>Field landing accident. After flying through strong sink during an Alpine flight, the pilot took what he thought was a conservative route, but ended up low in a valley, fortunately one with a landable pasture field. The pilot had to ground loop the glider after landing to avoid running into a tree line, breaking the fuselage, damaging the undercarriage, nose and aileron. During a debriefing, the local CFI explained an alternative route with a reliable lift source and known outlanding field.</p>					
89	Falke SF 25c	minor	15/06/18, 13:35	none	57
<p>The pilot was unable to prevent the TMG from yawing into wind on landing and the aircraft ran through long grass, damaging the tips of the propeller.</p>					
91	DG-500	minor	20/06/18, 15:40	none/none	424
<p>Undercarriage door hinge broken by long grass during a field landing. The trial flight was winch launched onto the ridge from the hill top site intending to ridge soar, but the glider gained less than 200ft from the launch. The pilot was unable to soar and elected to land in a field at the bottom of the hill.</p>					
93	K-13	minor	21/06/18, 18:00	none/none	1000
<p>Aileron drive damaged after ground contact. The pilot chose to land long, but, as the glider slowed, he was unable to keep the wings level in the light cross/tailwind. The glider was by now right on the edge of the landing area and, as the wingtip was over sloping ground, the aileron horn was the first part of the downgoing wing to touch the ground, catching on a vehicle track.</p>					
95	Twin Astir	minor	23/06/18, 15:00	none/none	not reported
<p>Undercarriage operating rod detached during operation. The entire undercarriage frame had just been replaced and during this test flight the mechanism worked for the first two retract and extend cycles. On the third attempt to lower the wheel the lever became jammed halfway and, after exerting more pressure, the mechanism broke. The wheel-up landing on grass caused minor damage to the underside of the fuselage. An inspection of the mechanism revealed that a lever arm had bent and the attached bearing had pulled out of the operating rod eye end.</p>					
96	Falke SF 25c	minor	22/06/18, 21:00	none	930
<p>Propeller strike during go around. While changing hands on the control column to go around, the pilot allowed the stick to come forward. The pilot did not notice the damage until after landing.</p>					
97	K-21	substantial	27/06/18, -	none	-
<p>Nosewheel landing. The pilot overflew a previously landed glider before opening the airbrakes, but was then unable to round out fully before the glider touched down. The glider then bounced back in the air and was seen by witnesses at the launchpoint to subsequently land on the nosewheel in a nose-down attitude, damaging the nosewheel structure. The CFI reports that the pilot's instructors had noticed a tendency for the pilot to fly the glider onto the ground.</p>					
100	ASW 27	minor	04/07/18, 13:30	none	6469
<p>Wheel-up landing damaged the gelcoat. The pilot had never been taught to perform a pre-landing check.</p>					



# BGA accident/incident summaries *continued*

AIRCRAFT Ref	Type	Damage	Date, time	PILOT Injury	P1 hours
101	ASW 20	minor	11/06/18, 14:30	none	877
Undercarriage frame tube bent. The damage was believed to have occurred during an otherwise uneventful field landing.					
102	ASW 24	substantial	30/06/18, -	none	1600
Competition field landing into a ridge and furrow field. The pilot was reassured by the presence of farm vehicles collecting hay bales in the field and it wasn't until touching down that he realised he was landing across hard-to-see furrows. The impacts crushed and split the front of the fuselage and cracked the canopy.					
105	Pegasus	substantial	09/07/18, 15:00	none	76
Crash during a low-level turn. The pilot intended to land long to avoid obstructions on the narrow grass runway, but failed to open the airbrakes. The glider flew over the end of the runway and was almost able to complete a 180° turn before a wingtip caught in the crop. The glider ground looped as it touched down, damaging both wingtips, an aileron and the tail skid. The pilot had been moving the undercarriage lever instead of the airbrake.					
109	Cirrus	minor	05/07/18, 15:30	none	not reported
Ground loop during field landing. The pilot had not noticed that a sea breeze had changed the local wind direction so landed downwind and was unable to maintain control at the end of the ground run. The ground loop through wheat stubble left superficial scratches in the glider.					
111	Falke SF 25c	minor	07/07/18, 16:15	none	459
Propeller tips damaged during landing. After touching down gently on the mainwheels, the TMG bounced slightly. The pilot held the stick back as the aircraft floated, but the nose dropped and the aircraft landed slightly nose down allowing the propeller to hit the ground.					
112	K-21	minor	08/07/18, 13:50	none/none	3750
Landing overrun. It was a hot day, the ground was dry and hard and the grass was short. The first half of the runway sloped uphill, the second half downhill and the pilot was unable to stop the glider before it rolled slowly into the boundary hedge, cracking the fibreglass nose. A subsequent engineering inspection found that the brake pads were only just within limits and that a locking nut on the cylinder actuation arm was loose.					
<b>Incidents</b>					
88	K-13	none	10/06/18, 15:00	none	19
Loss of control during winch launch. The 'all out' signal was given before all the slack in the cable had been taken up and the glider was snatched into the air. The acceleration caused the pilot's feet to come off the rudder and his left hand let go of the release, his right hand still held the control column and pulled the glider into a near-vertical attitude. The weak link broke at about 500ft and the pilot was able to lower the nose and make a safe landing.					
90	Falke SF 25c	none	19/06/18, 13:30	none/none	1500
P2 control column detached in flight. The right seat removable stick was re-attached and secured with the locking wing nut.					
92	Ventus 2	none	21/06/18, 14:30	none	160
While flying cross-country, the pilot noted that he needed full right aileron input to maintain control when using positive flaps. He made a PAN call and elected to land in a nearby farm strip. After selecting flap on the downwind leg he again needed full aileron input to maintain control, so chose to make a flapless landing. Looking at the controls after landing, the pilot noticed that with flap 2 set the starboard flaperon appeared to be extended more than the port flaperon.					
94	DG-303	none	22/06/18, 17:45	none	94
Wheel-up landing. The pilot forgot to do any pre-landing checks at the end of a two-hour soaring flight.					
98	K-13	minor	27/06/18, -	-	-
Some beer barrels were stored in the hangar underneath the wing of the glider. The bung in one of the barrels was expelled with sufficient force to puncture the underside fabric of the wing.					
99	K-13	none	28/06/18, 9:00	-	-
DI found that a safety locking pin of a K-13 airbrake control connection had been incorrectly inserted.					

