

# SAILPLANE & GLIDING

VOL. 70 NO.2



**FIND OUT HOW TO  
BE STREET WISE**

**WHAT DOES YOUR  
GLIDER MERCH SAY  
ABOUT YOU?**

**FLYING SCHLEICHER'S  
'FUTURE PROOF' K-21B**

# BE PREPARED

Discovering another dimension at Aboyne

£4.50



54



LX Avionics are delighted to have been appointed Sole UK agents for MarS Emergency Parachute. Offering great build quality and comfort, EASA Certification, a 20 year life and excellent value for money. Clubs, contact us for special club offers.



From £1,416.00 Inc. VAT



From £1,476.00 Inc. VAT



From £1,464.00 Inc. VAT



The original LX company, producing first class gliding instruments for over 40 years

Easy to use all-in-one variometer and air navigation device.



- 2.5" high contrast display
- Task Navigation, Final Glide
- IGC flight recorder with ENL
- New LX One chip
- 8 Gb internal Memory
- TP, APT, TSK support
- WiFi and Bluetooth 4.0 + BLE
- Integrated G-meter (G-force accelerometer)
- 3-axis gyroscope and accelerometers

- 2 rotary knob with push function, for simple effective handling
- integrated GPS receiver
- Built-in voice module
- OAT probe input (temperature)
- External SD Card interface
- Built-in rechargeable back-up battery (up to 3 hours of autonomy)
- Power consumption: 150mA @ 12V

Future digital variometer with analogue needle.



- Transflective, High Contrast Display
- Task Navigation with Final Glide
- IGC Flight Recorder with ENL
- New LX One Chip
- 8GB Internal Memory
- WiFi and Bluetooth 4.0 + BLE
- Integrated G Meter (G-Force recorder)
- 3-axis Gyroscope and Accelerometers

- Rotary knob with Push Function
- Integrated GPS receiver
- Built-in voice module
- OAT probe input (temperature)
- External SD Card Interface
- Built-in rechargeable back-up battery (up to 3 hours of autonomy)
- TP, APT, TSK navigation
- Airspace support
- Power consumption: 150mA @12V

**We will match any like for like written quotation.**

**Sales and Support 01280 700020**

**info@lxavionics.co.uk**

**www.lxavionics.co.uk**

Our Address: LX Avionics Ltd, Hangar 10, Turweston Aerodrome, BRACKLEY, NN13 5YD

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



**CONTENTS**

- 04** BGA NEWS
- 06** YOUR LETTERS
- 08** OPINION
- 09** BGA TROPHIES
- 14** LOOKS LIKE A K-21  
- FLIES LIKE A K-21
- 18** LANDOUTS: FROM  
HEAVEN OR HELL
- 22** GLIDING IS ASSET  
TO AIRLINE JOB
- 26** GLIDING GALLERY
- 28** ADVISORY 10:  
HOW TO GET YOUR  
FIVE HOURS
- 31** GLIDING IN  
ROMANIA
- 34** THE PERILS OF  
DISTRACTION

**CLUB**

- 16** AIRSPACE UPDATE
- 44** BGA CONFERENCE  
AND AGM
- 50** DEVELOPMENT NEWS
- 52** CLUB GALLERY
- 54** CLUB NEWS
- 60** CLUB FOCUS:  
MIDLAND
- 62** VINTAGE GLIDING
- 64** IT'S GROUNDS  
FOR SUCCESS
- 67** ACCIDENT/INCIDENT  
SUMMARIES
- 70** OBITUARIES
- 71** BGA BADGES
- 72** CLASSIFIEDS
- 74** INDEX TO  
ADVERTISERS

**FEATURES**

**10 HOW TO BE STREET WISE**

Why do streets form on breezy days and what flying tactics do we need to exploit these lines of energy? **Tony Cronshaw** talks to Aim Higher coach **Kevin Atkinson** for some expert advice

**12 K-21 GETS MAKEOVER**

Deputy CFI **Jordan Bridge** reports on the first impressions of Lasham's new K-21B trainer

**36 AN EXPRESSION OF YOUR LOVE?**

**Amy-Jo Randalls** reveals what your glider merch says about you (and her struggles as a small female pilot)

**38 ABOYNE: ANOTHER DIMENSION**

**Tomasz Cebo** explains why, for him, there is no place like Aboyne



MEMBER OF THE ROYAL AERO CLUB AND THE  
FEDERATION AERONAUTIQUE INTERNATIONALE



 **THE MAGAZINE OF  
THE BRITISH GLIDING  
ASSOCIATION**  
APRIL/MAY 2019 VOLUME 70 No 2

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

**EMAIL:** EDITOR@  
SAILPLANEANDGLIDING.CO.UK

**S&G TEL:** 01763 246657



**COVER STORY**  
Taken from the back of  
DG-1000 T, G-WYWN, with  
Sam Hepburn at the controls  
in the front, during an expedition  
to Aboyne. The group of  
friends consists of pilots from  
Portsmouth Naval, Wyvern  
(Army), RAFGSA Cranwell  
and some Lasham members.  
See p38 for more photos.  
(Luke Spencer Dale)

**DEADLINES**

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

*Aug/Sept 2019*  
Articles, Letters, Club News: 5 June  
Display advertisements: 21 June  
Classifieds: 5 July

© British Gliding Association 2019  
All rights reserved. Views expressed  
herein are not necessarily those of the  
Association nor the Editor

**PUBLISHER**

British Gliding Association,  
8 Merus Court, Meridian Business  
Park, Leicester LE19 1RJ  
**tel: 0116 289 2956** fax: 0116 289 5025  
[www.gliding.co.uk](http://www.gliding.co.uk)  
email: [office@gliding.co.uk](mailto:office@gliding.co.uk)

**To advertise in S&G:** Debbie Carr  
[debbie@gliding.co.uk](mailto:debbie@gliding.co.uk)

**To subscribe to S&G:**  
[office@gliding.co.uk](mailto:office@gliding.co.uk)  
Or subscribe at [www.sailplaneandgliding.co.uk/subscribe](http://www.sailplaneandgliding.co.uk/subscribe)  
**UK £25.75 Overseas airmail £41.50**

> Next year marks the 90th anniversary of the BGA. On 4 December, 1929, a lunch was held at London's Comedy Restaurant for 'those interested in gliding'. Around 30 were expected, but 56 attended and agreed to form a committee with the intention of forming a British Gliding Association. The BGA became an established body on 27 March, 1930, and from the start of 1930 gliding clubs sprung up in a frenzy of enthusiasm. The BGA will be celebrating both 90th anniversaries with activities later this year and in early 2020. You can read more about the history of British gliding at [www.glidingheritage.org.uk](http://www.glidingheritage.org.uk)

> A new world height record by Perlan's pilots Timothy Gardner and James Payne has been ratified by the FAI. On 2 September, 2018, they reached a height of 22,657m (74,334ft).

> As anticipated, the CAA has issued a temporary exemption permitting pilots of EASA sailplanes to continue to operate without an EASA licence until 7 April 2020. The BGA Pilot Licence Conversion webpage information has been updated.

> Tim Freearde, an experienced gliding instructor and BGA inspector, has taken over the role of BGA Safety Committee chairman. The safety committee is one of a small number of specialist sub-committees appointed by and reporting to the Executive Committee in support of the membership.

> An Overseas Championship is being held at Issoudun, France, in conjunction with the Issoudun International contest (4-13 July). Brian Spreckley is the task setter and local organiser and tasks will be DHT, AAT and AST. Open to all, for more information contact [aci@berrylglide.net](mailto:aci@berrylglide.net)

> The 2019 BGA Waypoint List has been published by Tim Newport Peace. See [www.newportpeace.co.uk/turningpoints.htm](http://www.newportpeace.co.uk/turningpoints.htm).

> If you would like some insight into world champion Sebastian Kawa's tactics, see [www.youtube.com/watch?v=Fbkug3BJlew](http://www.youtube.com/watch?v=Fbkug3BJlew)

> Schempp-Hirth delivered Arcus M number 200 to a German club at the beginning of the year. The company has also started serial production of its self-launch-capable Ventus Performance Edition.

> Schleicher's engineering team has been working hard to start the series production of the new AS 33. Final structural and fluid dynamic calculations are completed with "promising results" and production of the first wing has started.

> A reminder that it's a 'gliding year' at AERO Friedrichshafen, Germany, 10-13 April.

# SAFEGUARDING IS NOT JUST A LOAD OF DBS's!

CHILD protection, or child safeguarding – is it really just making sure that all those involved with under-18s are DBS checked? Well, maybe not, **writes Karon Matten, BGA Child Protection Lead.**

How to approach the issue of child protection is the first step. Think about how child protection can operate within your organisation and all roles in your organisation where contact with young people can be regular, or unsupervised, or both. Within gliding these fall predominantly within the instructor groups and include child protection and junior gliding officers and those who organise and manage trips away to other flying activities. Don't forget to use a common-sense approach.

Does your club/group/organisation have an open, honest culture and the intent to provide the safest environment you can for young people to learn, progress and mature as pilots and as individuals (with a membership that actively supports this)? Can your

organisation say "of course this is how we operate"? Are you certain? How do you do that; do you have, for example, child protection policies in place and accessible to all members? Have you listened to the views of the young people? Do you have awareness training that you can access?

Within my work in safeguarding services I always try to aim for the best action, informed by training, research, current knowledge and experience. I never assume that I know all the answers because I don't, but that is no bar to seeking further information.

Having child protection procedures and awareness in place can effectively provide safeguarding for all members of your organisation (regardless of age) and for your organisation as a whole.

So, back to DBS checks, part of a process yes, but not the only part. *\*Disclosure and Barring Service checks (England and Wales), Disclosure Scotland (Scotland), AccessNI (Northern Ireland).*

## 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	Nymphsfield	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

## LX Avionics sells number 10,000

THE 10,000th PowerFLARM system has been sold to a UK customer. It was sold by LX Avionics to helicopter pilot Steve Halliwell. Since its invention in 2004, nearly 40,000 FLARM systems have been installed in all types of manned airplanes and rotorcraft.

In January, FLARM Technology announced that 'UK and Ireland' had been selected as the first new region for the updated and improved obstacle warning subsystem. Previously only available to pilots in the Alps region, pilots in the British Isles with a FLARM collision avoidance system can now benefit from the same safety benefits as their alpine peers, thanks to the new obstacle database.

The database is available for purchase at [www.flarm.com/ukie](http://www.flarm.com/ukie). The price is €35.

■ The developers of FLARM were recently awarded the BGA's Bill Scull Safety Award.

## GPS rollover

ON 6 April 2019, there will be a GPS Rollover event. These happen every 1,024 weeks (approximately 19 years and eight months), known as an epoch. It can be expected that some older flight recorders will start recording an incorrect date. This is caused by the battery maintaining the Real-Time Clock (RTC) becoming exhausted and an incorrect date for the start of the new epoch is used. Newer GPS engines do not suffer from this. A full explanation can be found at <https://tinyurl.com/rollover2019>

This can be prevented in some cases by periodically powering-up the flight recorder, allowing the RTC battery to charge. However, if the RTC battery has become discharged to the point where time is lost, it will probably need to be returned to your dealer for resetting.

After 6 April 2019, you can check the date by downloading a flight made after 6 April 2019 and opening the .IGC file with a text editor, such as Wordpad. Within the first few records you will find a line beginning 'HFDT' followed by a date; if this is the date of the flight, then you are fine, otherwise you have a problem. Talk to your dealer.



## PERSUING THE ART OF GLIDING

■ The Guild of Aviation Artists (GAVA) annual exhibition will be held at London's Mall Galleries, 22-28 July. The closing date for submissions is 12 May. At last year's exhibition, the Margaret Kahn Trophy (for best gliding-related oil painting, sponsored by the late Wally Kahn, MBE, in memory of his wife Margaret) was awarded to John Dimond for 'Back to basics' (above left). The runner-up was Stephen Chard with 'Teaching the next generation - Air Cadets Grob Vikings' (above right). For more information, see [www.gava.org.uk](http://www.gava.org.uk)

## From the cadet challenge to training as an airline pilot...

CHARLIE Taylor, who was one of Bicester GC's first club cadets and also the first recipient of the club's Cadet Cup, has recently been in New Zealand, achieving his first solo in a powered aircraft as part of his training to become an airline pilot with Qatar Airways.

Also in New Zealand with Charlie was Carl Gore, who was on his training to be an airline pilot with EasyJet.

Bicester's CFI, Julian Bane, said: "A bit

of history that joins them is that they both took part in the very first cadet challenge held at Bicester in 2013.

"The other thing that they have in common is that neither of them comes from a flying family.

"I strongly believe that without the BGA clubs, and the gliding opportunities that these clubs offer, neither of them would be starting a career that they aspire to in aviation."



Flashback – the first cadet challenge at Bicester, in 2013



## No 'valleys' in the Highlands

I WRITE with reference to the photo (above) by Max Norfolk, Booker, *flying in the 'Dee Valley' from Aboyne* (p53, club gallery, Feb/March 19).

At the risk of being pedantic, there are no 'Valleys' in the Highlands - only in the Lowlands of Scotland. The nearest match is a Glen.

The photo actually depicts Strath Dee. A Strath can encompass Glens, Corries and, in this part of Scotland, a Howe.

For example, Howe O' Cromar, north of Aboyne airfield. In English, referred to incorrectly as the 'Tarland Bowl'.

Interesting pictures as usual.

**E Robert Dunthorn, Deeside Gliding Club**



■ Here's something a bit different! Dutch company PAL-V has unveiled the production model of its limited edition flying car (pictured above and below). Only 90 of the Liberty Pioneer Edition will be produced. The flying car is equipped with a dual control cockpit and electronic flight instrument system.



# TIMELY REMINDER TO INSPECT STATE OF WEAK LINKS

THIS photograph (right) is of a weak link and reserve that were spotted prior to attaching a cable to a glider at the launch point. The weak link holes have been elongated by normal use to the extent that this was very nearly a double link rather than a weak link and a reserve.

This would double the breaking load to about 1,700kg, in this case well beyond the safe limits for the glider. It certainly is a timely reminder to anyone who uses a link and a reserve combination to check the condition of their links and replace as necessary.

What is the BGA's advice on the use of dual links?

**Paul Kerman, Lincolnshire Gliding Club**

**BGA winching adviser Andy Holmes**

**responds:** *You were exactly right to flag this up. It is a big downside of the double weak link system. I would recommend that your club considers a change to your system. It will save you money as you'll instantly generate a batch of spare weak links.*

*This is an extract from the current BGA Winch Operators Manual, found at [https://members.gliding.co.uk/wp-content/uploads/sites/3/2015/04/1430311907\\_winchops.pdf](https://members.gliding.co.uk/wp-content/uploads/sites/3/2015/04/1430311907_winchops.pdf)*

**Parachutes, strops and weak links**

*BGA Operational Regulation 4.4 states:*

The glider end of all launching cables must be fitted with linked rings designed to fit the release mechanism of the glider. Distorted or cracked rings may not be used.

- 1 *Inspect the parachute canopy for wear, tear and security of shroud attachments.*
- 2 *Check for tangled, twisted or broken shroud lines. If the parachute is defective, obtain a replacement and enter replacement in the Defect Log.*
- 3 *Inspect all connectors, shackles and quick-release units for security, wear and damage and ensure that they function freely and correctly.*
- 4 *Inspect the STROP for wear and fraying*



*and check that the shackle attachment to the parachute is serviceable.*

5 *Inspect the linked rings for wear and/or distortion and their attachment to the strop for security. Replace where necessary. Attach parachute assemblies to the cables.*

6 *Check the WEAK LINK assembly and that the weak link has not been stretched or distorted. Replace as necessary.*

**The assembly should contain only one weak link at a time.**

*See point six above. The use of a single weak link only has been common practice since an accident in the early 90s, where a contributory factor (amongst other things, such as a glue failure) might have been such a "double" weak link. In that case, I believe two new links of the same type (both round hole, or both oval hole) were incorrectly assembled as a pair.*

*I'm also aware that a well-used double link can have a worn round hole, such that the load is applied to both the round hole link and the oval hole link at the same time, thus increasing the effective strength.*

*For all of these reasons, the BGA recommends the use of a single link only.*

**Please send letters (marked 'for publication') to the editor at [editor@sailplaneandgliding.co.uk](mailto:editor@sailplaneandgliding.co.uk) or the address on p3, including your full contact details. The deadline for the next issue is 5 April**



# CHRIS' SKYLARK IS STILL DELIVERING

THANK you for the excellent obituary for Chris Simpson, which appeared in the last S&G (p67, Feb/March 19). In it reference was made to his Skylark 4, racing number 108, which he shared with Vic Carr. When new it had white wings and a yellow fuselage as described. In the obituary there was also a photograph of a young Chris sitting in a Skylark 4, almost certainly the same glider.

For your interest this glider, BGA 1100,

trigraph BNK, is still very much active and delivering Diamond Goal flights. The most recent was by Alex Rose of Oxford Gliding Club, completed last year. A photograph of the glider in its current colour scheme is above. It was taken by Alex Gilles the last time the VGC International Rally was held at Achmer, in Germany (2009). It was being flown by Rob Jackson, one of the other syndicate members.

**David Weekes, Oxford Gliding Club**

## Avoid moving map confusion

GPS moving maps can be set to 'North Up' or 'HeadingTrack Up'. My advice to low-experience pilots is quite simple. Until you are really comfortable with the electronics and can orient yourself at all times with the moving map in its selected orientation mode, keep the map permanently selected to 'North Up', ie so the image matches a paper chart and reduces your workload. If you don't know the difference between 'Heading Up' and 'North Up', find out before flying cross-country!

I have observed that orientation issues

with GPS moving maps can result in pilots turning the wrong way and thereby risking infringing airspace. It's more than an academic point. I have worked with and used moving map displays since (showing my age) 1976, and I only use 'Track Up' mode when approaching a waypoint, in which case it can make it easier to remember which way to steer once past the turn point. I cannot be the only one who has turned the wrong way. I once flew an entire declared task the wrong way around.

**David Innes, Deeside Gliding Club**

# 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

## PREPARING FOR START OF THE SEASON

BGA Chairman **Andy Perkins** reflects on the B word and some of the challenges faced by the sport at both national and club level. He also praises the contributions from Exec members and all volunteers.



HE B word...

Ballast of course... Most of us, bar those hardy wave wanderers, are preparing for the start of the soaring season. Calculating ballast is hugely important and varies depending on which part of our sport holds your passion. For the aerobatic-minded placing ballast in the correct place gives the desired handling characteristics, whereas some soaring pilots use ballast in the form of so much water that one is flying the equivalent of a supertanker! Other soaring pilots are more exact with their water requirements in their endeavours to achieve an optimal climb rate for the day in question. Then there is the all important level of water in the cockpit, some taking two litres whether they feel the conditions require it or not! Whatever your ballast desires, after a remarkable year in 2018, let's hope that we are able to see another year with some superb conditions for everyone and ballast required aplenty...

As we have seen through the past few opinion pieces, there are a lot of different angles that the BGA is tackling on behalf of the sport of gliding. As we approach our 90th year of existence (discussions started about the formation of the British Gliding Association in December 1929, with formation of an established body on 27 March 1930) there is more to do than ever before.

The help of dedicated teams of people across our sport enables us to achieve great things. At national level our volunteers are influencing the policy makers of our needs and we will continue to influence and develop relationships alongside our GA colleagues. GA is the lifeblood of commercial aviation and it is important that we keep that in the minds of commercial operators to ensure we work together to keep all parts of aviation in the UK viable.

We are engaged with the CAA on many levels. We have a good professional relationship with the CAA, including a CAA CEO who is keen to do more gliding! Of course, this talk of regulators and Parliament may seem very distant from the gliding world many know. However, by influencing and informing, we believe

that we can ensure the sport is fulfilling its duty to protect itself and facilitate success. Airspace challenges continue across the country and we continue to take the regulator to task to ensure a safe, proportional and appropriate framework is developed. There is a long way to go and it is vital that electronic conspicuity develops in a format that supports safety and freedom of movement rather than focusing on ANSP (air navigation service provider) and air traffic control needs.

Airspace is a long-term national challenge. We need to stand together to support our teams that are working across the country to ensure safe, reasonable and proportional airspace change. Lasham Gliding Society's challenge of the decision by the CAA to impose unnecessary controlled airspace around Farnborough Airfield is highly relevant to all GA. This part of the jigsaw will influence the future construct of lower airspace. Any pilots who have not yet done so are encouraged to make a personal contribution towards Lasham's extensive legal costs. Contributions can be made through their website.