continued on page 66

## BGA accident/incident summaries *continued*

AIRCRAFT Ref	Type	Damage	Date, time	PILOT Injury	P1 hours
103	ASW 20	none	07/07/18, 13:10	none	884
Strong sudden negative G while on aerotow threw a water bottle out of the storage pocket, striking the pilot on the head and dislodging her sunglasses. The distraction caused the pilot to lose position and the tug released the rope.					
104	K-6	minor	08/07/18, -	-	-
Damaged elevator. A car with attached tow dolly reversed towards the glider and the dolly struck the elevator, damaging the trailing edge and fabric covering.					
106	T-21	substantial	21/04/18, -	-	-
Pilot's knee struck the underside of the wing as the pilot climbed into the cockpit. A small hole was punctured into the wing skin.					
107	Duo Discus	minor	03/07/18, 14:00	-	-
Hail damage to gel coat from an unforecast thunderstorm while tied down at Gap Tallard. The glider was under covers and the damage was not noticed until after the next flight, wing flexing causing small circular cracks in the gel coat. See also 113 below.					
108	Grob Astir	substantial	4/07/18 11:00	-	-
Restriction in elevator movement noticed during pre-flight checks. Investigation revealed a recent crack in the aluminium undercarriage frame. The glider had not flown since returning from its annual inspection and the restriction had not been noticed during the DI. The report concludes that the damage had occurred while passing through a deep pothole on the way to the launchpoint.					
110	Junior	none	05/07/18, 15:15	none	102
Canopy opened during winch launch. The pilot released from the cable and was able to close the canopy before landing. He had been interrupted during his pre-flight checks.					
113	Duo Discus	minor	03/07/18, 16:00	-	-
Hail damage to glider parked outside with covers on at Gap-Tallard.					
114	SHK 1	minor	10/07/18, 11:15	-	-
Gust blew the canopy over, putting a large crack running across 3/4 of the canopy.					

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](mailto:editor@sailplaneandgliding.co.uk) or by post to the address on p3.

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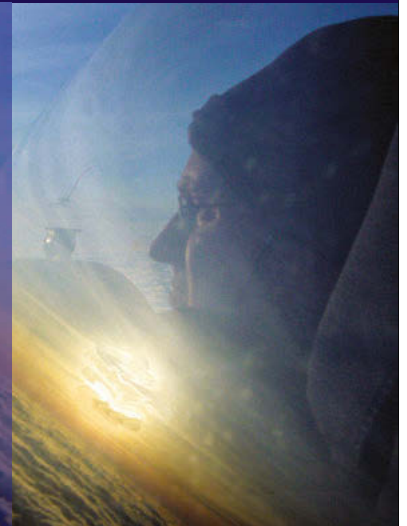
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Fancy an informal competition in a supportive and friendly environment? Join us for our annual Wood Week Rally from 13th-20th July. You don't have to have a wooden glider to take part, all gliders are welcome!



**CHRISTOPHER ROBERT SIMPSON**  
**(1929- 2018)**

CHRISTOPHER's father was Lt Col Maurice Simpson, a Leicester solicitor who, as a Territorial Officer, in 1938 raised Leicester's own Field Regiment, Royal Artillery and commanded it during WW2, including at Dunkirk. His mother, Renée Laffitte, was born in Bordeaux and came to England, where she taught French at a number of girls' schools, including Downe House. She was the director of the Leicester Women's Voluntary Services at the start of the war.