Looking to the near future, it's a great privilege for The Gliding Centre and the BGA to be hosting the Women's Worlds in 2021 and a great opportunity to showcase gliding to the next generation of female aviators. Gliding is open to all and encouraging involvement in our sport to those that want an aviation career and support aviation careers is helpful. Our marketing officer is doing a great job working with clubs and national initiatives at club level. We are seeing interest and clubs report that plenty of people are trying gliding. Understanding and meeting members' needs at our clubs is ultimately one of the most important and, in some cases, challenging aspects of growing membership and participation. The Executive Committee began a series of regional club chairs' meetings in the autumn with the main aim of facilitating shared good practice and collaboration. We are, of course, listening very carefully to ensure that we continue to provide the right support.

The role of the Executive Committee is described in the BGA Articles of Association and includes the need to ensure good governance of the association and the sport. My experience as chairman and formally as an Executive Committee member is that the system works well. The Articles limit the period of service and, as a result, we experience a healthy turnover of Executive Committee members. I'd like to express particular thanks for their valued contributions over a number of years to Dave Latimer and Tony Smith, who stood down at the AGM on 2 March 2019. Dave is continuing as Development Committee chairman, and Tony has kindly agreed to continue in the appointed roles of treasurer and company secretary.

In closing, I would like to thank all the volunteers at club, regional and national levels who make our sport what it is. We have fantastic people working hard to protect, support and deliver great gliding. Whatever your ballast requirement, I wish you all a lot of safe and fun gliding in 2019.

**Andy Perkins**  
Chairman,  
British Gliding Association  
March 2019





Among the trophy winners for 2018 (and representatives), who were presented with awards at the BGA Dinner, were: (left to right) Wendy Head, Sophie Curio, Henry Inigo-Jones, Russell Cheetham, Jake Brattle, Tom Arcsott, Ollie Sleigh, Adrian Emck, Steve Lambourne, Trevor Stuart, Tom Pridgeon, Paul Hibbard, Paul Fritche, John Tanner, Garry Coppin, Steve Jones and John Williams (Paul Morrison)

#### **BGA PERFORMANCE TROPHIES**

##### **BGA 1000km Trophy**

*Fastest Flight over 1,000km*

**Russell Cheetham (Hus Bos)**

1003.1km at 106.7km/h, 21 June, JS3

##### **Wakefield Trophy**

*Longest Handicapped Distance*

**Andy Aveling (Lasham GS)**

944.4km at 97.0km/h, 21 June, Arcus

##### **Furlong Trophy**

*Longest Handicapped Triangle*

**Finn Sleigh (Cambridge GC)**

690.4km at 81.8km/h, 22 June, Libelle

##### **Frank Foster Trophy**

*Fastest Handicapped 500km*

**John Williams (SGU)**

623.4km at 136.8km/h, 21 June, Antares

##### **California in England**

*Longest Handicapped Flight by a*

*Female Pilot*

**Wendy Head (Cambridge GC)**

726.0km at 95.8km/h, 21 June, ASW 27b

##### **Manio Cup**

*Fastest Handicapped 300km*

**John Williams (SGU)**

623.4km at 136.8km/h, 21 June, Antares

##### **Seager Trophy**

*Longest Handicapped Distance*

*in a Two-Seater*

**Andy Aveling (Lasham GS)**

944.4km at 97.0km/h, 21 June, Arcus

##### **De Havilland Trophy**

*Greatest Gain of Height*

**John Tanner (Deeside GC)**

26,939ft @ Aboyne, 2 Sept, Duo Discus

##### **Volk Trophy**

*Longest Handicapped Out & Return*

**Andy Holmes (Lasham GS)**

622.7km at 79.9km/h, 21 June, LS8

#### **BGA NATIONAL LADDER TROPHIES**

[www.bgaladder.co.uk](http://www.bgaladder.co.uk)

##### **Enigma Trophy**

*Winner, Open National Ladder*

**Trevor Stuart (Bristol & Glos GC)**

28,156pts

##### **Firth Vickers Trophy**

*2nd Place, Open National Ladder*

**Ed Downham (London GC)**

28,065pts

##### **L.duGarde Peach Trophy**

*Winner, Weekend National Ladder*

**Paul Fritche (Lasham GS)**

23,959pts

##### **Slingsby Trophy**

*2nd Place, Weekend National Ladder*

**Tom Arcsott (Lasham GS)**

21,880pts

##### **Spitfire Trophy**

*Winner, Junior National Ladder*

**Finn Sleigh (Cambridge GC)**

24,585pts

##### **Chris Wills Trophy**

*Winner, Wooden Ladder*

**Adrian Emck (Lasham GS)**

22,495pts

#### **OTHER BGA AWARDS**

##### **Rex Pilcher Trophy**

*Earliest Diamond Distance in the Year*

**Tom Pridgeon (London GC)**

10 May

##### **Phil Lever**

*Most Promising Junior Pilot*

**Henry Inigo-Jones (Lasham GS)**

##### **John Hands**

*For outstanding services to the British Team*

**Andy Melville (Wolds GC)**

Posthumous

##### **Goldsborough**

*Highest placed pilot(s) in previous World Championships*

**Steve Jones/Garry Coppin (Lasham GS)**

Silver, WGC, Czech Republic

##### **University Ladder**

**Imperial College 24,219pts**

##### **Challenge Trophy**

*For the club that, during the previous year, has the most number of pilots who have qualified to Cross Country Endorsement as a proportion of the number of instructors.*

**The Upward Bound Trust**

##### **Philip Wills National Enterprise Trophy**

*Awarded by the Enterprise Club for most enterprising flight launching from anywhere in the UK*

Taking off from Portmoak at sunrise, John nipped over to Northern Ireland. Returning to Scotland, a declared flight of 722km was completed at 128km/h, landing back at Portmoak 10 hours after take-off having completed an OLC distance of 1,225km.

**John Williams (SGU)**

##### **Alex Ward Trophy**

*For services to junior gliding. A mentor, instructor and friend to all junior pilots, Pete has attended almost every junior event. A founding member of the Summer Series, he helps push juniors to the next level. He also promotes the UKJG scheme.*

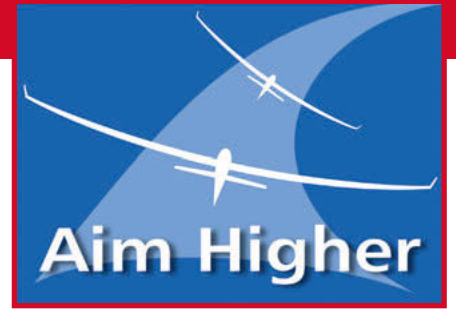
**Peter Hibbard (Anglia GC)**

##### **Haywards Trophy**

*For instructing excellence. Steve is a Full Cat and MG instructor, who puts club flying above his own. He supervises, instructs and flies the tug. For years, Steve has organised and lectured in the club's Bronze theory and R/T programme. As club safety officer, he has initiated a number of improvements.*

**Steve Lambourne (Bath, Wilts & N Dorset GC)**

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



# #5 HOW TO BE STREET WISE

Tony Cronshaw talks to Aim Higher's lead coach, Kevin Atkinson about the tactics needed to exploit lines of energy



Promising streeting above the Gransden Lodge hangar (Tony Cronshaw)

■ 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.

**W**HY do streets form on breezy days and what flying tactics do we need to exploit these excellent lines of energy? Tony Cronshaw talks to Aim Higher's lead coach, Kevin Atkinson, for some expert advice.

**TONY:** *Keen glider pilots have a unique way of peering at the sky, facial expressions full of wonder and promise when the sky is lit up with cu – or with streets!*

**KEVIN:** A sky filled with parallel lines of cu indeed promises good lines of energy. Sometimes these streets are made up of active cu, with reduced sink or areas of sink between active cells. Occasionally we encounter outstanding conditions with CONTINUOUS lift under the street for mile after mile where we can cruise fast and yet maintain height.

**TONY:** *What meteorological conditions cause these different types of streeting?*

**KEVIN:** It depends on the wind speed, and crucially, on wind shear (see also [1], [2]). As always, we need sufficiently unstable

air, eg after the passing of a cold front. Then we need breezy conditions, eg surface winds of 8-15kts for favourable streeting/flying conditions. As the wind at flying altitudes is likely to exceed 20-25kts, our ground speed will be quite modest when running a line into wind, and surprisingly swift with a tailwind. It will be easier to connect with lift from an aerotow rather than a winch launch.

**TONY:** *Is it possible to “read” the streets for clues about the type of energy line?*

**KEVIN:** When we see a street with shallow clouds, this is a sign of short-lived thermal bubbles, perhaps early in the soaring day before streeting has fully developed. This will be challenging to exploit. Conversely,

if we see a street made up of tall clouds, this indicates a series of active cells. We can slow down in broad areas of lift and accelerate between cells and generally make fast progress along the street, whilst stopping occasionally to circle/climb.

**TONY:** *What conditions are needed to produce a continuous line of lift?*

**KEVIN:** For a continuous convergence line under the street, the height of clouds needs to be neither too shallow, nor too tall, ideally something like 800-1,000ft tall (cloudbase to cloud tops). This capping of cloud top height happens when the clouds are blown sideways by an upper wind, ie by wind shear above an inversion which is positioned somewhere between cloudbase and cloud top. Ideally the upper wind is a bit drier and bit warmer, and this helps to evaporate the cloud tops as they are blown obliquely sideways. A useful visual clue is seeing scraggy tails on the cloud tops, caused by the oblique upper wind.

**TONY:** *How does this affect lift and sink under the street?*

**KEVIN:** This creates a huge amount of sink especially on the downwind side of the street, becoming a continuous wall of sink. This then triggers a recirculating airflow back underneath the street, and the street becomes “perpetually self-regenerating” for miles on end. In fact, given the right conditions, streets can propagate far out over the sea.

**TONY:** *This airflow pattern looks something like a “swiss roll”!*

**KEVIN:** Or a pair of swiss rolls, because there will be sink on the other side of the street too. The two walls of sink work in tandem to force air to converge under the street, leading to the formation of a well-defined convergence line under the street (figure on facing page).

**TONY:** *Given this model, is our best strategy to search for the convergence line under the*

*middle of the street?*

**KEVIN:** Searching under the middle of the street is a good opening gambit, but often the convergence line is offset towards the upwind (of upper winds) side of the street.

**TONY:** *I've found strong surges when running such a line, but if I try to circle in a strong surge, I can't stay in the lift and simply lose the line.*

**KEVIN:** It's very tempting to try circling when you want more height, but my advice is to be very selective about doing this. If you are working a narrow convergence line, simply slow down to gain height (glider 'A' in figure 1), and try working harder at optimising your position exactly on the convergence line. Remember the line is likely to meander, so feel the air [3] and observe deflections of the yaw string to stay on the line. With practice, you can milk these surges by pulling up and then accelerating again. But, for safety's sake, be careful not to pull up into someone else, or block your view ahead of oncoming traffic.

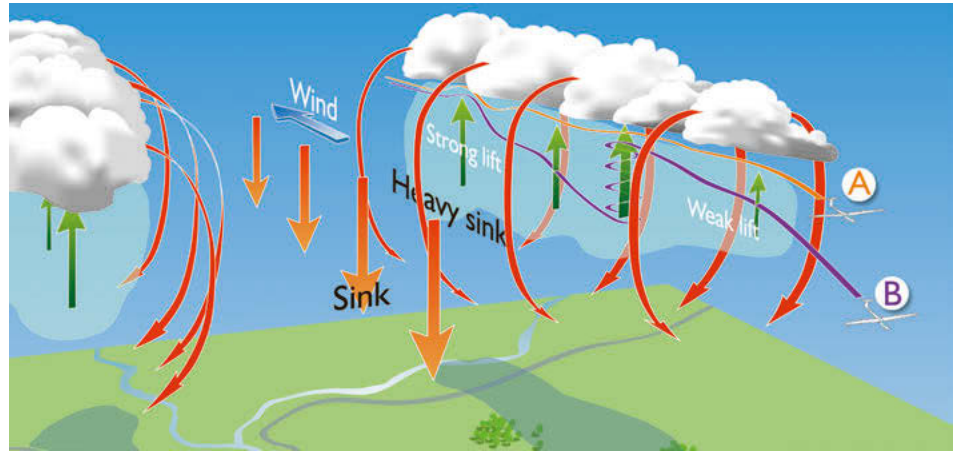
**TONY:** *What's the best strategy if we need extra height before jumping a gap/sink?*

**KEVIN:** I recommend circling under the second-last big cloud (glider 'B' in figure 1) before reaching the end of the street. Choose a cloud with a good base width of its "dark area". The second-last thermal will be reinforced by the sink from two adjacent clouds unlike the last cloud. The same logic applies to small gaps in the energy line, which frequently mean crossing a gap with heavy sink.

**TONY:** *In other words, take a climb before the gap/sink is staring you in the face! Can I also ask, how does a street get started in the first place?*

**KEVIN:** The physics of how a street starts is beautifully illustrated by streets emanating from a power station, or from a strong ground source such as sun-facing, wind-facing ridge. We see a street, perhaps alone in the sky, emanating and continuing tens of miles downwind. A thermal bubble rising and hitting the inversion is like a helium balloon that bounces off the ceiling, making a series of ups and downs whilst interacting with the upper winds as just discussed. Meanwhile, a series of further thermal bubbles from the same source will rise up and join the front of the street.

**TONY:** *Just a final question about using*



*streets to go from "A to B". Simplistically, with the nose pointing directly along the street (nose directly on the wind line), it feels like this will also be our ground track. Why is it that, in practice, the ground track turns out to be different from the street heading?*

**KEVIN:** The reason is that the entire weather system containing your street may be moving on a bigger scale. The system of Highs and Lows are usually on the move. Hence the street may be drifting sideways, or turning, whilst you fly along it. As a result, you may arrive a few miles abeam of "B".

**TONY:** *Similarly when flying a practice out-and-return along a street, drift will affect both legs. Instead of arriving back at the home airfield, we will arrive back perhaps several miles abeam.*

[1] *Learn basics to exploit streets*, S&G, Dec 2015/Jan 2016 pp8-10

[2] *Impact of wind shear on lift*, S&G, Feb/Mar 2016 pp14-17

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

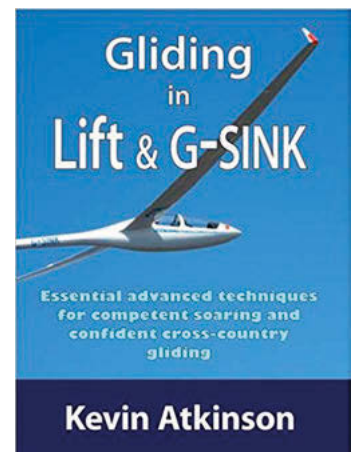


■ Scan this QR code to read the full article *Learn basics to exploit streets* from S&G Dec 15/Jan 16, or visit [www.sailplaneandgliding.co.uk/current-issue](http://www.sailplaneandgliding.co.uk/current-issue)

Figure 1 (Steve Longland)

## THE PHYSICS OF HOW A STREET STARTS IS BEAUTIFULLY ILLUSTRATED BY STREETS EMANATING FROM A POWER STATION, OR FROM A STRONG GROUND SOURCE SUCH AS SUN-FACING, WIND-FACING RIDGE

■ Essex GC is holding an Aim Higher course on 27-31 May, together with Rattlesden GC. Contact: [cfi@essexgliding.com](mailto:cfi@essexgliding.com)



■ 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)



## DCFI Jordan Bridge shares Lasham's first impressions as its K-21B trainer joins the club fleet

**T**HE announcement of the new B variant of the K-21 came at almost exactly the time that Lasham was looking to order its third new K-21 in three years. This would bring the fleet up to five, as we continue to transition our training fleet away from our venerable K-13s to a more modern and representative fleet of K-21s.

What was clear from the outset was that the K-21B was not going to be a complete redesign of the hugely successful trainer, but a makeover of the type to futureproof it for the next decade in a period when other manufacturers have come out with new training gliders, providing stiff competition.

On collection of our new glider it was clear to see throughout the factory that the K-21B is already extremely popular, with one visible in every single part of the production process. The quality craftsmanship shown by the workers at every stage was second to none and there's a sense of pride that the K-21 has one of the longest potential service lives of any trainer on the market, a crucial selling point in such a major investment and a testament to Rudolf Kaiser's hugely successful design dating back decades.

Aesthetically from outside there are only minor differences in the K-21B. The newer large mainwheel provides a better ride on rough ground and there is a better seal on the main wheel to prevent ingress of dirt that often spells trouble during the winter. One of the major advancements, though, is the addition of automatic control connections on the wings, providing an extra level of safety and redundancy in the design. As a result there is no more inspection hatch on the back and no more tiny L'Hotelliers to deal with. The tail continues to have the modern connection seen in recent years, preventing misrigging.

# K-21 GETS

The cockpit is where we see the biggest advancements in the K-21B, with a major redesign visible. Both cockpits have received completely new seat pans, including seatback rests for differing heights of pilots. The rear cockpit has totally changed, with the panel now much taller instead of wide, taking up the space where the front pilot's head is has provided much better visibility and also means that a headrest is much more practical for the front pilot. With this new layout there is more space for tall pilots, with much better knee room. Grab handles have also been added, as is common in most modern gliders, to ensure easier entry/exit, as well as moving the aircraft on the ground. The rear canopy opens wider, allowing more headroom getting into and out of the aircraft.

In the front cockpit, the redesign has allowed for more space for the student, enabling a marginal pilot more comfort than before, especially with knee room. A simpler jettison lever has been fitted for the unlikely event of having to abandon the aircraft. Ballast weights are now much easier to fit in the front, and more secure.

After collecting the K-21 from Germany at the start of January, it took a few weeks of paperwork shuffling before we were able to take it flying. When we did, it was noticeable that as a result of the success of the K-21 already having been a delight to fly for many years there was little to change in its flying characteristics. Saying that, the K-21B does have more aileron authority, thanks to slightly bigger deflections. Our aerobatic pilots have already noticed the difference, with aileron rolls completed much more easily than before. In addition, the new pitot tube is more reliable for inverted flight especially and removes the need for an extension tube.

As a lightweight pilot, the glider was still happy to briefly spin with me flying solo. However it was very resistant to and required quite a dynamic entry to do so, which continues the trend of the K-21 being a very safe training glider. Schleicher does provide an option to add a fin ballast box, similar to a DG-1001, for clubs that want to use K-21s as spin trainers.

Overall, despite the original design of



Above: K-21B at Lasham (Zoe Mallam)

Left: the K-21 remains a delight to fly in its B variant (Jordan Bridge)

Far left: K-21B before its first flight at Huhnrain, Germany, on July 2, 2018 (Jens Trabolt)



the K-21 dating back from the late 1970s, Schleicher has future proofed the design with the new B variant. It will continue to be a safe and reliable trainer that provides the best introduction to our sport that a glider can bring, for many years to come.



Jordan Bridge started gliding at Lasham in 2011, aged 14. Solo at 15, Jordan started instructing at 17. At 21 he became Lasham's DCFI, having worked professionally in gliding in both the UK and Australia. He has around 1,100 hours.

■ **TURN TO P14 FOR MORE ON SCHLEICHER'S K-21B**

# MAKEOVER

# LOOKS LIKE A K-21



# - FLIES LIKE A K-21

Sweden's Robert Danewid got to fly the K-21B last summer. Here are his impressions...



Schleicher's Ulrich Kremer with spin ballast – a fin ballast box is available as an optional extra

**I**N 1975, Schleicher decided to make a replacement for the K-13, which was then the most popular training aircraft. Rudolf Kaiser started designs for the K-21. The original K-21, on paper by 1977, had composite wings and stabiliser, but the body was a steel pipe construction with glass fibre nose – just like the K-13 (and Bergfalke for the part too). A steel pipe design was easier, stronger and cheaper to manufacture than a glass fibre composite body – that was Kaiser's argument. But Schleicher had decided, after pressure from the 'market', that glass fibre aircraft were the way forward, so Kaiser had to return to the drawing board and design a new body in composite.

On 6 February, 1979, Edgar Kremer made the maiden flight of the K-21 from a snowy Huhnrain (factory airfield). Since then, the K-21 has remained in production for almost 40 years. In July 2018, production number 956 was in production. Just over one K-21 is built each month and the market still seems constant. There are clubs that now have at least three K-21s.

The K-21 has a certified running time of 18,000 hours, however, calculations have shown that the actual life expectancy is around 500,000 hours. All other types have either 6,000 or 12,000 hours running time.

Back in the mid-90s, Gerhard Waibel was already thinking about a version of the K-21 with the Wankel engine, as used by Schleicher in the ASH 26 E. However, the original Wankel from MidWest was too weak (50hp), so the project was put on hold. It took until the beginning of the 21st century, when Austro Engines took over the MidWest engine and developed it into an engine with electronic injection and more power.

The engine was ready for the K-21. Michael Greiner took up the project and the K-21 Mi flew for the first time in 2004. You can read all this and more in Peter Selinger's eminent book *Rhön-Adler*.

In the spring of 2018, it was revealed that a new version of the K-21 was in progress – the K-21B. The K-21B made its maiden flight on Monday 2 July and on Saturday 7 July, *Nordic Gliding's* Jens Trabolt and myself got to try the new version of the K-21. Early that morning, Jens met the two test pilots – Robban and Micke – at Huhnrain.

Let it be said that the first is like the last: the K-21B looks like a K-21 and flies like one, too. It's all about 'product development', a lot of improvements, big and small. And actually there was no prototype; we flew the first K-21B series, due to go to the Wasserkuppe as evidenced by the logos.



(Left and above) Front seat: the instrument panel has been slightly modified, allowing space for larger pilots and better seating comfort. The seat cushions are new and filled with Dynafoam

(Below) New ventilation outlets are easier to adjust and aim. The noise level is also reduced



(Above) Back seat: a new headrest and new attachment for fastening straps, for improved crash safety

(Below) All rudders are now connected automatically



Series production is already in full swing and in the factory stood three more K-21B in production, the last one with production number 956.

In summary, the K-21B has a completely new and safer cockpit, automatic connecting controls, larger main wheel, ballast box in the fin for spin ballast and larger aileron deflections. Without a doubt, it's a real facelift and the K-21B has become an even better trainer. When flying, it appears to be the same nice training aircraft as before. We did not notice the larger aileron deflections, but it is clear that they are beneficial in aerobatics. What is noticeable is that the comfort in both front and rear seats has increased, especially in the front.

At the beginning of the 1980s, Idaflieg tested training types that existed then (K-21, Twin Astir II, K-13 and Puchacz). The best performance was the K-21 and Twin Astir II. Today, 30 years later, the K-21 is still the dominant trainer – the others are no longer built – but it now has competition, mainly from the DG-1001 Club and Polish SZD-54 Perkoz. There is not much difference in price between them, but the K-21 has the least performance of the three. So it remains to be seen if the K-21B will continue to hold the position as the number one trainer.



(Above) Fixing bolt for spin ballast

(Below) Spin ballast – cube-shaped brass weights are placed into a box integrated into the fin



The price of the K-21B starts at €89,500 (ex-works)

■ Several of the new features of the K-21B can now be adopted by existing K-21s. See: [www.alexander-schleicher.de](http://www.alexander-schleicher.de)

■ [www.zulu-glasstek.co.uk](http://www.zulu-glasstek.co.uk)

With thanks to *Nordic Gliding* for sharing Robert Danewid's article and the excellent photographs, taken by Manfred Münch, Robert Danewid and Jens Trabolt

■ Robert Danewid is Sweden's European Gliding Union delegate and currently its treasurer. He is an active cross-country and competition pilot

**WITHOUT A DOUBT, IT'S A REAL FACELIFT AND THE K-21B HAS BECOME AN EVEN BETTER TRAINER**

# MAINTAINING OUR RECORD

Gliding under a future airspace environment – here’s how you can help by following these 10 top tips from Neil Goudie



The use of moving maps can help to avoid airspace infringements

■ **Neil Goudie, Airspace Sub-Committee Chair, has been in the role for six months after shadowing his predecessor, John Williams. This article was written in conjunction with other BGA sub-committees.**

**T**HOSE of you attending the BGA Sporting Conference in March may have come away with a slightly more positive view of an emerging modernised airspace environment. It feels as if we are starting to see pragmatic realism to the challenges that emerging users, such as drones, require on allowing airspace for all.

The last issue of S&G highlighted a myriad of technologies that are available now, and becoming affordable, and following gliding's widely applauded adoption of 8.33 kHz radio the opportunities to use hitherto 'difficult' airspace is now becoming a reality. Airspace, where it is safe to do so, should be for all not the few. It should be flexible, proportionate and, with future technologies, potentially dynamic.

At a strategic level the BGA is embedded in the emerging airspace modernisation governance body that the Department for Transport is proposing. At a tactical level we are putting in the necessary structures to ensure our gliding views are expressed at the earliest opportunity in the new CAP1616 airspace change proposal (ACP) process.

My first objective as the new chair of the BGA Airspace Sub-Committee was to set up a committee to report tactical progress against the strategic objectives set by the BGA Executive. As my predecessor, John Williams, stated this is too

big a task for one individual. Collaborations with the General Aviation Alliance (GAA) and Airspace4All, along with a more formalised network of club airspace representatives, should result in a powerful lobby group of what is possible.

However, we mustn't become complacent.

The drone problem at Gatwick Airport just before last Christmas demonstrates how

quickly the Government react to aviation regulatory control when the risk appetite changes if it impacts people's holiday plans.

Whether you consider the reaction a 'knee-jerk' response, or not, it doesn't matter. You can never underestimate the power of perception.

On that front we must, if we are to avoid the same fate of drones, comply with the law, be considerate airspace users (and we now consider uncontrolled Class G as part of that) and adopt affordable technologies.

Now follows our 10 Top Tips for the 2019 season to maintain our record as an airport that wants more freedoms, fewer.

**1 You've got your nice 8.33 kHz radio in your glider, now what?** Use it! Don't be scared: even I have graduated from my teenage "10-4 Rubber Duck" phraseology. Why not put yourself on a radio telephony refresher? (See future issues for news on that...) Please don't be scared of controllers; they are expecting calls from gliders when you are close to Air Traffic Control Zones (ATZs). Remember, they are there to help not hinder. The sooner the call, the less pressure on everyone; and who cares if you 'fluff' a few lines over the airwaves, it must be better than silence?

**2 Instrument Landing System (ILS) Approaches** – try to avoid areas with more dense traffic if you are not on radio. We know that short radio calls to the ATC at airfields with ILS can avoid a lot of problems and perhaps an unnecessary airprox. ILS 'feathers' are now being displayed on a lot of moving maps and the BGA has spent a number of years removing turning points in these areas.

**3 Whilst we are on the subject of moving maps, do you have one?** It's inexcusable not to have one when doing cross-country, no matter where you are in the UK. You can't eyeball airspace at high altitude and if you are eyeballing in lower levels you are probably not optimising the use of available Class G airspace. You will need to know how to use it, have the latest airspace downloaded



and, more importantly, have a back-up plan for when the batteries 'go dead'. We know from recent news from the CAA that using moving maps avoids infringements, so there are recognisable benefits.

**4** *The CAA doesn't make a secret that the line between controlled and uncontrolled airspace is becoming 'fuzzier'* and the old adage of 'see and avoid' is moving to 'see, and BE SEEN, and avoid'. We remain committed to being part of the solution, but what that could look like may become clearer in the next few years. However, we know that there is a very high voluntary uptake of e-conspicuity devices by UK glider pilots, FLARM being the most widespread one being adopted.

As many pilots upgrade older generations, there's never been a better time to buy a second-hand one. With FLARM re-broadcasting occurring onto other systems we are seeing a gradual integration of the traditional to the 'new kids on the block'.

**5** *Don't avoid airspace we can use: use it or lose it.* As CAP1616 requires us to demonstrate, using evidence, our use of airspace then there's never been a better time to use controlled and perceived 'difficult' uncontrolled airspace and demonstrate its use. How do you do that? Place your flights on the BGA Ladder; even if you think it didn't provide a satisfactory ending for you, every flight demonstrates to stakeholders where and when we fly in airspace.

**6** *Drones;* and not the kind you hear from bagpipers in the Scottish Highlands! These are about to become a big feature in NOTAMs. Some of the 'below visual line of sight' (BVLOS) NOTAMs that may appear this year will be described as Temporary Danger Areas (TDAs).

It's a very frustrating situation that a modernising airspace strategy is being developed to integrate new technologies, so we have airspace for all, and then the CAA opens up a separate airspace change proposal process for drone operators to operate that isn't flexible and interoperable with gliding, or proportionate to the real risk and not the perceived.

We are seeking guidance from the CAA on why TDAs are being used, so be aware of advice and guidance that may come out on this from the CAA.

**7** *Get involved;* we know that CAP1616 can work from early work that we have done under that process with NATS. However, we also know it works effectively when there is collaboration and co-ordination. As a

result, the airspace committee encourages all clubs to have a single point of contact for airspace. Do you know who yours is? Have you a previous, or current, professional qualification that could assist in regional airport alliances? It might be something simple, such as an ability to engage and educate stakeholders, or perhaps something more complex such as working knowledge of procedural approaches into busy airports.

**8** *Letter of Agreement (LOAs)* – are you familiar with any club LOA and where you can find them on the BGA website? These are very useful agreements that allow us to continue to use airspace without creating any additional risks. We recognise that these may become a 'necessary evil' in the short term as emerging technological solutions become feasible and affordable. However, that cannot be at the expense of safety through the creation of unintended 'bottlenecks'. We hope that airspace will become integrated in the future so LOAs are useful to all and eventually not necessary. In the meantime, don't abuse them; use them and negotiate for everyone to use where feasible.

**9** *Engage and educate* – it's amazing how useful five minutes spent with a neighbour or friend, who may be uninterested in gliding, can put across a positive message about our fantastic record of UK gliding safety, including our exemplary airspace compliance. We aren't reckless and we probably glide in a safer environment now than we ever have. We have emerging technologies that can make that environment even safer for everyone and where there is a will there is a way to make that work for the benefit of everyone.

**10** *Human error is inevitable.* If you follow the law, use the guidance available from the BGA (<https://members.gliding.co.uk/airspace>), and learn from mentors and coaches at your club then you avoid the 'banana skins'. Always plan your route before you take off; aim for a distraction-proof route plan that doesn't drop you close to airspace just as the workload gets high.

If, however, you end up in the 'proverbial', don't think putting your head in the sand will make it go away. In fact, hiding what you have done is a sure-fire way of ending up in a court of law. The CAA will prosecute offenders where there is no mitigation.

## **THERE'S NEVER BEEN A BETTER TIME TO USE CONTROLLED AND PERCEIVED 'DIFFICULT' UNCONTROLLED AIRSPACE AND DEMONSTRATE ITS USE**



K-21 and jet liner share the skies (Mark Layton)



Neil Goudie flies a ASW19b at the Cambridge Gliding Centre and has avoided both success and complete failure in his 30 years of solo flying and instructing.

# MON DIEU! THE LONGEST DAY

Tim Macfadyen shares a now legendary tale of the aerotow retrieve of a huge and heavy Caproni from Luxembourg

**T**HIS is the story as told by Chris Rollings on a recording done by Verdun Love, just before Chris died last year. It has some additions from the times Chris told it to me and corrections and additions from Al Kay. Chris called it "The longest day". The last time I asked Chris to write this down properly he said that, as it all happened over 40 years ago, he probably could now do so without fear of incriminating himself. Unfortunately he never did.

In August 1976, Brian Spreckley and Mike Carlton flew Carlton's Calif Caproni on a record attempt from England to Luxembourg. It was planned at the last minute, they were not well prepared

and had minimal maps, no crew and no documents or passports. With a strong NW'ly wind, the flight went well until they crossed the Channel where the weather was worse than forecast. The flight ended in a stubble field in Luxembourg.

They got Carlton's Piper Navajo twin to fetch them and fly them home via Jersey so when they got to the UK they could say they had come from Jersey and therefore didn't need passports – which they had forgotten to take with them! Carlton then went to work on the Monday morning, to make some more millions, and somehow persuaded Bill Scull and Chris Rollings to retrieve the Calif.

Bill Scull was National Coach, he was very serious and never did anything silly or illegal (well only this once). Chris was CFI of Booker so shouldn't have done such things. Al Kay, a young student, went along for the ride. They were originally going to use an Anderson B4 biplane (like a small Pitts) as the tug, but using the world's smallest tug to fetch the world's largest two-seater didn't seem sensible, so Carlton borrowed a worn-out, under-powered Rallye 180 instead.

After a couple of days, Chris eventually found the keys to the Rallye's hangar at Long Marston Airfield and they all set off very early one morning to refuel and clear Customs at Lydd and then at Luxembourg International, which they succeeded in doing.

The Rallye's radio was so poor that their first successful communication with Luxembourg International was while on "short finals", fortunately the controller accepted them. Credit cards were not accepted, but Carlton had given them a 10,000 Belgian Franc note the size of a newspaper to pay for the trip. This was worth about £200, the modern equivalent of £2,000.

After being refuelled, dwarfed by the vast tanker, Chris tipped the driver with the smallest of the coins given as change, which he later found was about one penny. This



customerservices@skycraft.uk.net    www.skycraftservices.co.uk

SPECIALISTS IN SUPPLY OF **TUG AND GLIDER PROPELLERS**  
SINCE 1955

01763 852150

— Design, manufacture and support of wooden composite propellers for every imaginable purpose with optimised performance and world-class quality.

**SKYCRAFT**  
PROPULSION SYSTEMS

SKYCRAFT is a business name of SKYCRAFT SERVICES LIMITED  
Registered in England & Wales No 2001043

displeased the driver so much that after a lot of abuse in a foreign language that they didn't understand, but had a pretty good idea of the meaning, he spat on the ground and they taxied away quickly before the Rallye was crushed under the tanker. They stayed the night in a hotel in Luxembourg – at least they had plenty of (someone else's) money.

To their great relief they flew straight to the glider; brilliant navigation, of course, not luck! They found the Calif surrounded by a big group of French people and two Gendarmes, but the field was in Luxembourg? With no common language and after much confusion it turned out that the field was in France, just, but the Post Office that Spreckley and Carlton had walked to was in Luxembourg.

Initially, the Gendarmes were very unfriendly and waved their guns around, but calmed down when shown the glider log book, stamped it several times with their official rubber stamp and let them go. Bill Scull, in the tug, attempted to take off slightly uphill into wind in the very soft powdery field. "All out, all out," cried Chris. "This is all out," said Bill. The maximum speed they reached was about 10 knots, so after 30 minutes reorganising themselves they tried downhill, downwind and just got airborne.

They flew into a warm front with a rapidly lowering cloudbase (met was not so good in those days). When they went past a power station chimney, at cloudbase, they decided to land in the biggest field available, which was actually very small, but much better than the alternative that was all forest.

#### **Marginal**

After two hours, Bill flew the tug out of the field to check cloudbase. Chris radioed: "How is it?" Bill replied: "Bloody marginal," which surprised Chris as base now looked like about 1,500ft. "No, no," said Bill, "base is fine, the field is too short to tow out of."

An accident report with the National Coach and Booker CFI would be very embarrassing. They found a house with a phone (10 years before mobile phones) and phoned Carlton to find out where the trailer was. He said he thought "somewhere in Europe" and told them not to be such wimps and get on with the retrieve.

Eventually they decided to give it a go as it was the only way of getting home. That often fatal disease, "get-home-itis";



Cartoon by Ross Martin

probably the only rash decision of Bill Scull's life. Chris found a beer can that was lying around and put it half way down the field, saying he would release if they weren't airborne by then. They shortened the tow rope – a desperate measure, but it helped. The tug slowly accelerated and hit a large bump at the end of the field, was shot over the hedge and landed itself the other side. Chris said that Al Kay then did the only useful thing he did during the whole exercise and lowered the flaps at the critical moment as Chris raised the undercarriage so the glider became airborne and just cleared the hedge. It then flew, in very low ground effect, across the next field while the tug accelerated to struggle over the next hedge.

They passed over a couple of large military airfields not marked on their maps and, with lots of banter, discussed their poor maps and what to do over the radio, on 129.9 MHz. At one point a 737 took off underneath them. "Bill, what is that big airfield underneath?" "What airfield? Oh! That one. I don't know."

If they landed at Calais to refuel it would be getting dark by the time they got home, if they didn't they could well run out of fuel and also be locked up for not clearing Customs. Suddenly an unknown French voice came over the radio, instructing "land at Calais".

They expected to be arrested, assuming that the French had gone through every one of the 360 frequencies to find them, but having been escorted to the tower Calais was friendly. Unknown to them, Calais' radar ↗

**INITIALLY, THE GENDARMES WERE VERY UNFRIENDLY AND WAVED THEIR GUNS AROUND, BUT CALMED DOWN WHEN SHOWN THE GLIDER LOG BOOK, STAMPED IT SEVERAL TIMES WITH THEIR OFFICIAL RUBBER STAMP AND LET THEM GO**

**'NO ONE HAS LANDED A GLIDER HERE FROM THE CONTINENT HAVE THEY? I HAVE INSTRUCTIONS TO ARREST THE SUSPECTED DRUG SMUGGLERS AND CONFISCATE THEIR AIRCRAFT'**

✎ frequency was also 129.9 MHz.

To cross to England they legally had to file a flight plan and land at a Customs airport. An aerotow is, by law, one aircraft commanded by the tug pilot so the tug had to land at Luton, the only suitable Customs airport open in the evening. The glider may as well land at Booker, as Luton didn't accept gliders.

Flight plans don't allow for an aircraft to split in half and the parts to land at different airports. Carlton had promised to clear all this, but hadn't. Catch 22 – no solution.

They had three attempts at flight plans, all were rejected. Eventually the Customs man screwed them all up, threw them across the office and said "just go". As they towed past Booker, Chris released and landed. Bill went on to Luton to clear Customs.

The local Bobby turned up on his bicycle at Booker. Chris knew him as he mowed the airfield in his spare time – Bobbies weren't paid much in those days. He said to Chris, somewhat incredulously: "No one has landed a glider here from the Continent have they? I have instructions to arrest the suspected drug smugglers and confiscate their aircraft."

Chris said: "In that case you had better arrest me, I will come quietly."

They actually retired to the bar and waited for two Customs men to come, who grilled Chris for two hours, eventually saying "you were on your own in the glider weren't you?". Chris admitted that Al Kay had gone home because he had had enough! This didn't help the situation. They then said that they would confiscate the glider. When shown it, they admitted that it wouldn't fit in the back of their Ford Escort van so said they would have to place it in the charge of the person in charge of the airfield, who was presumably a responsible person (the CFI was, of course, Chris). Time to give up.

Several beers later, the Bobby wobbled home and a letter from a very senior Customs official a week later told Chris that on this occasion no action would be taken, but "never try this trick again, we have got your number, sport".

■ **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)**



**PROVIDERS OF INSURANCE FOR GLIDERS,  
MOTORGLIDERS AND LIGHT AIRCRAFT SINCE 1991**



**PRIVATE GLIDER  
& MOTORGLIDER  
INSURANCE**



**PRIVATE &  
TUG AIRCRAFT  
INSURANCE**



**GLIDING & FLYING  
CLUB AIRCRAFT  
INSURANCE**



**HOT AIR  
BALLOON  
INSURANCE**

T: 01765 690777 • E: [info@hillaviation.com](mailto:info@hillaviation.com)  
Unit 1a, Sycamore Business Park, Copt Hewick, Ripon, HG4 5DF

[www.hillaviation.com](http://www.hillaviation.com)

# The BGA Shop



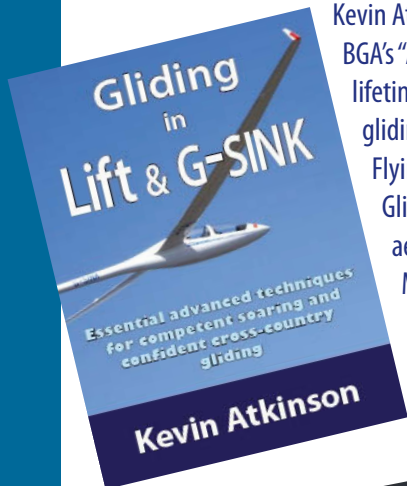
**BRITISH  
GLIDING  
ASSOCIATION**

[www.bgashop.co.uk](http://www.bgashop.co.uk)

## **"Aim Higher" with ..... Gliding in Lift & G-SINK**

Kevin Atkinson, the man behind the BGA's "Aim Higher" program has a lifetime of experience in aviation, but gliding is his first love. A former Chief Flying Instructor at the Humber Gliding Club, he has flown in aeroplanes as diverse as the Tiger Moth and the Typhoon! His flying career started with the RAF in 1972, at the age of twenty, and ended in 1993.