Christopher attended Hillbrow School and Rugby School before reading Law at Magdalene College, Cambridge.

As a Leicester lawyer, Christopher was responsible for the expansion of his family firm from Herbert Simpson, Son & Bennett to the firm of Stone & Simpson from which he retired in 1987. He was a passionate early adopter of computers and was very proud of his firm's progress in this area. He briefly continued the academic study of Law at Cambridge and was awarded an LLM degree in 1977.

Christopher was a keen rugby player at school and university, but the sport which captured his attention in early adulthood was climbing. He became secretary of the Cambridge University Mountaineering Club and was friends with many of the great British climbers of the post-war era; he was a member of the Alpine Club by the age of 22. He stopped climbing "after 25 people I knew well enough to have a drink with had been killed"; gliding became a huge part of his life instead.

Christopher participated in many regional gliding competitions, winning three of them, as well as flying in the British National Championships. He was assistant manager of the British gliding team at the World Championships in the USA in 1970 and Yugoslavia in 1972. Christopher broke two world records and five British records at the South African National Championships for two-seaters in 1978. He became chairman of the BGA in 1972 and subsequently chairman of the Royal Aero Club, which awarded him its Silver medal.

Perhaps because of his French heritage, Christopher was a knowledgeable oenophile. The prize for his win of the *Daily Telegraph* wine competition provided a welcome boost to one of the best cellars in the country. Food was very important to him, too: he was founder chairman of the Leicester Food and Wine Society. Christopher married



Chris Simpson, former BGA Chairman

Jane Byng in 1955: they were generous hosts. Jane died in 1990; she had been a Leicestershire County Councillor for many years. Christopher married Theresa Heath in 1991; she died in 2013.

Christopher was an enthusiast with a keen eye for technical detail. He loved to have the latest technology, be it gliders, cameras or computers. He was a traditionalist, who wasn't afraid to say what he thought. Christopher leaves two children and five grandchildren.

**David Simpson, son**

■ WHEN I joined the BGA staff in 1970, Chris Simpson was the vice chairman of the association, but de facto carrying out most of the executive organisation as Ken Wilkinson, the chairman, was fully occupied with being the managing director of British European Airways.

Chris then was elected as chairman and for six years steered the Executive and the BGA through a most successful period of growth in the sport and major changes in the administration. It was a brave decision to uproot the BGA headquarters from the tiny, crowded basement office in central London and move us to then new purpose-built offices in Leicester. Some members wondered how they would manage without the easy central London access to the office, but Chris appreciated how communication was already changing ahead of the digital age. I remember his excitement about the introduction of computers into small business and showing me, at his solicitors firm, the enormous machine half filling one of his offices which would churn out a standard form of will for customers.

He ran the Executive Committee, consisting of 12 diverse and often opinionated glider pilots, with an unflappable charm, but a determined sense of direction. He remained affable throughout and his sense of humour was never far away. Chris taught me many things, including a

love of fine wines, and was a mentor to me in my early days learning to love the dear old BGA.

**Barry Rolfe, former BGA Secretary**

■ CHRIS Simpson had a long and varied flying career. He took up gliding and, at some time in the late 1950s or early 60s, joined the revived Leicester Gliding Club at Rearsby, the home of Beagle Aircraft.

In 1953, the assets of the dormant Leicester gliding club had been folded into the newly-formed Coventry club at Baginton. There will still be people around who can tell us just when the Leicester club was revived, but when Keith Nurcombe joined the Coventry club in May 1963 it promptly went off for a month's camp at Haverford West and Keith was told to report to Vic Carr at Rearsby to join the group under training at that lovely site.

Keith's logbook tells us that he first met Chris on his 10th flight in a T-21 - his first aerotow - behind Digby Larque in a Tiger Moth. "I'll take it to 500ft, then you can take over," says Chris. At 500ft he duly gave Keith control, at which point they almost did a loop. Chris swiftly regained control and, after they'd had a few exciting moments recovering from the aerobatics - still attached to the tug, but with Digby waving his fist at them - Keith reports that Chris said: "You didn't tell me you'd never had an aerotow." "You didn't ask me," was Keith's reply. A lesson for both of them.

Much later, Keith recalls flying with Chris while under training as an instructor. He tells us that instructing at that level, Chris was a fine pilot and a great instructor from whom he learned useful and significant techniques.

Chris became an enthusiastic competition pilot and a devoted Competition Enterprise participant for many years. As a fellow Enterpriser, I enjoyed stories of some of the occasionally hairy flying he had done over the years. Such as the time he and another well known pilot found themselves in the same cloud near Lasham. The other pilot asked him what colour his glider was; Chris replied "Yellow and white (The Skylark 4, 108). Why?" The reply came back: "Well Chris, I think I've just seen you in the cloud!" They both got clear of the cloud very quickly. We enjoyed many years together flying in Enterprise and I could tell one or two stories of Chris, which would fetch a few smiles.