**£39.95**



## **"Advanced Soaring Made Easy - Bernard Eckey"**

A theoretical knowledge about gliding. It not only covers all sources of energy for soaring but it also deals with weather analysis, flight preparation, mental aspects, safety matters and competitive flying. First class training aid to guide pilots from local soaring to advanced cross-country flying and beyond.

**£46.00**



# SOARING SEASON IS UPON US!

**In Flight Plumbing  
(Your Comfort is Guaranteed!)**



**Don't forget your FR 300**

FR300 is a small personal flight recorder device that has built-in antenna, rechargeable battery and a large memory, and is equipped with simple but powerful Logbook.FR300 is registered in 5 countries for Silver and Gold FAI badge flights only. No calibration of the device is required.



## **The BGA Shop - our goal**

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

Visit us on-line at [www.bgashop.co.uk](http://www.bgashop.co.uk)

Come see us at **Bicester airfield** or

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

# GLIDING ASSET TO AIRLINE JOB

One of the Junior Nationals sponsors was Flight Deck Wingman. Founder Andrew Neofytou explains how he can help glider pilots into their dream job on the flight deck

**A** FORMER military fast jet pilot, in 2016 I formed my company, Flight Deck Wingman, designed to assist military pilots' transition into the world of commercial airline operations.

At that time, I had several former colleagues leaving the Armed Forces and they were looking for some guidance on how to effectively translate their experience and find their first airline job. Having then been in the commercial flying world for 10 years, I had a window on both backgrounds and set about helping these pilots apply to and pass airline assessment processes.

In early 2018, I was approached by UK Junior Gliding regarding sponsorship for the 2018 Junior National Championship, held at

Lasham. Of course, I had already been aware of the great teamwork and awesome flying that the juniors are known for, made famous by the fantastic series of videos showcased on YouTube. In fact, it was one of these videos that got me into gliding back in 2012, but by that stage I had been flying in powered aircraft for 20 years!

Since its inception, Flight Deck Wingman has assisted more than 200 pilots, with a success rate of over 99 per cent for those attending a selection process being successful in finding employment. We now assist pilots of all experience levels and backgrounds (aspiring, existing commercial and military) into their dream job on the flight deck.

As part of our sponsorship for the 2018 Junior Nationals, we also offered the opportunity for 10 juniors to attend one of our 'IP to Flight Deck' airline preparation day courses (coming from the terminology 'Initial Point to Target' used by military pilots on the way to their target).

This sponsorship totalled over £3,000 and, to date, six juniors have attended the course, which contains training and practical assessment in interview and group exercises commonly used by airlines to select pilots. I have been absolutely blown away by the professionalism, knowledge, teamwork and conduct of these juniors. Without exception, they have excelled during these days and often somewhat to the exasperation of some far more experienced pilots also looking to enter the airline world. In my mind, this is testament to the teamwork, flying acumen and the fantastic people-driven world of gliding.

I would encourage any aspiring pilot, young or old, to turn to gliding to start out in the process of becoming an airline pilot – with so many transferable skills and competencies, it really can make you an asset to the world of commercial airline flying! I'm looking forward to welcoming more of these sponsored young pilots on a Flight Deck Wingman course soon.

Please visit [www.flightdeckwingman.com](http://www.flightdeckwingman.com)

## 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) photos P Kolman**

**Shark 18m – FES –JET – Self launch –Pure Glider  
20m Twin Shark with unrivalled wing loading range  
in full production, visit our facebook page for updates!**



and follow us on Facebook to learn more about our services.

Here, two junior course attendees talk about their experience.

## Jordan Bridge

“ I WAS lucky enough to be selected to attend one of Flight Deck Wingman’s courses at my home club, Lasham, in late 2018 having taken part in the Junior National Championship sponsored by Flight Deck Wingman. At the moment I am moving my way through my flying career, currently serving as Lasham’s Deputy Chief Flying Instructor with aspirations in the future towards furthering my career into commercial aviation.

Flight Deck Wingman’s course sounded very attractive, providing me with new and enhanced skills to pursue this opportunity in the future.

My course had a diverse range of attendees, from ex-military to returning airline pilots. Despite this wide variety I never felt behind the curve in any way, with each attendee playing their part in the day. Flight Deck Wingman tailored the course very specifically to the needs of each attendee, which was especially useful with Andrew’s gliding background – something unique to the Flight Deck Wingman experience.

The expertise of the team was second to none in enhancing my knowledge of the recruitment side of commercial aviation. This is often very confusing for anyone, let alone someone who, like me, is new to the whole process.

With the team’s vast experience in recruitment, the day was expertly split down into theory elements as well as group exercises, aptitude tests and practice interviews. These all very much replicated what I expect to encounter in the years ahead.

The interview prep was by far the most useful, with Flight Deck Wingman ensuring every attendee was equipped with all the tools to pass an airline interview successfully. This was put to the test late that afternoon with the Flight Deck Wingman team realistically playing the role of airline interviewers. Each attendee was faced, in detail, with questions that are not so standard, providing immediate and invaluable verbal feedback.

The expert tuition provided by Flight Deck Wingman has provided me with the tools to confidently apply for an airline



position in the future in an industry that is often rather volatile. There’s always further advice available from Flight Deck Wingman, too, if necessary.

For any aspiring, ex-military or current airline pilot, Flight Deck Wingman is an invaluable investment in a flying career. I am very grateful to Andrew for sponsoring the Junior Nationals and providing this unique opportunity to enhance my career chances. ”

## Lucy Wootton

“ WHILE participating in the 2018 Junior National Championships at Lasham in my K-6 (the only wooden glider on the grid!), I heard about one of the sponsors, Flight Deck Wingman, in the initial briefing. I had not heard of the company before, but when I realised what it had to offer, I jumped at the chance to attend one of its airline preparation days for free!

I am studying for an Integrated Masters’ Degree in Aeronautical Engineering and I aspire to a career in commercial aviation once I have finished my degree.

I have been gradually building my flying experience since I started gliding in 2010, becoming a Basic Instructor last year and using a scholarship from The Air League to do the necessary training to convert from my glider pilot’s licence to an NPPL SSEA and SLMG.

On my course, there was a diverse group of attendees, from a Hawk T2 instructor in the Royal Air Force, to a C-17 Globemaster pilot, to a musician looking to start flying with the airlines! The opportunity to engage in group activities and discuss interview techniques with them was invaluable, ”

Andrew Neofytou (above) started flying in 1992 on an RAF Flying Scholarship, at that stage being the youngest holder of a PPL. After university, he joined the Royal Navy and after being “streamed” down the fast jet route, joined 801 Naval Fighter Squadron flying the Sea Harrier FA2 (his competition number!) from RNAS Yeovilton in Somerset and the aircraft carrier *HMS Invincible*. In 2006, Andrew joined Thomas Cook and in 2015 moved to British Airways, where he currently operates the B787 Dreamliner. Andrew has over 10,000 hours flying, including multiple light aircraft types, fast jets, airline flying and, of course, gliders. He has approximately 300 hours gliding, Silver C and flies a Ventus 2cxa FES from Lasham.

**WITH SO MANY TRANSFERABLE SKILLS AND COMPETENCIES, IT REALLY CAN MAKE YOU AN ASSET TO THE WORLD OF COMMERCIAL AIRLINE FLYING**



Jordan Bridge started gliding at Lasham in 2011, aged 14. Solo at 15, Jordan started instructing at 17. At 21 he became Lasham's DCFI, having worked professionally in gliding in both the UK and Australia. He has around 1,100 hours.



Lucy Wootton started gliding, aged 16, at Shenington in July 2010. She went solo in October 2010 and now has about 220 hours. Lucy became the youngest and third female inspector in 2014. She became a BI in June 2018 and is now working towards Ass Cat. Lucy is Chair of Loughborough Students' Union Gliding Club and part of the UK Junior Gliding development team. She also has an NPPL SSEA and SLMG, thanks to Air League Sponsorship.



Cambridge University Gliding Club's Chris Barrott (right) partakes in a group exercise along with experienced airline and military pilots [www.flightdeckwingman.com](http://www.flightdeckwingman.com)

each person bringing such a wealth of knowledge to the conversation.

As the youngest person on the course, and the only one without a Commercial Pilot's Licence, the thought of answering interview questions in front of a group of experienced pilots was quite daunting. However, they were so encouraging that my nerves soon disappeared. It was really reassuring to hear their feedback and advice. Also, answering interview questions in front of a 'panel' of five qualified pilots seemed scarier than the thought of an actual airline interview itself! Therefore, I feel much more confident about future interviews.

The course had an excellent ratio of taught material and 'practical' work, with a focus on working together in group exercises. This made the experience much more

memorable than just being presented with theory. Also, access to post-course material, including many practice questions, as well as continued advice from Andrew, means I will have extensive support to reach my dreams.

Overall, the course was an enjoyable and extremely valuable experience. A big thank you to Flight Deck Wingman for sponsoring the Junior Nationals, allowing young pilots like myself to have opportunities that may otherwise be out of our reach.

■ Not just for juniors! If you, or someone you know, has an upcoming airline or airline sponsorship application or assessment, then please contact [andrew@flightdeckwingman.com](mailto:andrew@flightdeckwingman.com) to discover more about how Flight Deck Wingman can help you secure that dream job on the flight deck.

■ **STOP PRESS:** Cotswold GC's Emil Benson attended a Flight Deck Wingman interview preparation day and, a matter of weeks later, got offered his first airline job from the first interview he attended. Emil said: "I attribute this success largely to Andrew at Flight Deck Wingman, who not only teaches you the techniques to recognise and know the style of answer the interviewer wants, but also gives you the confidence to deliver them in a first-class manner.

"I would absolutely recommend Flight Deck Wingman as a necessity for anyone looking to ensure they give themselves the best chance of securing a job."

**SAILPLANE & GLIDING**

**Six issues for the price of three!**

Subscribe to *S&G* today by Direct Debit and you will receive six copies of *S&G* for the price of three – that's just £12.88 for the first year of your DD subscription. Subscribing to *S&G* costs just £25.75 for one year (six issues) for UK-based pilots. [www.sailplaneandgliding.co.uk](http://www.sailplaneandgliding.co.uk)

*Photo: Alastair Mackenzie*



# More for less



Contact Haywards to find out if you can get more for less. Our new rates and policy covers could mean you get more insurance cover for less money.

Call Nigel, Tim or Liam on **0207 902 7800** or e-mail **info@haywards.net**

*Please quote F1609*

**Aviation insurance people, working for you**



HAYWARD AVIATION IS A TRADING NAME OF JLT SPECIALTY LIMITED

THE ST BOTOLPH BUILDING • 138 HOUNDSDITCH • LONDON EC3A 7AW  
TELEPHONE: 020 7902 7800 • FAX: 020 7928 8040



JLT SPECIALTY LIMITED IS A COMPANY REGISTERED IN ENGLAND  
REGISTERED OFFICE AS ABOVE • COMPANY NO 01536540 • VAT NO 244 2321 96  
A MEMBER OF THE JARDINE LLOYD THOMPSON GROUP • AUTHORISED AND REGULATED BY THE FINANCIAL CONDUCT AUTHORITY

HAY/0117/1032

# MENDELSSOHN

**THE UK & EUROPE'S AVIONICS SUPPLIER**



Trig TY91



TQ-Avionics KRT2  
(formerly Dittel)



Funke ATR833S



Becker AR6201

## 2018 8.33kHz COMPLIANT RADIOS

For full specifications and pricing on all our 8.33 kHz Coms and Nav / Coms please check our website.

# GPS.CO.UK

## +44 (0) 131 447 7777



*Facing page, clockwise from top:*

Taken from Denbigh Castle on the first day of Round Two of the Juniors Winter Series (Jay Hurst)

Late evening photo of Bannerdown's K-21 in front of the moon in November (Pat Rowney)

Romeo 2 comes round the corner on the ridge during the Juniors Winter Series at Denbigh (Daniel Weston)

Ariel shot of clouds reflected on former open cast site during a flight from Portmoak on 15 November, 2018 (David Brunton)

■ If you would like your previously-unpublished photographs to be considered for inclusion in Gliding Gallery, send 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)





*This page, from top:*

Not the strongest of wave on 3 October, 2018, but during a 5hr 58 min flight Alastair Mackenzie eventually managed to coax the ASW 20L from 2,400ft to 8,600ft close to Church Fenton (Leeds East). Some of the cloudscape scenery on the way down was amazing - very mean and moody (Alastair Mackenzie)

Paul Whitehead flies his Ventus T in North Wales wave in January 2019. This photograph was taken by Paul Cooper, who was flying with Chris Gill in the DG-1001M out of Denbigh





# ADVISORY 10: HOW TO GET YOUR FIVE HOURS

Ebenezer Grimshaw continues to break taboos, dispel myths and restore reality for newbies

**C**UTTING the airfield umbilical is always a nail-bitey moment, but before you set off across country the usual thing is your final local solo flying test... the arduous five hours! It's our longest duration requirement and you'll find that almost everyone has the same two kinds

of problem with it. Either 1) You're back on the ground in 10 minutes and highly embarrassed. Or 2) You slowly fight a losing battle and come down just a few minutes short! You storm furious into the clubhouse, but no one wants to know. Apparently missing by a few minutes is normal! But why should it be normal? Surely it's against the laws of averages? Remember standard distribution curves and all that?

On my first five-hour attempt it happened to me too. The very last thermal of the day was letting me down in the usual way, but all I had to do was lose slowly from 2,300ft. I drifted past the airfield downwind over a forest: 1,100ft... 1,000... 900... FOR GOD'S SAKE ALL I NEED IS FOUR MINUTES AND 30 SECONDS! But then... as so often happens... I got a mysterious 'nudge'... maybe from God. This one took the form of words from some long-forgotten Instructor: "*In any marginal situation,*" a nameless voice said, "*try to imagine how the accident report is going to read...*"

I was furious!

I could discuss practical aspects of course... and they might help... timing for instance. Do you really want to finish your struggle at 7pm? Or thermalling... do you know your locality's hotspots? Why not plan a mini cross-countryette taking them all in? But this doesn't really get to the heart of the problem.

Club mates and instructors will be full of advice, but watch out for the water hazard. People have this new-fangled idea that if you don't drink half a gallon every 10 minutes you'll be dropping out of the sky

## Black Mountains Gliding Club *Mountain Soaring Mecca!*



### New Courses for 2019

- Beginning Gliding
- Going for Bronze
- Mountain Soaring

Visit our friendly club for exhilarating mountain flying

- Over 100 km of local ridges
- Superb ridge and wave
- Few airspace restrictions
- Groups and individuals welcome
- Open 7 days/week March-October

[www.blackmountainsgliding.co.uk](http://www.blackmountainsgliding.co.uk)

[enquiries@blackmountainsgliding.co.uk](mailto:enquiries@blackmountainsgliding.co.uk) 01874 711463

from dehydration! But dehydration never happened in my day. Now people are scared to walk down the street without a bottle of water costing 90 times their water company rate... a marketing triumph!

And, of course, if you are going to glug like that in the air then guess what *else* you're going to need to allow for... and they'll have a quiet word with you about that too! It can get expensive... awkward and embarrassing. And if you are going to plumb yourself in to your glider make sure that you know which tubes are 'inputs' and which ones are 'outputs'. Try not to get them the wrong way round. Personally all I ever needed was half a small bottle of tap water in case my mouth got a bit dry... it's only five hours sitting still! But don't say that or people will think you're crazy. Someone will get terribly concerned... they'll ring NHS111 and you'll never hear the end of it.

Incidentally, a great story is told of a chap desperate for unplanned aerial relief. He was so close to his five hours he peed into his shoe to save the day. It worked surprisingly well... but although small empty shoes can be squeezed through a DV panel, larger ones full of wee can't! So this chap had to carefully hold the shoe in his left hand whilst flying with his right. All continued surprisingly well until, with five hours well and truly in the bag (I'd like to know how he checked his watch!), he decided to start the approach. Suddenly a second snag appeared... airbrakes! *How do you operate airbrakes whilst holding a shoe full of wee?* One minute before landing he did the only thing possible. Placing the shoe carefully on the cockpit floor he pulled the brakes and flew his crosswind and final turns very accurately indeed! It really looked as though he was going to get away with it... until at the very last moment problem number three loomed dead ahead in the form of a medium-sized molehill.... BOOOF!

They say he was ages cleaning out that aircraft. His friends wouldn't help. In fact no one would go anywhere near him... you can pay a high price for your five hours!

Gliding is full of hilarious tales like this, but it still won't tackle the root cause of your problem. You see there is a reason why most five-hour attempts defy statistical odds. And why they'll infuriate or embarrass you given half a chance. Now you aren't going to like this, but you can rely on Old Grimshaw to fearlessly tell you the truth... however outrageous it might seem...

*Sky gremlins!*

You think the world consists only of impersonal science as per Dawkins... mere evolution and school text books... but you'd be quite wrong. High in the air, strange invisible creatures are flitting to and fro. The nice ones make the world go round. The other ones are a pain in the botty and their job is basically to screw things up. In an ostensibly ordered world no other explanation makes sense. Truth is often improbable.

So the Grimshaw Secret is this: *Your five-hour aerial battle will be won or lost before you've even launched!* Because if you even look as though you're about to embark on some duration epic, the sky gremlins will be on to it in a flash. Do you think they don't know about glider pilots? Word will get round the middle atmosphere and by half past three... somewhere upwind... nasty invisible creatures will start shovelling altostratus in your general direction.

For back-up, a second lot higher up will be thickening up cirrostratus... anything to shut off the thermals! Even if the cumulus is going up like a rocket, by the time you get past four hours special teams of cumulus gremlins will have pulled it all out sideways to create unexpected spread-out. In fact, this type of cloud is so significant and common that meteorologists give it a special category: 'Strato-cumulus-cumulo-genitus'... a unique type 4 in their main cloud group (although it's still ordinary type 5 stratocu in the '8' groups). I used to work in the Met. Office you know... I had to code and de-code this stuff. You can't fool me about what's really going on!

So, how can you defeat forces plotting against you from an unknown dimension?

The Grimshaw way is *disguise... subterfuge... mind control!*

**Do not mention to anyone that you are going to try for your five hours...** or you'll be back on the ground in 10 minutes flat. *So keep shtum.* Showing a bit of protruding plumbing is also asking for trouble. The way to ensure success is to appear nonchalant... disinterested.... purposeless. Make it look as though you're just out for a stroll and thought you might drop by the launch point. Look dead casual... which is a gliding requirement anyway (why do you think gliding sites end up looking the way they do?). Take a claim form but keep it covered up. Quietly write down the name of your tug pilot or winch time and hide that with the



Sky gremlins: what's really going on...

**IF YOU EVEN LOOK AS THOUGH YOU'RE ABOUT TO EMBARK ON SOME DURATION EPIC, THE SKY GREMLINS WILL BE ON TO IT IN A FLASH**





Avoiding detection: method 1 (above) and method 2 (below)



■ All cartoons by Ross Martin

✎ claim form. Hide your sandwiches. Also tissues and unpunctured polythene bags. Or make it look as though you're just picnicking by a spare aircraft. Then you can even say out loud: "Hey-ho... *might as well take the old girl for a bit of a spin... seeing as I'm here...*"

Absent-mindedly check your watch. Get the idea?

In the air fly the same way. Don't ever think 'five hours'... simply stooze about until you've done one hour... just like your early post-solo card. Then stooze about some more until you've done two.... like another

Bronze qualifier. Don't ever think about your true mission until you're well past three hours. Then maybe steal a quick glance upwind to see if you've fooled the gremlins so far.

Of course, this is all mind-numbingly boring because you're not actually going anywhere! My natural inclination would be to take some reading material, but this cannot be properly recommended. So set up your

four-point route around your four local hot spots (never let the number 'five' pass through your mind) and if you get bored (you will) try going round them the other way. Practise reading the sky and then reading the ground. Try to match the two up! Look for *cold triggers* and so on. You might not find any, of course, but it's good to sound knowledgeable and it passes the time. Find things to look at. Tiny working tractors become items of on-going interest!

If you start to glaze-over remember: you're flying several hours near a busy airfield. Think: *Where do collisions tend to happen?* That usually wakes me up! And people trying to edge me out of my own thermal... that definitely wakes me up! OI... GO FIND YOUR OWN

THERMAL... THIS ONE'S MINE!! A good yell can be therapeutic... but yell softly. Do not disturb the air... entities are listening...

After four hours 30, tension really starts to mount. It's very hard to stay nonchalant now. As the day starts to wilt you notice you're flying incredibly efficiently... nudging the glider gently the way it doesn't quite want to go... sniffing out tiny nuances of lift under sagging cumulus lines... keeping bank angles shallow. But if you've followed my advice you'll get this feeling that you just might win!

By now, of course, the sky gremlins will be going bananas. They'll be upwind, frantically bewailing their lack of attention to detail... furiously raising dew-points and trying to pull stratus out of the cumulus, but this time *you've got them on the run!* Even if they do manage to kill your reliable line of cumulus, try circling where the lift was... and you might find it's still there even though the cloud itself has been spirited away. That's how I won in the end!

When you land you'll need an Official Observer... an 'OO'... to check your log chit and sign your form. But don't ask me about that. It's hard enough finding out who the instructors are... never mind the OOs! All you can do is ask around. Just don't expect the guy who saw you take off to still be there when you land... I know it's a worry. But this is gliding. Even if you con the spirits of the sky, some things on the ground are still a complete mystery!

Yes, I know... Strange But True... as always..

*Ebenezer Grimshaw*

■ Next time... 'Going Public'

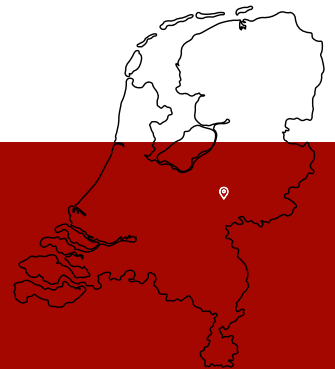


Gliders • Motorgliders • Ultralights  
Composite aircraft MTOW 5700 kg

**If Quality Matters**

(Motor)Glider Repair and Maintenance  
Avionics Testing and Calibration

www.sct-terlet.nl - info@sct-terlet.nl - +31(0)26 44 31 251 - Netherlands



Justin Wills reflects on a summer of expeditions, first stop Romania

# FIVE IN ONE



The spectacular serpentine road in the Fagaras mountains, Romania (photographs by Justin Wills)

**D**URING our first visit to Romania in 2016, it had taken four days driving each way from the UK with our car and trailer. This time we chartered a glider more locally for three weeks from mid-May. Our Romanian friend Sorin Chisu located an Arcus M in Slovenia and gallantly collected it prior to our arrival and returned it at the end.

We booked from Birmingham to Cluj-Napoca on an airline called Blue Air. The only passenger comment we could find was “the oldest plane I have ever flown in, but the pilot did a terrific job”. We were, therefore, pleasantly surprised when the flight ran to schedule, the uniqueness of which only became apparent when we found the Cluj arrivals hall completely deserted as everyone expected it to arrive late if at all. When we came to return, the service was suspended and we had to buy another ticket on Wizz Air that delivered us to Luton, which appears utterly secure in retaining its title as the UK’s worst airport.

Romania is approximately square, with the Carpathian Mountains running south

eastwards from Ukraine and then curling clockwise north of the Danube like a gigantic hook which encloses Transylvania within its curve.

Initially we planned to explore as much of the country as possible, using our self-launch capability. However, the weather dictated otherwise; it was soarable every day of our stay, but with frequent showers over the mountains which required a little ingenuity to circumnavigate. In contrast, the Danube plain remained resolutely blue and stable preventing us from soaring over the Iron Gates and the Danube Delta.

We therefore concentrated on establishing the optimum route for a 1,000km FAI triangle using the mountains as much as possible, with one leg running east/west and the other two running northwards to a point on the Ukrainian border. We wanted to try different start points, given that the north eastern leg would inevitably cross 140km of relatively flat country.

We started from the gliding club at Deva near the south-western turning point ↻

## PERSPECTIVE

ALMOST 30 years ago, with successful if rather predictable careers in the City of London, my wife Gillian and I were presented with an opportunity to make a radical life change. Being unencumbered, optimistic, energetic and curious, we took a leap into the unknown and bought a sheep station in the High Country of New Zealand’s South Island specialising in super fine Merino wool, about which we knew absolutely nothing at all. With only minor trepidation we felt that, with our joint enthusiasm and determination to make it work, “things would be all right”, and after a steep, often rocky, learning curve, they were.

Human perception of time is very strange: unlike the other three dimensions it is not linear, but shortens the longer one is exposed to it. Within that, periods of routine barely exist in retrospect, whilst moments of interest and excitement remain indelibly etched in one’s memory.

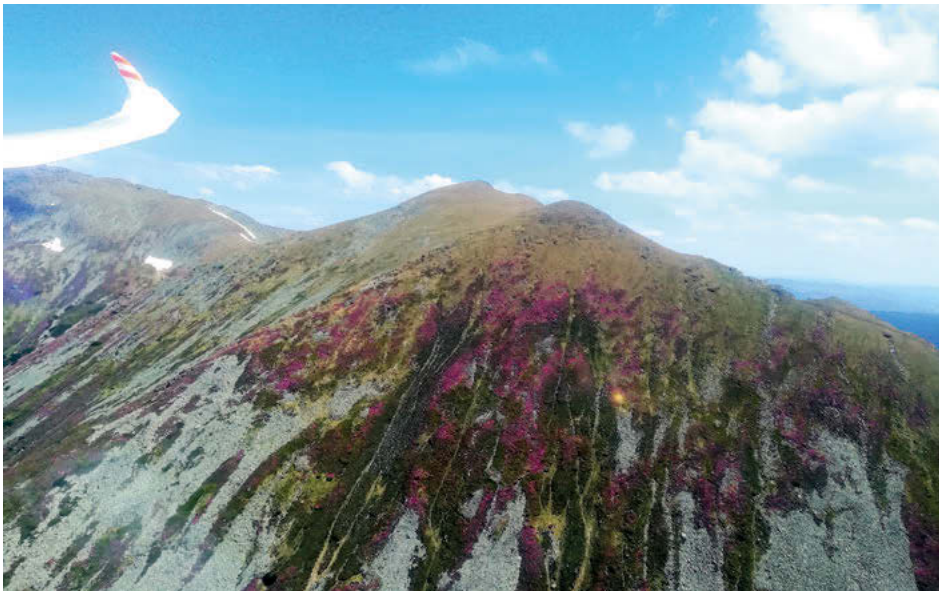
We knew from the outset that we wanted and needed to keep in close contact with family and friends by regular summer visits to the northern hemisphere, which we combined with one or two expeditions elsewhere. We always enjoyed our visits, but began to feel that these, too, risked becoming routine. So, in the summer of 2018, aware of Kipling’s exhortation to “fill the unforgiving minute with 60 seconds’ worth of distance run”, we took a deep breath and conceived five expeditions. We would, indeed, gather us rosebuds whilst we may.

## **WE WERE CONFRONTED BY AN EXTRAORDINARY AIRCRAFT LOOKING LIKE A CROSS BETWEEN A DRAGONFLY AND A GRASSHOPPER**



Above: The Vlaicu replica

Below: Alpine Rhododendrons give the mountains a rosy hue



✂ and had an interesting 350km flight surrounded by showers. We then moved 200km to the east to Brasov along the Fagaras range, which includes the highest peak in Romania at 8,300ft with its famous serpentine road. These mountains are particularly jagged and rocky, giving rise to thoughts of Dracula and vampires.

Brasov has two airfields, on the smaller of which is the gliding club beside a low hill somewhat reminiscent of Dunstable. However, Sorin had discovered a remote airstrip near the Ukrainian border in the province of Bucovina with a short, hard

runway. I was keen to measure the take-off run of our Arcus and chose the larger airfield at the nearby village of Ghimbav. The glider was virtually new, following the demise of its older sister in a hangar fire caused by a lightning strike, the trailer having been put in the hangar just beforehand as a precaution against the ominous weather. The owner is Erazem Polutnik, the proprietor of LX Navigation,

and thus had the very latest instrumentation. With our pilots' weight of 150kg, 20 litres of fuel, no water ballast, 1,700ft altitude, 29°C and 12kts crosswind we were airborne in 450 metres off grass.

As we turned finals from a 400km exploratory flight around Brasov we were confronted by an extraordinary aircraft looking like a cross between a dragonfly and a grasshopper. In fact it was a replica of the Vlaicu 2, which first flew in 1911. A wire braced monoplane with a fixed cruciform tail

and an all moving canard incorporating twin rudders, it was powered by a single 50hp engine mounted ahead of the pilot driving two counter rotating propellers fitted on the centre line in front of and behind the wings. It flew successfully for two years until Vlaicu attempted to cross the Carpathians on a thermal day and perished in the subsequent crash. Even to my untrained eye the likely cause was apparent: the canard was hinged at its trailing edge so any departure from level flight would produce aerodynamic forces on the elevator that would quickly become insuperable.

The Vlaicu was at Ghimbav for a public airshow. We participated as a static display on the rehearsal day (the Arcus caused more interest than anything else), but obviously during the display itself our flying would be precluded. During a lull, we despatched Sorin with a friend to the airfield at Targu Mures, 100km north west, whilst Gillian and I drove the route past Rupea and Sigishoara.

Targu Mures is attractive, with a well-preserved castle overlooking the town, cobbled streets, good bistros and the extraordinary contemporary Hotel Privo, which combined ultra-modern luxury and friendliness in equal measure. However, we did have some difficulty locating the Arcus. The airfield on our map proved completely deserted and it took some time to find a second, much smaller strip, closer to the town similarly deserted except for one aircraft – our Arcus.

The next day I made a mistake: perhaps seduced by the comforts of Hotel Privo, and misled by the ragged low cumulus over the plain, I elected to make a local flight with a Romanian pilot who had very generously lent us his car for our visit. We flew over some of yesterday's drive and then turned north east towards the mountains where the cloudbase promptly doubled. We climbed to sufficient height in front of a large black cloud to fly 130km home direct, far above the lower cloud layer.

The mistake lay in failing to realise that the following day would be the best of our visit, whilst we were in the least favourable position, almost exactly in the centre of our intended triangle. To make the best of it, Sorin took off with our kindly car owner whilst Gillian and I drove to Floreni, Sorin's remote airstrip, 140km north east. The strip proved deserted (as usual), 500-metres long and 30-metres wide running east/west, with a pronounced incline down to the west. We were now in Bucovina on the east



side of the Carpathian watershed, with its wooden architecture and externally frescoed churches. The rivers were running directly towards the Black Sea and the diurnal winds were predominantly easterly, whereas in Transylvania they tended westerly, ideal for convergence. Sorin landed, reporting excellent conditions and we retired to a pleasant lodge nearby hoping the morrow would be as good.

And it nearly was. In the morning the surface wind was 15kts easterly so, despite the slope, we moved the glider to the western extremity of the runway, marked the point of final decision – more complicated when it is uphill – and removed some stakes at the upwind end to allow for a last moment groundloop. The fields ahead did not look inviting, and on subsequent days with lighter winds we took off downhill. This gave Gillian an interesting perspective as the glider disappeared over the brow and, after a considerable pause, reappeared still below her but triumphantly airborne.

Our plan was to fly north west along the Rodnei Mountains, parallel with the Ukrainian border to Baia Mare, then south west across the plain towards Deva to pick up the Carpathians and follow them anticlockwise back to Floreni for 1,000km. Unfortunately, the air had stabilised overnight and, whilst the Rodneis produced good thermals (just as well as the surrounding valleys were not landable), the clouds evaporated towards Baia Mare and beyond was blue and stable. Drawn by the sky boiling behind us, we retraced our steps along the Rodneis where slopes were covered with Alpine Rhododendrons. These are low growing shrubs with a vivid pink flower so entire mountainsides appear to be blushing. We then attempted the task in the opposite direction, but time was now against us and we landed back at Floreni after seven hours and 784km.

For the next two days the weather continued much the same and we concluded that Floreni, Brasov or Deva would all be equally good start points when the weather co-operated, so we decided to relocate back to Deva. At Floreni we had operated with just the three of us, thus whilst Sorin and I flew back via Brasov, Gillian drove the trailer 350km in 5½ hours with only a basic map. Following confusing roadwork deviations she found herself on a very rural road behind a tractor, whose driver was so surprised by the trailer behind him that he failed to negotiate the corner ahead and disappeared through a



wall in a shower of bricks; Gillian elected to press on.

At Deva we had another exceptional day. Unfortunately, I misread a towering cloud which quickly developed over the Fagaras Mountains. In fact it was an isolated shower which we could have avoided by deviating north over flatter country, but I was deterred by light rain and cloudbase well below the tops and reversed direction again. This time we got within sight of Baia Mare from the south west before returning to Deva along a spectacular convergence line.

Both Deva and Brasov offer glider launching, but an SLMG made our endeavours much easier, as did having Sorin Chisu in the other seat. Sorin is an air traffic controller at Cluj, so airspace was never a problem. Romania covers an area similar to Britain but with less than a third of the population. The scenery is delightfully varied, with central Transylvania resembling Hampshire on steroids. The weather rivals the best in Europe from April to September, with interesting wave in the autumn. All this coupled with friendly people – the small gliding community is immensely enthusiastic – and very reasonable prices combine to make Romania a very good place.

Illustration by Steve Longland

**THE SCENERY IS DELIGHTFULLY VARIED, WITH CENTRAL TRANSYLVANIA RESEMBLING HAMPSHIRE ON STEROIDS**



Sorin Chisu (front) and Justin Wills in the Arcus

■ Justin's summer expeditions to the UK, Canada, the USA and France/Italy will feature in future issues.

# THE PERILS OF DISTRACTION

Introducing a new series from the BGA safety team, with a focus on avoiding rigging accidents

STRAIGHTEN  
UP & FLY  
RIGHT

■ Clubs can obtain printed copies of Safety Briefings from the BGA Office.

**THESE  
AVOIDABLE  
TRAGEDIES  
HAPPENED TO  
EXPERIENCED,  
CONSCIENTIOUS  
PILOTS,  
WHO WERE  
ASTONISHED  
TO HAVE GOT  
THINGS WRONG**

IT WAS a beautiful summer morning, and the safety committee chairman was rigging his glider a few trailers away from my own. We've little chance to chat at the safety meetings, so I'd wandered over for some light-hearted banter now that the week's serious business was behind us. There had been a long discussion of glider rigging accidents, and distraction seemed to be at the root of a number of cases of unconnected elevators and other controls. It was crucial, we'd concluded, to make it unacceptable to

interrupt safety-critical actions such as pre-flight checks, loose article inspections and rigging. And I had immediately gone and broken that cardinal rule!

In the 45 years for which we have detailed records, 100 gliders have been launched with a control connection loose or wrong; 43 gliders have been damaged, 11 of them being written off; and five pilots have lost their lives; 36 per cent of the accidents involved

an elevator; ailerons account for 38 per cent; airbrakes 16 per cent; flaps 7 per cent; and there's been the odd trim and rudder. And it's not just controls that are left disconnected: forgotten main pins and loose tailplanes have caused 36 accidents and the loss of six further pilots and five gliders.

## Interruption

All of these tragedies should have been completely avoidable. Most happened to experienced, conscientious pilots, who were astonished to have got things wrong. And when we re-read the reports of these past accidents, it was clear that interruption and distraction were major factors.

Lots of pilots were, of course, aware of this and had devised strategies to mitigate it. Some steadfastly restarted checks from the beginning if an interruption occurred. One made a point of pausing and then doing a separate final check in peace after the rigging was complete. One syndicate had a 'rigging

hat' to indicate that the wearer should not be disturbed. And a rigorous daily inspection afterwards, with proper positive control checks, has a good chance of picking up residual errors.

The problem is that, unlike most modern consumer devices, gliders aren't idiot-proof. Quite the opposite. Unless you actively do something, the wings, tailplane and controls remain disconnected.

## Wing pins

Several pilots have forgotten to fit the wing pins to their gliders. Surprisingly, all got away with it, and the accident reports can be rather comical. A Kestrel flew for 10 minutes with the mainpin still on the ground: the wing detached only during landing. Another pilot soared for 40 minutes before spotting a gap at the wing root, but landed safely before the wing collapsed. A Cirrus pilot had towed his glider to the launch point before noticing the mainpin where he was about to sit. Another pilot only realised on aerotow that the main safety pins were hanging on his camera mount. Pilots forget drag pins too.

Tailplanes also have their problems. Two Jantar pilots separately discovered problems aloft and landed to find that the tailplane retaining pins had come loose and detached on the landing run. Some other pilots have survived because their gliders had split tailplanes, so at least one half was secure.

Forgetting to connect the elevator, an aileron or an airbrake is far more common – and often ends badly. Errant airbrakes can upset launches and circuits: the pilots survive, but their gliders might not. Loose ailerons can lead to flutter, as well as lack of lateral control, and the resulting spin can be fatal. Partial or full loss of elevator control has also killed three pilots and seriously injured seven.

Many popular gliders use l'Hotellier control connections, which can seem secure when they're not: the controls can still appear to operate if the ball and cup are only loosely aligned, and a disconnected pushrod can lift the elevator against gravity in a convincing

fashion. A tenth of the UK fleet of ASW 19/20, Pegase and PIK 20B/D gliders have launched with an unconnected elevator, leading to two fatalities and three serious injuries.

Locking pins – used in case of failure or accidental release of the l’Hotellier joint – can be in place whether the control is connected or not. The sliding Wedekind sleeve secures the release tab, but doesn’t prevent partial engagement; and the Uerlings sleeve and similar devices on LS gliders prevent partial connection, but don’t guarantee that the controls are connected at all.

#### **Control connections**

Control connections can be hard to see, especially if your arm is blocking the access hole, or bright sunshine is making the glider’s innards even more gloomy. Torches, mirrors and phone cameras can help.

The Standard Cirrus has an unusual elevator connection and, again, the pushrod can lift the elevator when disconnected. The aileron connections in the Libelle, Kestrel and others use pip-pins through clevis joints: these have been forgotten, the pins fitted through the wrong parts, and left and right controls interchanged. Even self-connecting controls can be fallible if the glider has been

modified to ease assembly [1]. The range of control movement may be an indication.

Wing rigging errors can be lethal. The mainpins of older SZD gliders like the Bocian, and Schempp-Hirth’s SHK and Austria, have complicated mechanisms that are unusual, difficult to see, crucial for aircraft integrity, and liable to fail if wrongly fitted [2]. RF5 locking mechanisms, too, can be difficult to judge. It’s vital to follow the flight manual and get expert advice if there’s any doubt.

The BGA has a Safety Briefing *Is Your Glider Fit for Flight?* [3], which says that **rigging should be directed by a person experienced on the type, in accordance with the flight manual, without interruption or distraction.**

So, why did I forget and interrupt the chairman while he was rigging his glider?

It was a gorgeous day. I’d finished work for the week, wasn’t on duty, and was going to fly for pure pleasure. I was amongst my mates, outdoors in the countryside. Every prompt was to do with joy, fun, freedom and anticipated happiness. There was little to put me into a rigorous/professional/methodical frame of mind. What I needed was not just a rigging hat, but a rigging head to put beneath it.

**Tim Freearge and the BGA safety team**

## **IT’S VITAL TO FOLLOW THE FLIGHT MANUAL AND GET EXPERT ADVICE IF THERE’S ANY DOUBT**

■ For more information about rigging, check your aircraft flight manual and ask a BGA inspector. The Safety Briefing [3] and BGA Instructor Manual [4] also give good advice.

[1] AAIB investigation GCKLR (2018) <https://tinyurl.com/flyright1901>

[2] AAIB investigation G-DBZZ (2014) <https://tinyurl.com/flyright1902>

[3] BGA Safety Briefing *Is Your Glider Fit for Flight?* <https://tinyurl.com/flyright1903>

[4] BGA Instructor Manual, section 31 <https://tinyurl.com/flyright1904>

# Get into instructing!

Want to add an extra dimension to your flying? Challenge yourself to teach the next generation of glider pilots.