**Ron Davidson and Keith Nurcombe,**  
**The Gliding Centre**

# › DEREK PIGGOTT, MBE (1922-2019)

ALAN Derek Piggott was born 27 December 1922 in Chadwell Heath, Essex, the son of the Rev William Piggott and Alice Harvey. His father was a conscientious objector in WW1, led the rent strike against London County Council after the war and was a frequent speaker at Hyde Park.

When his mother died, the family moved to Sutton, Surrey, where Derek attended Sutton County School. When he left school he became a trainee scientific instrument maker. Derek had been a very active aeromodeller and helped to form the Sutton Model Aircraft Club. After WW2 he was selected to be a member of the British Wakefield Cup team, a prestigious aeromodelling competition held that year in Akron, Ohio.

From the age of four, after a flight in an Avro 504, flying was Derek's life. He volunteered for the RAF as aircrew in 1942, trained in Canada and was commissioned in 1943. After months of waiting on a Lancaster Bomber station at Witchford, near Ely, he volunteered for glider operations which promised immediate operations. He did his conversion training on to troop-carrying gliders before being posted to India to No.668 Glider Squadron. He was detached to No.267 Squadron for four weeks as second pilot on Dakotas flying supply operations over the front lines in Burma.

After a spell instructing Indian pilots at Jodhpur, Derek flew patrols in Austers, during the unrest caused by Partition in 1947, often taking off from narrow roads. He returned to England in 1947 and was posted to the Central Flying School as an instructor of instructors. He became an A1 CFS instructor, the highest RAF qualification for a flying instructor. This involved flying and teaching on many types of aircraft, including multi-engined aircraft and early Meteor jets.

Derek was selected for the Empire Test Flying School, but high tone deafness caused by long hours in noisy aircraft debarred him. This was a common condition among experienced pilots. The rules were later relaxed, but too late for Derek. Instead he went to the RAF Gliding School in Detling as chief instructor. Although an unspectacular achievement,



Gliding legend Derek Piggott

his systematic sequence of exercises in dual-controlled gliders greatly improved the safety of gliding. In 1953, Derek received the Queen's Commendation for work on developing and introducing new instructional techniques for gliding in the Air Training Corps. He was particularly proud of his monograph *Sub-gravity sensations and gliding accidents*, which identified why some pilots panicked and flew vertically into the ground.

He left the RAF in 1953 and became the Chief Flying Instructor at Lasham Airfield, where he remained, with occasional breaks for filming, until 1989.

## Remarkable pilot

If merely judged on the 154 types of powered aircraft and 170 types of glider that he had flown, Derek Piggott can be rated as a remarkable pilot. If it had wings, he flew it: from the Bristol Boxkite to four-engined bombers and jets. However, Derek is best known throughout the world as a glider pilot and instructor. While working as a stunt pilot for films, he probably exceeded the nine lives traditionally attributed to cats, surviving through his flying skills and an ability to think quickly under pressure.

In 1955, he set a British gliding altitude record in a violently turbulent thunderstorm in a Skylark 2. As it climbed, the glider became heavily coated with ice, which periodically jammed the controls. There was also a risk that lightning would fuse every control rod and cable. After experiencing severe electric shocks he decided to descend, but this proved

impossible even with full airbrakes. Maintaining control with only turn and slip and air-speed indicators, he reached over 25,000ft. With no oxygen, he was barely conscious when he found descending air.

In 1959, the *Daily Mail* sponsored a race from London to Paris on the anniversary of Bleriot's flight across the Channel. Derek crossed the channel twice in gliders, once in an Olympia 419 which he soared from Deal to the outskirts of Paris, and once while being towed in a primary glider. Because the primary was easily de-rigged, it was the only aircraft to do the whole distance from Marble Arch to the Arc de Triomphe.

During an aerobatic flight in a Bocian with a pupil, the rear canopy blew off, hitting the tail-plane and disabling the glider. The pupil jettisoned the front canopy, which hit Derek in the rear seat and embedded itself in the wing. They lost height rapidly. Derek was puzzled by the pupil's delay in exiting, but the pupil finally baled out. Derek, after battling with 'g'-forces, managed to escape after the glider inverted. His parachute opened at 500 feet. He later learned that the pupil had removed his expensive sunglasses and placed them in his pocket before jumping. After a cup of tea and calls to the Air Accident Investigation Branch and the police, Derek climbed into another glider and continued instructing on the course.

Derek was occasionally employed for feature films as a stunt pilot and technical adviser. He had a great 'camera sense', knowing which manoeuvres would look impressive and accurately positioning the aircraft to appear in each shot. He was able to say whether a shot would work after the rehearsals and suggest an alternative if it did not. For dog-fight sequences he advised fellow pilots to move in behind the other aircraft until they were scared, and then close in a little more.

For *Darling Lilli* in 1968, he was responsible for the majority of the designs of six replica SE5A aircraft and for supervising their construction in a period of nine weeks, and so worked 17-hour days for this period. They were completed just days before simulated dog-flights. He also advised on the construction of several of the early aircraft re-created for use in

*Those Magnificent Men in Their Flying Machines* in 1964. For some types he had to rediscover how to fly them safely and he had a number of narrow escapes. Some of these replicas were barely flyable until Derek trimmed them to make them controllable and tolerably stable.

For *Chitty Chitty Bang Bang* in 1967, he was required to fly in a copy of a 1910 Lebaudy airship. It was reported to be almost uncontrollable. He hastened to the library of the Royal Aeronautical Society and read all he could. Malcolm Brighton and Derek managed to get the airship airborne briefly, before hitting the ground and breaking the propeller. They then bounced up into 132,000 volt cables. They were reluctant to jettison all the expensive helium and so, when they landed again, a light breeze was sufficient to send them through another set of power wires, before they eventually dumped the gas. The airship was written off in a storm shortly afterwards.

Using his experience of a crash in an Indian paddy field after engine failure, Derek deliberately crashed an aircraft for *Villa Rides* on a river bank while flying towards a cliff. He stopped it from 55mph in 10 yards by making the undercarriage collapse. His major concern had been the cliff, which made the stunt more dangerous and yet it was never seen in the finished film. In *The Blue Max* Derek was the only stunt pilot to agree to fly for a scene in which the two rivals challenge each other to fly beneath the spans of a bridge. The two replica Fokker Dr.I triplanes had four feet of clearance on each side when passing through the narrower span. They had limited manoeuvrability and insufficient power to pull up over



Derek Piggott flying a Fokker Dr.I triplane through the narrower span of the bridge at Carrigabrick in Co Cork for *The Blue Max* in 1965

the bridge if the flight-path began to go adrift. Derek took the role of both pilots. He placed two poles beyond the bridge and by aligning them on the approach, he could fly down the centre-line of the span. Because of the need for multiple takes of both aircraft from various angles, he flew the wider span of the bridge 15 times and 18 times through the narrower span.

On 9 November 1961, flying Southampton University's Man-Powered Aircraft (SUMPAC), Derek covered over 64 metres, becoming the first person to make an officially authenticated take-off and flight in a man-powered aircraft. For television programmes in 1973, and again in 1985, he flew a replica of the first heavier-than-air aircraft at the site that Sir George Cayley had used in Brompton Dale, Yorkshire. Cayley had named the oar-like main control as the 'influencer', which Derek said was a serious exaggeration.

Despite his adventures, we should not overlook Derek's greatest achievement, which was to make gliding safer. His structured progress cards, instructor courses and defined weather limits for inexperienced pilots probably saved many lives.



Derek Piggott (nearest) with Roy Cross. With a combined age of 171, they were the oldest pair to enter a British gliding competition (2010 Lasham Regionals)

Derek wrote eight books on gliding, including his autobiography, *Delta Papa*, and was the guest speaker at many events throughout the world. The first book, *Gliding*, is now in the 8th edition. Some of his books have been translated into German and Japanese.

He married Myfanwy Joy Rowlands in 1949, but they separated. Myfanwy died in July 2014. They had a daughter, Julia, the founder and artistic director of Pyramid of Arts, who also died in 2014, and a son, Robert, currently a schoolmaster. Derek's partner for many years, Maria Boyd, a teacher of dyslexic children, also survives him.

Derek was regarded as a warm person, keenly interested in anyone who wanted to fly. He took immense trouble with his pupils and had huge patience in diagnosing faults and explaining techniques. In 1987 Derek Piggott was awarded the MBE for services to gliding. In 2007 the Royal Aero Club awarded him their Gold Medal - the highest award for aviation in the UK. Also in 2007, the Royal Aeronautical Society appointed Derek an Honorary Companion of the Society. In 2008 he was awarded the Lilienthal Gliding Medal by the Fédération Aéronautique Internationale for outstanding service over many years to the sport of gliding.

He continued flying up to his 90th birthday, and regularly thereafter, but no longer as pilot in command.

Derek Piggott enjoyed a very full and happy life for 96 years and passed away on 6 January 2019, with Maria at his side in the Princess Alice Hospice, having suffered a severe stroke on 15 December 2018. Up until then, he was fiercely independent, still drove, and recently visited (and flew) at Lasham.

**John McCullagh, Lasham GS**

**ANN WOOLF (1939-2018)**



MY MOTHER, Ann Woolf, passed away on 27 December 2018 in South Australia due to complications following being diagnosed with pancreatic cancer.