Start your training journey - chat to your CFI or see [members.gliding.co.uk/courses](https://members.gliding.co.uk/courses)

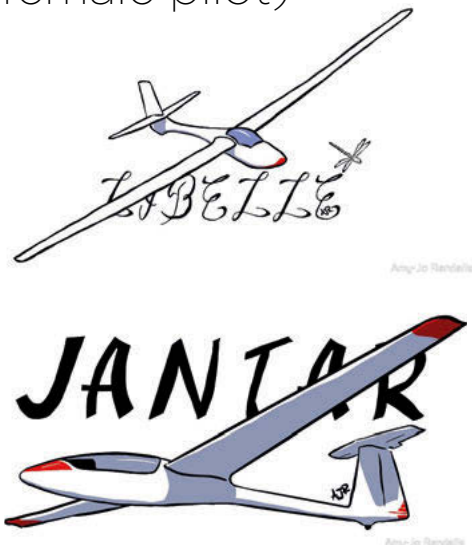




Observations have shown that, all over the world, people are buying the same products for the same gliders

# AN EXPRESSION OF YOUR LOVE?

Amy-Jo Randalls reveals what your glider merch says about you (plus her struggles as a small female pilot)



**W**HEN I started gliding, aged 15 and at just four-foot-something tall, it very quickly became apparent that none of the available clothing I was desperate to wear to show off my new obsession was going to fit me. Scouring the internet for T-shirts with gliders on them I found plenty I liked, but they were all ‘men’s fit’ and the size ‘small’ was always... massive. Even worse, every clothing item I could find under ‘women’s’ was not what I was after. Slogans such as ‘Support crew’ or ‘Daddy’s little pilot’ felt patronising and demeaning.

It is a problem I still have today. Being a small female junior pilot, no matter what competition, or aviation conference, or gliding club I go to, every single item of clothing is designed for what the rest of gliding appears to be aimed at – the average-sized adult male.

And then I came across Redbubble. The idea of the website is simple. Independent artists upload their artwork and designs for free while the company takes care of printing, processing and shipping orders to their worldwide customers. The artist gets their cut of the profit and the company doesn’t have to invest in designers. A huge number of products are offered, such as T-shirts, phone cases, postcards, notebooks,

hoodies, and more is being added all the time. And Redbubble has bases all over the place, so wherever you are you can buy items and not pay silly postage – excellent news for those Down Under.

It is a very low risk way for artists like myself to sell a large variety of products with relatively little effort, and is an excellent way for consumers to support their favourite artists.

But there was still an issue. Redbubble at the time was still pretty undiscovered so there wasn’t much to choose from, especially under aviation. It was filled with generic Cessnas and fighter jets, and I wanted a hoodie with a K-6 on it. I decided if you want a job done well you have to do it yourself. Digging out and dusting off my old digital drawing tablet and, knowing nothing about design, I started to draw. I took a simple approach to it – draw things I would want to wear. Anyone else that likes and wants to buy my work is a happy bonus.

Imagine the elation when my first sale came through!

It seems that other people agreed that they wanted to see their favourite glider on clothing. There is something about it that makes you feel a part of the Libelle club, or T-21 club. And, even better, the sizing meant that almost anyone could fit almost anything

on the site, so glider pilots like myself no longer had the choice of pink or pink T-shirts reading 'My husband is a pilot'.

Every time a sale is made, I receive an email detailing what was purchased, the size, colour, the county or state it is being shipped to, and how much I have made. (An email comes through saying I have made £4.60. "Woah!" I think, "That's 600ft worth of winch launch!") And, over time, I have started to notice that there are patterns to what people buy. No matter where in the world the item goes, people buy the same products for the same gliders.

It is generally accepted that there are stereotypes as to what kind of people own what glider – we all know about the Span Is For Wimps website. But I didn't realise how pronounced those stereotypes would be. So, here is a breakdown of the observations I have made over the past couple of years, based on the small sample size of my own online shop.

**T-21:** Always in the default colour (white), always in the default T-shirt, always at least size XL. A surprisingly large number of orders to the USA.

**Libelle:** Clothing size medium or smaller (but where is the surprise there?). Usually a T-shirt in a fun, but muted, colour.

**Standard Cirrus:** Stickers. So. Many. Stickers. Every time an email comes through with 'Standard Cirrus' I just know it is going to be a sticker. And usually a big one. On the rare occasion it isn't a sticker, it is a brightly-coloured T-shirt.

**ASW 15:** Mugs. I have sold more ASW 15 mugs than every other mug design collectively. I guess most 15 pilots just like their tea and coffee more than flying? I sell a fair few T-shirts as well, but almost exclusively they are 'tri-blend', which is a soft material with a slim fit.

**K-6:** People here like T-shirts in all styles, but there doesn't seem to be any pattern other than that. But then every kind of glider pilot loves a K-6.

**Puchacz:** T-shirts. Shipping mainly to eastern Europe and Australia. Again no surprises there that Puchacz lovers seem mostly to be Polish.

**K-13:** Small stickers. Presumably people want to show off their love of K-13s in a very subtle way.

**K-21:** No one seems to want to have K-21 merch. Maybe they're just not sexy!

**DG-1000:** Tank tops and hoodies. I can't say I even like the tank tops with DG-1000s on them. I don't know why you'd want one!

**Discus:** Just T-shirts. To the point and nothing fancy, but does the job. Same as the glider really.

**LS8:** iPhone cases only on this one.

Presumably LS8 pilots are more attached to their phones than other glider pilots?

I do have other designs such as LS4, ASW 20, Jantar and the MDM Fox, but these designs have not been available for long enough yet to see any kind of pattern at the time of writing.

However, if you want to enforce the trends or skew the stats (hooray for some shameless self-advertisement!) you can find my shop online at <https://www.redbubble.com/people/ajk6cr/collections/642446-gliders?asc=u> Maybe I can write another expanded article when I have more data!

There are, of course, many other sites other than Redbubble, such as Society6 or Spreadshirt, containing shops within shops run by GA and glider pilots – mine is one of many. And, naturally, I now have a large collection of gliding-related clothing that I, of course, wear proudly just to enforce I am part of the 'competition glider pilot' and 'K-6 lover' clubs.

I am always open to more suggestions as to what people want to see. So do give me a shout on social media by searching 'Pilot With a Paintbrush' if your glider of choice isn't up there and you fancy yourself some leggings covered in Duos.

■ [www.facebook.com/pilotwithapaintbrush](http://www.facebook.com/pilotwithapaintbrush)



Amy-Jo Randalls has been flying since she was 15 and has 300 hours, mostly in Scotland. This winter she has been instructing in New Zealand. Amy-Jo is a Basic Instructor and holds Diamond goal and Gold distance badges



In addition to her artwork on gliding merchandise, like the T-shirt above, Amy-Jo also creates works of art with paint (see below) and pen illustrations



# ABOYNE: ANOTHER



Portsmouth Naval Gliding Club's Olly Rastrick, aged 15, in A3 (LS4) at around 15,000ft at the top of his Gold Badge height claim during an expedition to Aboyne in October 2018 (Luke Dale)

# DIMENSION

Tomasz Cebo explains why, for him, there is no place like Aboyne

**T***HEN the pilot will discover that there is another way to fly a glider, another dimension, and the doors will open to big flights, to his great pleasure and that of his passenger...*

These words by Jean-Marie Clément, from his excellent book *Dancing with the wind*, skilfully translated to English by Cambridge Gliding Centre (CGC) instructor Stephen Gibson, perfectly describe my feelings after spending two weeks in a premier UK wave flying site – Deeside Gliding Club (DGC) in Aboyne.

Located on the bank of River Dee, with mountains towering over, Aboyne is a wonderful place to fly from. Your inner pilot will be satisfied, but if you are also into the outdoors, hillwalking, nature or even history – there is plenty to cherish your senses. Or cheer up your non-flying companions. Gliding would not be possible without people running the club 🌪

**FLYING THERE IS NOT FOR THE FAINT-HEARTED. ESPECIALLY IN SOUTHERLY WINDS, WHICH CAN CAUSE A LOT OF TURBULENCE AND INTERESTING PHENOMENA – LIKE TWO WINDSOCKS SEPARATED BY 500M POINTING TOWARDS EACH OTHER**



(Above right) Tomasz Cebo took Cambridge University Gliding Club's ASW 19B to Deeside Gliding Club for a two-week exped in October 2018

(Below) Aboyne is a great place for trying wave flying for the first time (Tomasz Cebo)



and it is hard to imagine a more hospitable team than the one at DGC, keen to share their local knowledge with visitors from “Englandshire” and abroad.

From a glider pilot's point of view, it is the location that defines all that is the best about Aboyne. To the east of the Cairngorm mountain range, which is regularly divided by long latitudinal valleys crossed perpendicularly by smaller side valleys. This topography provides favourable wave

patterns in most wind directions – from the south-east round to the north, there is a potential for a usable wave formation. Just west of DGC there is a large geological formation called Tarland Bowl – a well shaped circular basin, which locks in wave patterns from multiple wind directions and, hence, gives Aboyne pilots access to a convenient wave entry point.

Flying there is not for the faint-hearted. Especially in southerly winds, which can cause a lot of turbulence and interesting phenomena – like two windsocks separated by 500m pointing towards each other. Taking off and landing in these conditions can be very “sporty” as they say up there in the north. I believe that to successfully tackle these conditions, one has to start preparing well in advance.

On my trip, I was extremely lucky with the weather, which was obviously beyond my control. However, thorough prior preparation was something that I consider helped enormously in achieving my goal. Flying an odd beat-up or two prepared me well to handle the glider close to the ground at the high approach speeds needed in windy conditions. Going to Cambridge GC on 30kt+ days with turbulence gave me some invaluable lessons. I would not have been able to return safely through cloud after unsuccessful wave bar jumps without having (and keeping current) a cloud flying endorsement. Not to mention aerobatic training – a source of confidence when I tried to catch a wave in highly turbulent air. Jean-Marie Clément in his book, mentioned earlier, goes as far as suggesting that the



wave flying pilot should know how to roll to and back from inverted flight (and I totally agree!).

Airspace, even though less complicated than in England, can be tricky there as well. A week before my trip, the CFI of another gliding club intruded in to the Aberdeen airspace, an infringement repeated only a week later by another club's chairman – an honest mistake when flying downwind in 60kt upper winds. My advice? Familiarisation with a moving map in a gliding computer is a must on your to-do list. Flying without a transponder above FL100 in upper wave boxes can give one a headache, as it is easy to unwittingly fly out of them right into controlled airspace (imagine: ground speeds can be well in excess of 150kts).

At this point I would like to thank Cambridge University Gliding Club, which allowed me to take the club's ASW 19B, CU, to Aboyne and Stephen Gibson from CGC, who very kindly lent me his high-performance oxygen system. Without them, I would never have spent as many as 37 hours in the air. Out of those hours, two flights are particularly notable and of possible interest to the reader. The first one is my Diamond height gain, which happened on 09/10/18. The second one is a 268km undeclared cross-country flight in wave done on 10/10/18.

### **Diamond height gain**

The evening before, the RASP wave forecast for Scotland seemed more than optimistic, with strongish south-westerly winds. I decided to attempt an early start for the sake of an easy take-off and plenty of time for looking for a good wave spot (and who can say 'no' to Scottish sunrise in the middle of autumn?).

Thanks to Molnár Levente – a very keen and helpful Hungarian tug pilot – I was able to take off with the first sunrays shining onto the runway surface. As usual, he dropped me in the perfect wave entry location (keeping tug pilots well-oiled with a beer in the evenings is probably the best investment one could make while in Aboyne). The only thing left for me to do was align with the best lift, fly back and forth along the wave clouds and cherish my eyes with a splendid sunrise over them (ha! the early bird does get a worm).

In no time I was at FL190, just to realise that the upper box allowing me to go up to FL245 will not be open until two hours later. I sighed quietly for my warm bed somewhere down there. Checking my oxygen level a bit too often, I stayed in the wave 🐉



Taken from the back of G-WYVN (DG-1000T) with Sam Hepburn at the controls in the front



A stunning October sky during an expedition to Aboyne (photos by Luke Dale)

■ A GROUP of friends from Portsmouth Naval, Wyvern (Army), RAFGSA Cranwell and Lasham take an annual expedit to Aboyne. Achievements during last October's expedit include: Olly Rastrick (15) – Silver height/ Gold height/two-hour duration; Dan Nichols (17) – Gold height/ five-hours; Jamie Steel – Diamond height; Paul Wright – Diamond height (now full Diamond); Jack Bradshaw (17) – Silver height/ two-hour duration; Chris Harrison – Gold and Diamond height.



# Looking for the best deal on glider insurance?

Proud sponsors  
of the British Junior  
Gliding Team



## Comprehensive Gliding Hull & Liability Insurance

Superior security rating Excellent policy t&cs Competitive rates

+44 (0)1420 88664

info@sydneycharlesaviation.co.uk

www.sydneycharlesaviation.co.uk

 Sydney Charles Aviation

 SCAviation1

**SC**  
**SYDNEY CHARLES**  
AVIATION INSURANCE BROKERS

Sydney Charles Aviation Insurance Brokers is a trading name of Sydney Charles UK LLP. Sydney Charles UK LLP is authorised and regulated by the Financial Conduct Authority, FCA Firm Reference No. 471046. Sydney Charles UK LLP is a Limited Liability Partnership registered in England and Wales Registration No.: OC320079 Registered Office: 7 Old Aylesfield Buildings, Froyle Road, Alton, Hampshire, GU34 4BY.

## PHILIP WILLS MEMORIAL FUND SUPPORTING GLIDING IN THE UK



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

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

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

We look forward to hearing from you.

In conjunction with the



✈️ with slightly open airbrakes for an hour or so, before realising that the wave had weakened and disappeared completely from that location. I went for another wave bar, which was too weak and, at 9,000ft, I started feeling... well, rather low.

Yet, both the spirits and altimeter were getting high again at another great location over lochs in Tarland Bowl – the wave I found there gave me an easy ride to FL225. I stopped the nice climb to make sure not to infringe FL245 (for instance due to altimeter error). With a height gain of 5,636m (18,491ft), I was sure that the dreamed-of Diamond was bagged. With no space to jump out of happiness my return to base was rather uneventful.

### **Cross-country in wave**

Some experienced Aboyne pilots say that getting Diamond is one thing, but the real challenge is to fly cross-country in wave. The day after my Diamond height gain looked promising, thanks to fierce but stable southerly winds giving wave bars latitudinally aligned all across Scotland. Again, I decided for an early start and saw two Aboyne pundits, who assured me that the day will be good. They were ready at the runway, in complete darkness, waiting for the first sunrays to allow for aerotows to start. As before, a sunrise over wave clouds was spectacular and unforgettable.

I would not have been true to myself if I did not declare a very ambitious (and definitely doable!) 500km task. Yet, in the end, I decided to play it safe, seeing very unwelcoming territory and very few outlanding options. My strategy was to find permanent wave hot spots, gain height there and then try to jump wave bars to move forward. This worked pretty well, kept me safe, but did not allow for high cross-country speed or long distances.

Some wave bar jumps were successful and easy, others were very tricky. A few



An early start for Tomasz



times I found myself in a place where I was expecting a strong wave after flying quickly through a heavy sink and yet I was still going down, without any prospects of nearby lift.

I found wave clouds and patterns harder to understand than thermals. With high wind speeds, places with huge sink and few outlanding options – the margin for error in cross-country wave flying is much smaller than in a thermal cross-country, despite the much higher altitudes at which one flies. I eventually finished an undeclared task of 268km, being quite pleased with such an achievement.

Understanding and harnessing this still under-researched energy allows for flights as long as the two 750km flights done from Aboyne on that day, by Roy Garden and Roy Wilson. If it weren't for the wave cross-country flying, I'd have no idea what Jean-Marie Clément had in mind when he wrote the words quoted at the beginning of this article.

Aboyne is a great place for trying wave flying for the first time, as well as getting Diamonds or doing cross-country flights one can talk about over a pint forever. Favourable weather, picturesque scenery and a friendly club make it a place worth visiting. This opinion is shared by a group of German pilots, who have been travelling there every autumn for the past few years, with their own gliders, all the way from Germany.

Enjoying a spectacular sunrise  
(Tomasz Cebo)



Tomasz Cebo, despite coming from Bielsko-Biała in Poland, where an active aeroclub and the SZD factory are located, did not start gliding properly until joining Cambridge University Gliding Club in November 2014. He has been trying hard since to make up time, achieving his first Diamond in 2016 and the remaining two in 2018, clocking more than 400 hours. Tomasz flies mainly from Gransden Lodge in CUGC's ASW 19B, CU, and takes an occasional gliding trip in Poland. He has a LAPL(A), which he uses to fly a Slingsby T-61 from Shipdham, Norfolk.



Howard Torode deep in discussion with Steve Jones about all things Schempp-Hirth



John Williams (left) receives a BGA Medal from Grant Shapps MP, awarded for exceptional service to gliding over many years



Helene Sonn of the French National Gliding Centre is a regular face at the conference's exhibition (CNVV)

# A DAY

Glider pilots from around the UK (and overseas) enjoyed the annual BGA Conference and AGM at the Nottingham Belfry on 2 March, 2019

**M**ORE than 400 glider pilots attended this year's packed BGA Conference, which was organised and arranged by the BGA office team and part-sponsored by Sydney Charles Insurance.

The day kicked off ahead of the main conference with two parallel sessions for club officials: a club chairmen's forum led by BGA Chairman Andy Perkins and a CFI/senior instructors' forum led by Mike Fox, the BGA Training Standards Manager.

The main conference began with Andy Perkins and BGA CEO Pete Stratten describing recent progress on key issues that BGA has been working on with others under the title of 'Your BGA'.

Neil Goudie introduced an airspace session titled 'Gliding in a Future Airspace Environment' with guests John Brady (A4A), Dave Curtis (NATS) and Stuart Lindsey (CAA). In his opening comments, Neil emphasised the importance of the Lasham GS challenge of the CAA decision on the Farnborough ACP and reminded everyone of how they can contribute via the Lasham GS website.

Neil went on to reflect on previous observations that CAP 1616 helps transparency, but does not solve the basic problem, that we must have common understanding of needs before airspace design starts, that we must use evidence-based data driven analysis, that the regulator must say no to those who do not consider others, and there's a need to change adversarial to collaborative. Neil went on to note that CAP 1616 is now live and that two significant CAP725 Airspace Change Proposals (ACPs) have been rejected by the CAA. He commented on the Airspace Modernisation Strategy (AMS) consultation; the evolving BGA ACP in Yorkshire; NATS and MoD engagement on changing needs for military danger areas that will accommodate gliding; the development of the BGA Airspace Sub-Committee; and that there is no mechanism other than a costly ACP for reducing controlled airspace.

Neil moved on to describe a proactive approach to BGA participation in a future airspace environment through developing our collaboration with the GA Alliance, developing standard material to allow engagement and education at a local level, and active involvement in the early stages of all airspace changes. Looking further ahead, Neil noted objectives around adoption of glider radio phraseology by controllers, a more integrated approach to airspace design, including use of Open Glider Network (OGN), and voluntary adoption of e-conspicuity systems based on risk and cost/benefit analysis. In closing, Neil emphasised the need to work collaboratively and, recognising the complexity and long timelines, the importance of avoiding apathy or complacency about

# TO INSPIRE

airspace changes.

Stuart Lindsey, manager of Airspace Regulation at the CAA, described: the recently launched Airspace Modernisation Strategy, including the Future Airspace Strategy Implementation South (FASI-S), which comprises numerous airports and the airspace network over southern England; the Future Airspace Strategy Implementation North (FASI-N), which comprises numerous airports and the airspace network over northern England; and numerous ACPs seeking to implement Performance Based Navigation. Stuart noted that each airspace change proposal is being progressed in accordance with the formal Airspace Change Process. He went on to describe how the Government and CAA are supporting the development and delivery of the Airspace Modernisation Strategy. Stuart noted the challenges of drone Temporary Danger Areas (TDAs) and their potential impact on gliding, including when out-landing, where Stuart considered that pilots who found themselves inadvertently entering a TDA would be viewed sympathetically by the CAA.