She had been involved in gliding for 50-odd years of her life, “dragging” me and my sister around with her until we were of an age when we could do our own thing, like most gliding kids.

Mum started her gliding career in 1966 at RAF Leeming and RAF Dishforth, as well as jumping off Sutton Bank from time to time. Before moving out to Germany in 1968 we moved to Blandford Forum and she thought nothing of travelling to Weston-super-Mare on the old roads (pre-dual carriageways) every weekend.

Moving out to Germany in 1968, she started her long association with Detmold Gliding Club, taking on various roles, including making the dozens of cheese and pickle sandwiches, and travelling miles (kilometres) when required to be on the airfield at weekends.

Here she built up great relationships with club members and the German

gliding club which flew alongside the British Forces club.

When she left Germany in 1977, mum would go along to Upavon and Odium. In the late '80s, she would spend the British winters in Australia at the Waikerie Gliding Club. In the mid-90s, she moved out to Waikerie permanently, living with Maurie Bradney, CFI for Waikerie, just off the airfield. Following Maurie's death, my mum continued to live in the house until her death.

Highlights in Australia included having to collect Hans Werner Grosse from the outback following his long distance flights.

**Chris Steedman, son**

**BGA BADGES**

No.	Pilot	Club (place of flight)	Date
<b>FAI 750k Diploma</b>			
125	Roy Garden	Deeside	10/10/2018
126	Martin Durham	Bicester (New Tempe)	12/11/2018

**Diamond Badge**

831	Roderick Ellis	Gliding Centre	04/10/2018
832	John Clark	Black Mountains	08/10/2018
833	Martin Conboy	Lasham	09/10/2018
834	Will Greenwood	Southdown	09/10/2018
835	Lee Davidson	Anglia	09/10/2018
836	Tomasz Cebo	Cambridge	09/10/2018
837	Peter Belcher	Cambridge	22/10/2018
838	Jerry Newbery	Essex & Suffolk	22/10/2018
839	Mark Kidd	Surrey Hills	08/10/2018
840	Paul Wright	Wyvern	22/10/2018
841	Andrew Butterfield	Oxford	08/10/2018
842	Christopher Harrison	Lasham	24/10/2018
843	Guy Davidson	Chiltern	22/10/2018
844	Oliver Bosanko	Cambridge	02/12/2018

**Diamond Distance**

1-1288	Lee Davidson	Anglia	14/07/2018
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**Diamond Goal**

2-2614	John Thompson	London	30/08/2018
2-2615	Lee Davidson	Anglia (Rattlesden)	15/07/2018

**Diamond Height**

3-1824	Roderick Ellis	Gliding Centre (Aboyne)	04/10/2018
3-1825	Kevin Wood	Lasham (Aboyne)	04/10/2018
3-1826	Thomas Sage	London (Aboyne)	04/10/2018
3-1827	Roy Jones	Lakes (Portmoak)	02/10/2018
3-1828	John Clark	Black Mountains (Lleweni Parc)	08/10/2018
3-1829	Andrew Watson	Cambridge (Aboyne)	09/10/2018
3-1830	Martin Conboy	Lasham (Aboyne)	09/10/2018
3-1831	Alexander Jenkins	Black Mountains/ Oxford (Lleweni Parc)	09/10/2018

**JOHN ANDREW MELVILLE (1943-2018)**



IT IS with great sadness that we learnt Andy had a sudden downturn in the battle with his recent medical problems and passed away on 17 November 2018.

We, at the Wolds Gliding Club, are all devastated at his sudden departure.

Andy joined the Wolds in 2000 after he moved home to a nearby village. It quickly became apparent what a great communicator he was. He hadn't been in the area long before it seemed Andy knew everybody of any importance or relevance - councillors, planners and local developers. He served on the committee and was always on top of any developments that may affect the club. He generally had an input at the end of an agenda item, coming up with a sensible solution.

Andy came to us from Camphill and I know he had many associates there. He has been in many syndicates through his flying career: K-21, DG-500, ASH 25, Janus C, RF5. He obviously liked flying in company.

As an instructor he was well-liked, able to transmit the nuances of flying comprehensively.

The Two-Seater Comp (TSC), our flagship comp, was a passion of his. He was always the first to encourage the team to get organising at the end of the

previous year, even before a director had been appointed. He would poke and prod until everything had been attended to.

Task setting was his forte at TSC, complicated by attempting to get the maximum out of the day for gliders ranging from Eagle/T-49s up to Arcus/ASH 25s. Andy had it cracked, even sometimes going against the met man's advice.

He was also instrumental in cajoling competitors from Belgium, whilst on his many legendary gliding visits to France, to come and make TSC an international competition.

Andy made many friends at TSC. This year will be dedicated to his memory. I'm sure as many of his friends as possible will support this special comp.