Dave Curtis, director Airspace and Future Operations NATS, described a number of sites within NATS' areas of responsibility that enable gliding activity, including for example how LOAs are managed, noting no recent requests. He went on to note that NATS recognises that cooperation and compromise are key with CAP1616 and described recent engagement activity, as well as how data such as activity heat maps and aircraft profiles for current and future traffic are being reviewed to inform opportunities for the release of low-level controlled airspace. Looking ahead, Dave noted that NATS intends to facilitate a review of access to the Edinburgh and Glasgow's CTAs, gain a better understanding of gliding requirements at Camphill, review potential improvements to routings that may impact on the Northumberland TRA(G), and facilitate engagement with airports responsible for their changes through FASI-S and FASI-N.

Following a coffee break, Julian Scarfe of Europe Air Sports, which has been instrumental in minimising the negative impacts of EASA rules over the past decade

or more through regulatory and political engagement in Europe, provided a very clear update on how the EASA approach to GA safety has evolved from rulemaking to a Best Intervention Strategy, which includes options such as informing and leaving the persons affected by the risks to assess and exercise control over those risks.

Grant Shapps MP, who is a private pilot and aircraft owner, took to the floor to describe how the All-Party Parliamentary Group on General Aviation (APPG GA) was supporting gliding aims and, in particular, around supporting the need to protect airfields and to facilitate access to airspace. Grant made it very clear he understood the gliding environment and needs, noted the ongoing Kirkhope inquiry into airspace that will produce recommendations to Government, including for example potential changes to airspace legislation. He also described how any e-conspicuity solution has to be interoperable with a number of existing successful technologies, eg FLARM and PilotAware. Grant closed by noting his delight at being able to fly a glider during a recent visit to Lasham, having experienced his very first flight at the site some 35 years earlier.

BGA Medals were presented by Grant Shapps to Andy Miller and John Williams for exceptional service to gliding over many years. BGA Diplomas were presented by Grant to John Allan (Northumbria GC), Hugh Brookes (meteorologist), Mick Boydon (Chilterns GC), Richard Cole (Yorkshire GC), Tom Docherty (Scottish GC), Peter Gill (Staffordshire GC), Z Goudie (Scottish GC), Jim Hammerton (Southdown GC), Albert Newberry (Yorkshire GC), Tim Newport-Peace (Lasham GS), Bob Pursey (Cambridge GC), Veronique Russell (London GC), Garry Shaw (Dorset GC), Dick Skerry (Lincolnshire GC), Ian Strachan (Lasham GS), Barry Thomas (Dorset GC), and Barry Walker (Bristol and Gloucestershire GC). The Bill Scull Safety Award was noted as awarded to the developers of FLARM 🐦

## **NATIONAL AWARDS:**

**BGA Chief Executive Pete Stratten reported a number of Royal Aero Club awards, to be presented at an awards event in May: an RAeC Diploma to Patrick Naegeli; Bronze medals to Claude Woodhouse and Graham Saw; RAeC Certificate of Merits to the Upward Bound Trust, Brian Birlison and Santiago Cervantes.**



John Brady (A4A), Stuart Lindsey (CAA), Dave Curtis (NATS) and the BGA's Neil Goudie fielded questions in an airspace session

**RECOGNISING COMPLEXITY AND LONG TIMELINES, IT IS IMPORTANT TO AVOID GETTING APATHETIC OR COMPLACENT ABOUT AIRSPACE CHANGES**

■ Photos by Paul Morrison

■ **TURN TO PAGE 46 AND 48-49 FOR MORE CONFERENCE COVERAGE**

## CFI AND SENIOR INSTRUCTORS' FORUM

■ What better way to kick off a day of gliding immersion than to meet old friends and chat about instructing for an hour? The day kicked off with Ian Gallacher explaining the world of chucking parachutists out of gliders in sunny middle-eastern countries. Our attendees must have been wondering how any of his presentation applied to bread and butter instructing, until Ian showed us that it doesn't always go completely right! This allowed Ian, Mike Fox and Colin Sword to lead a discussion on Human Factors and – in short – how to get our pilots to think ahead more. Colin extended the discussion with a thought-provoking video on the possible failings of humans to perceive things that are seemingly obvious when attention is drawn to them.

Neil Goudie continued the fast-paced discussion by giving us some background to some of the airspace 'happenings', and Andy Miller gave us an update on EASA examining looking forward to 2020/21.

As usual, it was great to see so many familiar faces as well as a few new ones.

**Mike Fox**

## CHAIRMEN'S FORUM

■ Andy Perkins facilitated a discussion with club chairmen that considered among other topics facilitating and sustaining volunteering at clubs. Neil Goudie provided a brief airspace update.

■ The BGA would like to thank the exhibitors supporting the conference: Sydney Charles; RD Aviation; LX Avionics; Pooleys; IMI Gliding; Southern Sailplanes; Zulu Glasstek; Anglia Sailplanes; Hill Aviation; Vertigo Covers; Flight Deck Wingman; PilotAware; Hayward Aviation; Forbes Insurance; Aeroclub Barcelona; HpH Sailplanes; Gemstone Aviation - Stemme; Cobra Trailers; Nav Boys; Service Center Terlet; Vertigo Covers; Centre National de Vol à Voile (CNVV); Kevin Atkinson, Aim Higher; LaunchPoint; The Gliding Heritage Centre, Lasham; S&G; BGA simulator; BGA Shop; British Gliding Teams; Women Glide; Junior Gliding



Vertigo Covers' Andrew Blundell (centre) discusses the properties of materials used

✍ for their significant contribution to gliding safety. The John Hands trophy for outstanding support in organising or running competitions was presented to the wife of Andy Melville (Wolds GC) in memory of his achievements in the running of national gliding competitions. The Saundby Sword was presented to the BGA on behalf of Dr Peter Saundby, to be presented in future to a BGA club that has made a significant safety contribution. The 2018 FAI award of a Silver Medal to David Roberts and the RAeC Awards were announced ahead of an awards event in May 2019. Yvonne Elliott presented the Caroline Trust special award to Lucy Wootton (Shenington GC). Congratulations to all our award recipients!

Following lunch, the formal business of the AGM took place under the Company Secretary, Anthony Smith. The Minutes of the 2018 AGM were approved; the Annual Report was adopted; the Revenue Account and Balance sheet for the year ending 30 September 2018 was adopted; the budget for the year ending 30 September 2020 and annual subscription rates were adopted, and auditors Haines Watts were reappointed. In accordance with the Articles of Association and following the retirement of David Latimer, as well as noting an existing

vacancy, Rebecca Bryan (Cambridge GC) and Pete Bennett (DSGC) were nominated and approved as Executive Committee members. The Company Secretary thanked those present and closed the meeting.

Paul Ruskin then presented a very clear and balanced description of existing e-conspicuity technology. He considered the various issues, how the technologies are becoming increasingly interoperable, including through OGN rebroadcasting, and made a very clear case for the safety, situational awareness and economic benefits of voluntary equipage, including by Air Traffic Control units. The full meeting room demonstrated the significant interest in this important topic and following this session felt that they were much better informed.

The afternoon progressed with four very interesting presentations: 'How our weather works' by Sian Lane, formerly of the Met Office; 'Advances in Soaring Meteorology' by Matthew Scutter of SkySight; and 'Surfing the Welsh Wave' by Chris Gill, the Denbigh Gliding CFI and manager. These fascinating talks rounded off a superb conference day.

The formal dinner and disco that evening, attended by 265 guests, was part-sponsored by Forbes Insurance. Under the guidance of BGA Competitions Committee chair, Liz Sparrow, the BGA Challenge trophy was presented to Upward Bound GC by Terry Moyes of Forbes Insurance, the Hayward Instructor of the Year trophy was presented by Matthew Day of Hayward Aviation, and Tony Rapson of the CAA GA Unit presented the BGA Competition Awards to the winners, all of who continue to inspire others to fly a bit further, higher and faster! The fun continued into the early hours of Sunday.



## WINTER SERIES



**2018/19 Round 3 at Nympsfield, 5-7 April**

Open to all experience levels, these events are for meeting people from the entire country whilst you explore new sites and soar in new ways!

**2019/20 Season - October, February and April**  
The Winter Series will return...



## SUMMER SERIES

A long weekend of flying training for newer glider pilots to progress towards Bronze + XC, with a healthy ratio of students to instructors.

Scheduled for May and August, keep an eye on social media for dates and locations.



## COMPETITIONS



**Junior Nationals, Nympsfield, 17-25 August**

The big one! Compete against fellow Junior pilots, pushing yourself further and faster.

**Two-Seat Training at the Junior Nationals**

For pre-Silver pilots with big aspirations!

**Inter-Unis, Saltby, 20-28 July**

For students at all flying levels



## PROMOTIONAL EVENTS

Volunteers are needed to attend events and airshows to spread the word about UKJG, and inspire a new generation of pilots (and boost your CV!). Drop us a message if you think you could help out - we'd love to hear from you.

Too old? Jealous? The Junior events rely on volunteer instructors. If you can help in any way, please get in touch! For more information and to get involved please visit our Facebook page. See you soon!



UK Junior Gliding



UKJuniorGliding



ukjuniorgliding@gmail.com



▲ The CAA's Tony Rapson (centre) presents the Goldsborough trophy, for highest placed pilot in a recent championship, to Garry Coppin (left) and Steve Jones

◀ Russell Cheetham (left) receives the 1,000km trophy for the fastest flight over 1,000km

▼ Each year, there seem to be more and more juniors enjoying themselves at the conference





► Grant Shapps MP, of the APPG GA (and a pilot himself), makes it clear that he understands the gliding environment and its needs

► You are never too young to be introduced to gliding!

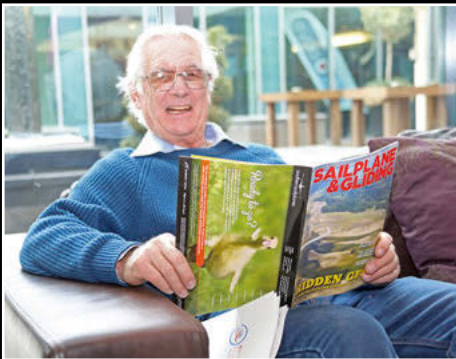
(Facing page from centre top):

◀ Delegates receive an umbrella, hopefully not indicative of the year ahead!

◀ Claudia Hill and Liz Sparrow of WomenGlide UK

◀ The John Hands Trophy was awarded, posthumously, to Andy Melville and collected by his wife

◀ SkySight's Matthew Scutter discusses advances in soaring meteorology



(Left to right): keeping up with the latest news, fundraising for the Junior Worlds, meeting up with old friends and networking – an important part of the day during breaks and at the evening's awards dinner, generously sponsored by Forbes Insurance

**2019 BGA SPORTING CONFERENCE AND AWARDS PHOTOGRAPHY BY PAUL MORRISON**



◀ Shenington GC's Lucy Wootton (left) is presented with the Caroline Trust special award by Yvonne Elliott

► BGA chairman Andy Perkins chats with Sydney Charles Aviation, sponsors of the BGA Conference



## GET INVOLVED

NATIONAL Volunteers Week – 1-7 June 2019 – is run by the NCVO (National Council for Voluntary Organisations) each year to celebrate volunteers' wonderful contribution. Last year, at quite short notice, a few gliding clubs got involved so we hope more clubs will get involved this year.

It is a great way to celebrate your volunteers' stories and to showcase your club. You can:

- Hold celebratory events
- Tag social media posts #volunteersweek
- Share posts and tag to local media, the BGA, sports organisations and volunteering agencies.

Go to <https://volunteersweek.org/> for resources and to sign up for email updates.

Whilst savvy clubs will, of course, ensure all their platforms are fully up to date with sales and recruitment information in anticipation of increased traffic, focus on celebrating your existing volunteers – this is their time.



Volunteers repair the access road at Vale of White Horse Gliding Club (Kevin Hale)

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

# IN CELEBRATION OF VOLUNTEERS

WHY do volunteers volunteer? There are so many reasons that people undertake formal voluntary roles, however, in gliding, people often don't feel like 'a volunteer' because nearly all our gliding activities are volunteering. As gliding is so much more than just the flying, the reality is that for most people gliding is volunteering, even if they don't think that way.

Keeping your volunteers (club members) happily engaged with club activities is a key factor in good membership retention, which will translate to club growth mainly because vibrant clubs containing happy and busy people are attractive clubs to join. The majority of your volunteers are doubtless involved with flying operations, so whilst gliding isn't just about the flying, busy volunteers probably also means a club with a busy launch point.

At the club management conference last year we asked the assembled volunteers why they do it. In addition to the 'to give back', 'for rewarding experiences', and 'the challenges', most cited great satisfaction from training pilots and seeing them grow in confidence and achieve. We also asked the Sport & Recreation Alliance (S&RA) to share their behavioural science 'Givers'

report with us. In essence, to be fully confident in their roles, volunteers need to know what they are doing and why. For effective volunteer management, a club needs a volunteer co-ordinator to understand what gaps need filling and to be a go-to person. Volunteers need a mentor to chat to about their role. In a formal setting, such as your local charity shop, it is well recognised that

volunteers need to be supported with good orientation programmes and to feel valued, needed and appreciated. Although in a less 'formal' setting, your gliding club volunteers (and you!) are no different.

Who are the unsung heroes at your club? What can you do to thank them? What does a good 'thank you' look like anyway? It could be a publicly bestowed

award, but not everyone likes a spotlight.

In addition to regular warm smiles and conversational appreciation of their contribution, why not have a photo wall showing what volunteering looks like at your club? These may be the sorts of club family snaps that you'll post on social media, but they look just as good on the clubhouse wall. You could also do some one-minute talking head videos, where a comfortably seated or standing volunteer answers the questions 'why do you volunteer?' and 'how did you get into it?'. We're not talking high-end production – pick a nice backdrop (check for things sticking out of their heads and avoid the firing squad look) and go for something conversational rather than over-rehearsed. Shooting in landscape on a mobile phone, editing on whichever video editing tools your computer comes with using slides made in PowerPoint for titles, should make for a great little snippet and will give an authentic feel.

For the volunteer that will appreciate a publicly bestowed award, you have several options: a club award (monthly and/or annual); BGA (diploma, and perhaps other awards); National (Royal Aero Club; S&RA; Sports Councils; Sports Personality of the Year). There may well be local awards too.

Dorset GC took time out to celebrate two of its long-standing volunteers (glider maintenance and clubhouse facilities) with BGA diplomas. Neither could make the BGA awards dinner in Nottingham, so the club is throwing a party to celebrate their achievements and contributions. It is a particularly good excuse for a party, explained Nick Barnes (club chair) when I asked him about volunteering at the club. Possibly also of interest to you, Dorset GC has been successfully using newspaper articles to advertise for non-flying volunteers, who now help out with fleet maintenance and grass cutting. All volunteers pay their associate members' subs, and are as much a part of the club as any of the flying members. It is always good to see how so many clubs are getting creative with their volunteering opportunities – be sure to take time to enjoy celebrating all the hard work!

# ZULU GLASSTEK LTD

ZULU GLASSTEK SOLE UK AGENT TO ALEXANDER SCHLEICHER SAILPLANES 14 VARIANTS OF PURE, SUSTAINER  
AND SELF LAUNCHING SAILPLANES

ASG32 – 20m world champion twice  
(and available as self launching)



AS33 – New 18/15 m glider and sustainer.

ASK21B – Brand new version of the world's  
most successful training glider.



## SALES, REPAIRS AND MAINTENANCE CONTACT:

Zulu Glasstek Ltd...Peter & Sally Wells, Baileys Farm, Westfield Road, Long Crendon, Bucks HP18 9EN  
Workshop/Office Tel: 01844 208157 email: [zuluglasstek@clara.net](mailto:zuluglasstek@clara.net) - Parts Office Hours Mon, Tues, Thurs & Fri 9.30am-12.30pm  
[www.zuluglasstek.co.uk](http://www.zuluglasstek.co.uk) - [www.twister.airshows.org.uk](http://www.twister.airshows.org.uk)

A glider is shown in flight against a backdrop of a large, snow-capped mountain range under a clear blue sky. The glider is positioned on the left side of the frame, flying towards the right.

  
GLIDEomarama.com  
New Zealand  
The World's best  
Mountain Soaring

Ridge, Thermal, Wave - October through March

A glider is shown on a runway at sunset. The sun is low on the horizon, creating a warm, orange glow. The glider is positioned in the center of the frame, facing away from the viewer.

**SAILPLANE  
& GLIDING**

**Six issues for the price of three!**

Subscribe to S&G today by Direct Debit and you will receive six copies of S&G for the price of three  
- that's just £12.88 for the first year of your  
DD subscription. Subscribing to S&G costs just £25.75 for one year (six issues) for UK-based pilots.  
THAT'S LESS THAN THE COST OF A SINGLE AEROTOW!  
[www.sailplaneandgliding.co.uk](http://www.sailplaneandgliding.co.uk)

Photo: Alastair Mackenzie



*This page:*

- ❶ Essex's Alex Harris takes a selfie during an aerobatic flight, on a snowy day at Rattlesden in late January
- ❷ Finishing touches for Rattlesden's K-13 after a five-year rebuild
- ❸ Ryan Patterson helps Granddad refuel G-RATT at Rattlesden
- ❹ Paul Morrison and Alexandra in Oxford's T-21 (Vukan Andjelkovic)

*Facing page:*

- ❶ Surrey Hills' K-8 on the ground under a dramatic afternoon sky in late-January. It was soarable in parts and Andrew Woolley managed a 13-minute flight off the winch in the K-8 (Andrew Woolley)
  - ❷ K-23 at Dunstable (Andrew Sampson)
  - ❸ A cold day on the main ridge at Black Mountains on 17 January (Robbie Robertson)
  - ❹ Wrekin's Will Dean waits for the landing Helimed 03 before taking a winch launch
  - ❺ Coniston and Western Fells, including part of Coniston Village (Roy Jones)
  - ❻ A cold and frosty morning at The Park (Damian Murray)
  - ❼ Snowdrifts cleared to access the hangar at North Hill
- Our thanks to all the photographers and to our *Club News* contributors for sending these in.



# CLUB NEWS

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

SANTA was caught instructing in his K-21-shaped sleigh at Upavon on Xmas Eve before he had to get back to business! With variable, but generally mild weather, it was a reasonable autumn with Portsmouth Navy Gliding Club continuing to join us whilst looking for a new site. Further weekend RN foundation gliding courses and a first solo for Major Tom Clark, the prospective new chairman taking over from Alec Watt in the spring, when Alec takes some time out for his and Holly's first child. Winter club glider maintenance continues, first ab-initio course set for end of March and Service members planning for Sisteron in April. Plans for a new hangar have been put on ice pending potential availability of existing facility, and we move ahead with a revised clubhouse. AGM just passed and much to do. Plus, the SkyLaunch keeps chewing up starter motors – any ideas?

**Paul Jessop**

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

THE AGM was held in December with a larger than average turnout, mainly due to our new colleagues from UBT. 'Most Promising Pilot' was awarded to Robert Holloway, one of our juniors, who since the meeting has obtained his Bronze Badge. 'Best Ab-Initio' went to Mick Boasman, with 'Best Flight from Hinton' given to Duane Pickering. Other awards went to Tim Wheeler, Pete Nicholson and Simon Ducker. Last year we set aside two weeks as a focus on soaring and we are repeating the exercise this year as it was so successful, during weeks beginning 12th and 19th August. We are all looking forward to a busy year gliding with our increased membership.

**David Sibthorp**

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

CONGRATULATIONS to Theo Nellis, who has gone solo (he's a junior). We have been working our way through the annuals on the club gliders. Steady progress is also being made towards getting the club ready for the Interservices. The contest runs from 4-12 August.

**Alison Arnold**

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

SINCE our last report we have done Christmas, with an excellent dinner provided by John and Julie Hull; our new concrete hangar floor is down, thanks very much to Mick Longhurst; Mike Thorne is completing our new, green power installation; and our extensive programme of winter lectures is well under way. Congratulations are due to our rising star, Tim Fletcher, who has been rated number four in the BGA provisional list, and Damian Murray and Andy Newman, who managed to solo on the first and second day's flying in the New Year. A stimulating series of events are planned for 2019, including more focused flying weeks.

**Chris Basham**

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

2019 got off to a great start on New Year's Day with Alex Lennox going solo on his 14th birthday. After a series of check flights and weather-related pauses, Julian saw fit to send him off as the cloud cleared. It was probably the first solo of the year to be using the new pre-take-off checks. Morale has been great at Bicester, fuelled by an enthusiastic group led by Terry Mitchell, who have completed a number of annual inspections. Although only weekend flying this January, there has been a great turnout on flying days helped by a strong contingent of members from the OUGC. A successful radio telephony course was held by Andy Moon, seeing eight people gain a pass. Looks like we're setting up for a great year.