I personally will miss the banter we had. He always had the club in mind and we worked together behind the scenes on clubhouse maintenance and the like. It pleased me that he would come to me for advice on some project that he decided needed doing. I was slow to realise that he was subtly passing the job onto me, but I didn't mind as he did it in such a genial way. He wasn't frightened of getting his hands dirty anyway.

There have been many tributes on our local club forum and the word "gentleman" pops up many times.

It is often said that there isn't anybody that you couldn't do without, somebody else will always fill their shoes. Well, in Andy's case, I'm not so sure. Wolds Gliding Club owes Andy a great deal. He'll be the hardest act to follow.

**Bob Kirbitson, Wolds Gliding Club**

# BGA BADGES

**No. Pilot Club (place of flight) Date**

## Diamond Height cont'd

3-1832	Will Greenwood	Southdown (Lleweni Parc)	09/10/2018
3-1833	Lee Davidson	Anglia (Aboyne)	09/10/2018
3-1834	Tomasz Cebo	Cambridge (Aboyne)	09/10/2018
3-1835	Richard Bastin	Aboyne	04/10/2018
3-1836	Peter Belcher	Cambridge (Aboyne)	22/10/2018
3-1837	Jerry Newbery	Essex & Suffolk (Aboyne)	22/10/2018
3-1838	Jane Moore	Booker (Aboyne)	24/10/2018
3-1839	Mark Kidd	Surrey Hills (Denbigh)	08/10/2018
3-1840	Rowan Smith	Devon & Somerset (Denbigh)	09/10/2018
3-1841	Jamie Steel	Portsmouth Naval (Aboyne)	24/10/2018
3-1842	Bryan Hooson	Cambridge (Aboyne)	09/10/2018
3-1843	Paul Wright	Wyvern (Aboyne)	22/10/2018
3-1844	Graham Sturgeon	Lakes (Portmoak)	02/10/2018
3-1846	Andrew Butterfield	Oxford	08/10/2018
3-1847	Andrew Greenhalgh	Essex & Suffolk (Aboyne)	29/09/2018
3-1849	Jonathan Sharp	Anglia	02/10/2018
3-1850	Philip Dolling	Banbury (Aboyne)	04/10/2018
3-1851	Christopher Harrison	Lasham (Aboyne)	24/10/2018
3-1852	Guy Davidson	Chiltern (Aboyne)	22/10/2018
3-1853	Tarlochan Marwaha	Wyvern (Aboyne)	04/10/2018

## Gold Badge

Roderick Ellis	Gliding Centre	04/10/2018
William Blackburn	Wolds	29/09/2018
Charles Donnelly	Southdown	04/10/2018
Lee Davidson	Anglia	15/07/2018
Tomasz Cebo	Cambridge	09/10/2018
Timothy Horbury	Lasham/Surrey Hills	05/10/2018
Jerry Newbery	Essex & Suffolk	22/10/2018
Mark Kidd	Surrey Hills	08/10/2018
Jonathan Sharp	Anglia	02/10/2018
Christopher Harrison	Lasham	24/10/2018

## Gold Distance

Lee Davidson	Anglia (Rattlesden)	15/07/2018
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## Gold Height

Iain McIver	Dumfries & District (Aboyne)	02/09/2018
Roderick Ellis	Gliding Centre (Aboyne)	04/10/2018
Ingram Gavan	Lasham/ Surrey Hills (Aboyne)	02/10/2018
William Blackburn	Wolds	29/09/2018
Charles Donnelly	Southdown (Lleweni Parc)	04/10/2018
Alex Conboy	Lasham (Aboyne)	04/10/2018
Alexander Jenkins	Black Mountains/ Oxford (Lleweni Parc)	09/10/2018
Anthony Bartlett	Black Mountains (Lleweni Parc)	09/10/2018

## Gold Height cont'd

Tomasz Cebo	Cambridge (Aboyne)	09/10/2018
Timothy Horbury	Lasham/Surrey Hills (Aboyne)	05/10/2018
Jerry Newbery	Essex & Suffolk	22/10/2018
Mark Kidd	Surrey Hills	08/10/2018
Barry Michael	Booker (Aboyne)	24/10/2018
Andrew McCrorie	Lasham (Aboyne)	19/10/2018
Jonathan Sharp	Anglia	02/10/2018
Jacek Kwiatkowski	Booker (Aboyne)	24/10/2018
Christopher Harrison	Lasham (Aboyne)	24/10/2018
Michael Brooks	Buckminster (Portmoak)	02/10/2018

## Silver Badge

Daniel Palmer	Wyvern	05/10/2018
Robert Shepherd	Midland	11/07/2018
Tomasz Janikowski	Cotswold	31/07/2018
Oliver Heidkamp	Upward Bound Trust	30/08/2018
Christopher Roberts	Bath, Wilts & N Dorset/Herefordshire	04/08/2018
Georgianna Kloos	Southdown	09/07/2018
Tadej Magajna	Lasham	04/08/2018

## Silver Distance

Daniel Palmer	Wyvern (Aboyne)	05/10/2018
Christopher Thirkell	Yorkshire	31/08/2018
Matthew Morrison	Wrekin	28/09/2018
Sebastian Routledge	London	11/08/2018
Tomasz Janikowski	Cotswold	31/07/2018
Oliver Heidkamp	Upward Bound Trust	30/08/2018
Christopher Roberts	Bath, Wilts & N Dorset/Herefordshire	08/07/2018
Georgianna Kloos	Southdown (Nymphsfield)	09/07/2018
Tadej Magajna	Lasham	04/08/2018

## Silver Duration

Daniel Palmer	Wyvern (Sisteron)	22/04/2018
Sofiane Soussi	Lasham	07/07/2018
Sofiane Soussi	Portsmouth Naval (Lasham)	07/07/2018
Lachlan Sloan	SGU	11/08/2018
Tomasz Janikowski	Cotswold	31/07/2018

## Silver Duration cont'd

Kevin Charlton	Anglia	04/11/2018
Christopher Roberts	Bath, Wilts & N Dorset/Herefordshire	04/08/2018
Kevin Westwood	Bristol & Glos (Portmoak)	24/10/2018
Tadej Magajna	Lasham	20/04/2018
Peter Tough	York	15/07/2018

## Silver Height

John Poley	Cambridge	30/08/2018
Sofiane Soussi	Lasham/ Portsmouth Naval	07/07/2018
Robert Shepherd	Midland	11/07/2018
Sebastian Routledge	London	11/08/2018
Tomasz Janikowski	Cotswold	31/07/2018
Colin Foale	Cambridge	06/07/2018
Georgianna Kloos	Southdown (Nymphsfield)	09/07/2018
Tadej Magajna	Lasham	20/04/2018
David Byrne	Buckminster	14/07/2018
Peter Tough	York	15/07/2018

## 100k Diploma Part 1

James Jennings	Banbury	30/08/2018
Tomasz Janikowski	Cotswold	31/07/2018
Oliver Heidkamp	Upward Bound Trust	30/08/2018
Daniel Comerford	London	05/08/2018

## Cross Country Endorsement

Darren McKillop	Shalbourne	24/09/2018
Daniel Weston	Heron	29/09/2018
Roger Pusey	Lasham	03/10/2018
Robert Symons	Shalbourne	07/10/2018
Daniel Palmer	Wyvern	18/06/2018
Martin Clark	Herefordshire	27/09/2018
Richard Elliott	Bristol & Glos	19/10/2018
Nicola Beretta	Seahawk	27/09/2018
Theodoros Messinezis	Lasham	20/10/2018
Stephen Kingham	London	20/10/2018
Benjamin Ambler	Burn	20/10/2018
Eric Kuhlilm	SGU	25/10/2018
Georgianna Kloos	Southdown	30/06/2018
Matthew Porter	Booker	06/07/2018
Bernard Macari	Lasham	14/11/2018
Peter Tough	York	28/10/2018

# INSTRUCTOR RATINGS

## Basic

Toby Freeland	Lasham	05/10/2018
Guy Corbett	London	11/10/2018
Jonathon Butler	Bannerdown	11/10/2018
Andrew McCrorie	Lasham	11/10/2018
Philip Maund	Derby & Lincs	11/10/2018
Jonathan Hill	Surrey Hills	24/10/2018
Christopher Moore	Kestrel	02/11/2018
Steven Myall	Peterborough & Spalding	07/11/2018
Laurence Penrose	Mendip	07/11/2018
Philip Jameson	Peterborough & Spalding	07/11/2018
John Inglis	Gliding Centre	07/11/2018
John Felakowski	York	15/11/2018
Andreas Jelden	Herefordshire	21/11/2018
Craig Scott	Wolds	22/11/2018
Matthew Porter	Booker	05/12/2018
Martin Fellis	Northumbria	05/12/2018
Philip Binnee	Booker	14/12/2018

## Assistant

Nicholas Busvine	Southdown	26/10/2018
Matthew Oakey	York	26/10/2018
Miles Bailey	Bicester	26/10/2018
Richard Nadin	Trent Valley	01/11/2018
Adam Youle	Gliding Centre	07/11/2018
Eleanor Youle	Gliding Centre	07/11/2018
Simon Smith	Gliding Centre	07/11/2018
Matthew Cook	Midland	07/11/2018
Martin Watt	Black Mountains	22/11/2018

## Full

Christopher Lewis	Lasham	12/10/2018
Ross Morriss	Peterborough & Spalding	26/10/2018

**Congratulations to everyone listed on these pages for their achievements**

## 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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