**Rod Connors**

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

OUR awards dinner was held at Salford Hall on 2 February. The guest speaker was Air Marshall Philip Sturley, formerly the senior officer of the Royal Air Force. The awards were as follows: the fastest 500km from Bidford, 112.9km/h – Frank Jeynes; the longest flight from Bidford, 665.4km – David Findon; the greatest height gain, 16,665ft – Mike Pope/Justin Wills; the CFI award – Gill Stewart; the 'pilot most likely to' – Richard Sharp; the club member of the year – Alan Wallace; the junior of the year – Emma

Lees. Our competition will be held from 22 June and is currently fully subscribed.

**Mike Pope**

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

THANKS to a huge effort by Chris Short, we have a fantastic new club website which has just gone live, so have a look and be tempted to visit us in person as well; expeditions are always welcome. We have had some good wave and ridge soaring over the winter period and the field is holding up well so far! Our tug is currently having its annual done, but will be back on line in a few days, thanks to a team headed up by Keith Richards and Martin Brockington. We now have a EuroFOX on site, which should improve launch rate on good days. Our regular full-time instructor, Mike Codd, will be back this summer ensuring a smooth seven-day-a-week operation. Also, all our club gliders are now FLARM equipped.

**Robbie Robertson**

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

WE have started the year with a first solo by 14-year-old Sacha Kosogorin, who trained last August with CFI Richard Crockett, but had to wait for his birthday to go solo. Winter activities continue, with Saturday briefings for aspiring Bronze pilots and others needing a refresher, and Graham Saw's aerobatics courses. The 2019 programme is now complete and includes expeditions to Lleweni Parc, Klippeneck and, of course, Aboyne, as well as the ever-popular Easter Egg Cup aerobatics comp and our regionals (13-21 July – special rates for Juniors).

**Jane Moore**

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

WE have had a good winter flying season at Chipping, both at weekends and midweek. Launches have been considerably up on last year, with some great hill and wave days in gin-clear skies. The field has stood up to the weather well, thanks to the efforts of the grounds team. The fleet has been prepped for the coming season and expeditions are already booked for Feshiebridge and Portmoak in the spring, with trips to Hus

(Left to right): John Hull serves mince pies at the **Bath, Wilts & N Dorset** Christmas dinner; Alex Lennox, sent solo on his 14th birthday at **Bicester**; Alan Martin after his first solo flight at **Burn** (Terry Bassett)



Bos, Saltby and Spain amongst others being planned for later in the year. By the time you read this we should have switched our logging software to Free Flight, which should make some of our admin functions a lot simpler, as well as being more straightforward for members. Bookings for summer visitor evenings have started and we look forward to welcoming back the British Paragliding Cup for their Pennine competition in early May.

**Richard Turpin**

**BRISTOL & GLOS (NYMPSFIELD)**

**WWW.BGGC.CO.UK**

**514251N 0021701W**

NOT a huge amount of flying to report on. The weather did not deliver many good ridge days. Training picked up with the return of the K-21 to service, sporting a new rudder. The Big Grob also returned ARCless from its repair works. The new committee began planning improvements to the clubhouse buildings. Private ARCs were progressed. Some of the junior team visited to show the old'uns how it should be done. Applications were received for the sponsored cadet positions to be filled during February. Planning for the 2019 flying season progressed, including professional instructor provision, course weeks, Junior Nationals, task weeks and Inter-club League. Congratulations to Trevor Stuart, who won the BGA Open ladder. Cadet Matt Millard became the first new solo of 2019.

**Greg O'Hagan**

**BUCKMINSTER (SALTBY)**

**WWW.BUCKMINSTERGC.CO.UK**

**524912N 04228W**

DECEMBER was poor for flying, but January better than average. We've experienced thermal and wave already; is it global warming? The GASCo safety evening was well attended and we were reminded of how we need to be safety conscious. We also held a fire training session and had a go at putting out fires with all the various extinguishers that are available. Our newish committee is getting to grips with things and the club is trundling along. The Free Flight logging software is now fully operational and providing additional capabilities. There is now a strategic plan for the club to see us well into the future. We have resurrected a Pirat and are just waiting for the final paperwork before unleashing it. Mike Sheehan's having a rest from gliding

to pursue other things; we would like to say many thanks to him and Anita for the 28 years they have been at the club.

**Danny Lamb**

**BURN (BURN)**

**WWW.BURNGLIDINGCLUB.CO.UK**

**534445N 0010504W**

CONGRATULATIONS to Alan Martin, 72, who recently went solo after a lot of hard work and persistence. As part of this winter's club development meeting, we decided to evaluate the benefits of a club simulator. We are currently planning to design and build a glider simulator to use for training and non-flying days due to poor weather conditions. Sadly, we recently lost our popular club member Frank Bennett to cancer. Frank and his partner Jenny were always helping to make sure the club ran smoothly and willing to help out wherever they could. He will be sadly missed.

**Russell Walsh**

**CAMBRIDGE (GRANSDEN LODGE)**

**WWW.CAMGLIDING.UK**

**521041N 0000653W**

WE 'celebrated' the end of the soaring season with a combined Christmas party and prize-giving. Father Christmas made time in his busy schedule and arrived in the club's motor glider to the delight of several small children. David Howse introduced a new-look prize-giving with his inimical humour and amusing anecdotes, and the clubhouse was full, with members enjoying the buffet and bar, all organised by the social committee. Although it is winter, members have been going solo at a rate of knots: Thomas Calvert, Hayk Saribekyan, Rebecca Sutton, Tom Brand, Bob Leonard and James Colville all went solo from November through to January. Congratulations to all.

**Chris Davis**

**COTSWOLD (ASTON DOWN)**

**WWW.COTSWOLDGLIDING.CO.UK**

**514228N 0020750W**

AT our AGM in January, the committee reported a stable membership and finances, but warned that we have to reduce accidental damage to aircraft and equipment. Our current committee was re-elected, with Adrian Giles remaining as our chairman. Following the success and full occupation of our first private owners' hangar, plans are in progress for a second with at least six of the

places taken. We announced a cadet scheme and selection for suitable candidates will start shortly. Cups were awarded to Andy Smith for a 760km cross-country and Elliott Apperley as the best junior. Jane Randle and the chairman won the two-seater cup, achieving a flight of 344km at Competition Enterprise. We are now preparing for the Club Class Nationals, which will be at Aston Down in May.

**Frank Birlison**

**CRANWELL (RAF CRANWELL)**

**WWW.CRANWELLGC.CO.UK**

**530231N 0002936W**

WE congratulate Alex Humphrey on going solo just after his 14th birthday – unfortunately the weather managed to contrive itself to delay his flights, so well done to him. The club has now gone over completely to glass, as we bid a fond farewell to our K-13, which is replaced by another K-21, and the K-18 – both of which many club members have had many hours of enjoyment in over the years. The replacement K-21 has been modified to enable spin training to be carried out by the instructor team. Club membership has increased steadily, and we hope that all new members will enjoy a good year.

**Zeb Zamo**

**DEESIDE (ABOYNE)**

**WWW.DEESIDEGLIDINGCLUB.CO.UK**

**570430N 0025005W**

EDD Hessen and Gordon Taylor have gone solo. Hogmanay and New Year's Day saw flights to FL100. Roy Wilson did a 500km on 8 January. We have installed a defibrillator in the clubhouse.

**Glen Douglas**

**DENBIGH (LLEWENI PARC)**

**WWW.DENBIGHGLIDING.CO.UK**

**531239N 0032312W**

OVER the winter we had many people take advantage of our cheap winter trailerage deal, allowing people to turn up when the weather looks promising. By the time this is printed, we should have had a successful visit from the Juniors Winter Series event and last-minute preparations for our 'Dragon GP' regionals. We're looking forward to another good season exploring the thermal and convergence conditions across Wales and further. We're open seven days a week and will be flying whenever it's soarable.

**Chris Gill**

SAIPLANE & GLIDING  
APRIL/MAY 19

NEWS  
CLUB NEWS



(Left to right): **Devon & Somerset's** Rob Rand gains his Cross Country Endorsement; **Lasham's** new K-21B is collected from Schleicher's at Poppenhausen; the **Dunstable** Downs transformed by snow, flying over 'the lion'



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

WINTER weather: too wet, too windy, too much snow, cloudbase too low – but we have made the best of any days that have been flyable. Congratulations to Rob Rand, who has gained his Cross Country Endorsement. The simulator is being used mainly for cross-country training, and also for some BI training for our neighbours at Dartmoor GS. Winter talk season is in full swing, with Nev Almond giving a cross-country soar tutorial, and John Lowe on the Hampden Bomber found on Dartmoor.

**Jill Harmer**

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

GLIDING operations have continued throughout the winter with regular midweek flying in addition to the weekends. A recent article submitted by the club to a local newspaper seeking assistance from those keen on glider maintenance has resulted in a positive response from several enthusiasts, volunteering their services. Task week has been set to begin at the end of July, with an emphasis on duration and cross-country flying. As in previous years, this will include social evenings and a BBQ on the final day. All we need now is the weather.

**Allan Powell**

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

NOT a lot going on due to bad weather, but we all enjoyed our post-Xmas dinner at a local venue. Some flying when the weather permits, just enough to keep everyone reasonably current. Plenty of opportunity for aircraft and equipment maintenance as we look forward to the spring.

**Wendy McIver**

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

WE are enthusiastically preparing for the 2019 season and to welcome the return of many past visitors. We will re-open on 27 April; only a few more weeks to wait. The club is still looking for a Twin Astir, but meanwhile our K-13s are receiving their annual TLC. Airfield resources are being reviewed and upgraded

where possible. We really do welcome club expeditions, groups and individual visitors. Come and share our fabulous ridge and soar the Lake District. A number of bookings for 2019 expeditions have already been taken from both previous and new visitors. Are you coming this year?

**John Castle**

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

WE are chomping at the bit! All very eager for the spring season to start, and especially keen to try out new skills learnt having attended Kevin Atkinson's Aim Higher coaching weekend in February. Our PW6 glider has been collected from Poland and is ready for the trip to the Long Mynd, and we have a new clubhouse, which will be perfect once some alterations have been completed. We look forward to more post-solo development coaching led by our CFI, and the planned acquisition of a motor glider will be a great advantage for cross-country training, field landing practice and, of course, anyone who may like to gain their SLMG licence.

**Cathy Dellar**

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

WITH much anticipation, the club looks forward to the delivery of our new Perkoz glider in the spring, bringing a more modern glass-fibre composite training aircraft to our fleet. Also, the club continues with interesting winter talks, including 'The perils of teaching glider pilots to fly power' from Simon Barnes, a former Airline Training Captain. Followed by a timely practical lesson in Dyneema cable splicing.

**Dave McDonald**

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

WE have had a very poor two months with bad weather many weekends. There have been some good days midweek, but we only managed to enjoy one in January. But this weekend, as I write, is beautiful so we are making the most of it. Work continues on our hangar project in spite of disappointment on our funding applications to Sport England and Aviva. We greatly appreciated everyone's support on Aviva,

but in the end the judges turned us down. We are grateful to the Philip Wills Memorial Fund for stepping in with a loan, so that work could start as planned in late February. Our winter talks continue with sessions about aerodynamics, competition flying and the use of radio for glider pilots.

**Diana King**

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

CONGRATULATIONS to Nick Davies, who was elected our new chairman at our AGM recently. He is making great progress already. Heron hosted the regional CFI conference at the beginning of February, which went down well. We're waiting for the soaring season to return, but have welcomed some new service members, which is always good.

**Sam Franklin**

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

CONGRATULATIONS to Rob Douglas, who gave himself an early Christmas present by going solo on 16 December. HGC will host the second and final leg of the 2019 Scottish Inter-Club League on 15-16 June. We now have a ground training record card customised for HGC. Easterton has a new powered aircraft based on site, a Boeing Stearman biplane.

**John Thomson**

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

FLYING continued at Kent throughout the winter when the weather allowed and, at the time of writing, we are looking forward to the spring sunshine and warmer weather. Over the winter our Pawnee has undergone extensive refurbishment and will be ready for tugging for the season along with our full glass fleet. Our courses and all-week flying starts on 1 April with our professional course instructor team. We again plan club 'glide away' trips to Shenington and Portmoak and our ground school is running a programme of Bronze Exam courses. In January we carried out a member survey to guide the development of the club into 2019 and beyond.

**Mike Bowyer**



(Left to right): Rob Grady is sent solo at **Mendip**; enjoying a flight in the T-21 from **Oxford** (Vukan Andjelkovic); Kev Fear (left) hands over the paperwork to new **Peterborough & Spalding** CFI Ross Morriss; **Rattlesden** crew at Bury Christmas Market



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

WE have been working on our IS28 to get it back in the air after several years on the ground as a result of its time expiration and the closure of its manufacturer. Other gliders have been having their annual inspection. There has been some flying though. Peter Craven had a flight over the Lake District reaching 11,000ft over Scafell. We are looking forward to the warmer weather.

**John Martindale**

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

2019 began with two well-known Lasham life members sadly passing away: Derek Piggott MBE, who served as our CFI over many periods between 1953-1989 and revolutionised gliding safety. Also Patrick Garnett, who served as one of Lasham's first chairmen and played a major role in the purchase of Lasham Airfield for the society. A kind winter so far has allowed many first solos and seen some Bronze badges awarded, with many of these successes including junior members. Very soon our new K-21, Skylaunch 'Evo' winch and two cable retrieve trucks are to enter service for the season (see p12). Finally, the 10th annual New Year's Day run raised £492 for Pet Blood Bank, thanks to Marjorie and the team for organising.

**Jordan Bridge**

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

CONGRATULATIONS to Max Kopacz and Raphael Schouchana on their first solos. Whenever we get snow, the airfield and the beautiful Dunstable Downs are transformed and, with a modest westerly, it makes for some enjoyable flying the ridge – even if chilly. Martin Hayden is leading our winter Bronze Lecture series. We hosted a GASCO safety evening, which was thought provoking and very well attended. The quiz night also provoked some thought! In March we had another pilot development course and, by the time you read this, we will be enjoying our expedition to Cerdanya in the Pyrenees. Later in April we host the Dan Smith Aerobatics trophy and, weather permitting, our Easter cross-country competition. In May we have

a soaring course, followed by our own 'Enterprise' week, and a competition practice week in June. July brings our racing week (guest pilots very welcome) at the Dunstable Regionals (17-25 August). In September we have a two-week expedition to Llanbedr, followed by a visit to Talgarth at the end of the month.

**Andrew Sampson**

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

CONGRATULATIONS to Rob Grady and Mike Spalding on their first solos; this means that two on the waiting list can now join the club. One of our instructors, Patrick Hogarth, attended an international conference on airborne laser mapping in Denver Colorado. He took the opportunity to visit Soar Boulder Gliding Site (well you would, wouldn't you?) and had a super flight over the Rockies. No wave to be had, but thermals to over 10,000ft. We have had a miserable period of weather at Halesland over the past few months, with low cloud and orographic forming along the Mendips greatly curtailing our flying activities, but hey summer will be here soon.

**Barry Hogarth**

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

THIS year, for once, the weather and road conditions improved just in time for our Christmas dinner and awards. A great evening, a superb meal followed by the awards presentations and then fund-raising entertainments. Visitors over the winter have included a group from Cambridge University, who celebrated New Year with us on The Mynd and also enjoyed some good flying during their stay. The latest winter lecture was another very interesting talk by the National Trust, our neighbours on the Mynd.

**Steven Gunn-Russell**

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

THANKS to the excellent weather during autumn, there was a lot of flying right up until Christmas. As usual, the club shut down for January for maintenance of the clubhouse and ground equipment. Thanks to the efforts put in by the members, the main items were all completed by mid-month and flying was

able to recommence early. As Ben McGowan and Hannah Dillon both flew their first solos – well done to both of you – we now have only four young members still to solo, one of whom is on the scholarship scheme. Selection of the trainees from Abbey College, Ramsey, for this year's gliding scholarship awards is currently under way, with a lot of students applying for the six available places. We are looking forward to them becoming new junior members once the final selection has taken place. A club expedition to Eden Soaring is planned for early May and the annual task week will be in August as usual. Everyone is looking forward to a great soaring season in 2019.

**Peter Valentine**

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

THE annual service has now been completed on the winch and, together with the new seats and a fresh coat of paint, it is looking very smart and running well for our 60th season. Our thanks go to the winch team, headed by Wade Leader, for its work in the cold weather. In celebration of the 60th anniversary of the Norfolk Gliding Club's inaugural 1959 meeting, a dinner will be held on 24 February with all current and ex-members invited, and enabling them to fly in the morning, providing the weather is favourable on the day.

**Adrian & Barbara Prime**

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

AN interesting period to report upon – with poor weather continuing to frustrate a lot of our weekend flying, but opportunities have been given for mid-week activity. So, overall, when our flying rates are compared to recent years, they are looking pretty positive. Unfortunately, many of our club members are only able to attend on weekends so many of us struggle to maintain currency, but it's all under control. The CFI has instigated a set of prepared presentations for instructors to provide structured ground school for bad weather days so that we can maintain a habit of weekend attendance. The winter maintenance programme is well under way and our intrepid team is making good progress with the work in hand.

**Ian McFarlane**



(Left to right): Gary Western gets ready to take future son-in-law Mark Baxter for a flight at **Rattlesden**; first solo prize awarded at **Seahawk's** annual prize-giving to Matt McEvoy by club president Captain Anthony Rimmington RN; **Southdown's** Cub being repaired in the club's hangar



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

I THINK we flew two days in early January with only one giving us good flying in some fair hill lift. The down time meant that while two of our two-seaters were having CofAs done it was without too much loss of airborne time; a lot of this work is now being done by Nigel Morris. A few years ago, Nigel came along with a gift voucher and soon became a keen member, buying himself a DG. His background in engineering was noticed and, in true gliding club style, his talents were recruited and he became an inspector. Likewise, we have just recruited Reza Sorabjee, a recent solo pilot to follow in Nigel's footsteps. Like most clubs we had our Christmas dinner, this year in a new venue. It was a very convivial evening with limited speeches, but much good humour. We have our AGM coming up soon with what I suspect will be some very interesting and pertinent discussions.

**Brian Williams**

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

IT'S well known that mad dogs and Englishmen go out in the midday sun, but what is less well known is why when there is snow on the ground OGC pilots have an urge to fly a T-21! I'm sure that the wide grins will fade when they finally thaw out. The newly-elected OGC committee is now busy formulating plans for the rationalisation and modernisation of the club fleet and implementing a new marketing strategy. In the short term, some of the gliders are having avionics upgrades and our thanks to John Hanlon for taking on the refurbishment of the Astir trailer. Our RAF landlords recently undertook a major accident exercise, which OGC was invited to observe and participate in. Let's hope this is as real as it ever gets.

**Norman G Nome**

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

FEBRUARY saw Ross Morriss assume the role of CFI from Kev Fear, who can now relax and enjoy flying his DG-500/22. We thank Kev for all his hard work and gentle guidance over the years and wish Ross all

the very best in this challenging new role. During the winter, Pete Hardingham, Mick Burridge and Phil Jameson have completely renovated the kitchen and bar areas and we thank them for doing such a splendid job. The committee sat in January to discuss the pricing structure for the coming year and is pleased to announce that charges for the 2019/20 season will remain the same as last year. In addition we have confirmed our open weekends, flying and course weeks, so all we need is the weather! Visitors to PSGC are always welcome, so look on our website for the dates and get in touch.

**Roland Pitch**

📍 **RATTLES DEN (RATTLES DEN)**  
**WWW.RATTLES DENGLIDING.COM**  
**521001N 0005216E**

ALTHOUGH the weather hasn't been too kind, we have managed to get a bit of flying in over the winter months. Gren managed an incredible 96 minutes in his newly-refurbished Nimbus (444) in January using thermal lift. We have also welcomed Essex Gliding Club once again this year for the winter season. Our old launch point bus finally died not long before Christmas, so we had to purchase a replacement. We found quite a nice 53-seater one locally, which is now being transformed with a kitchen, briefing area, launch control and plenty of seating with tables. Our K-13 was rigged recently for the first time in five years after a lengthy rebuild. Hopefully, by the time you read this it will be back flying, which means we will have three two-seaters once again available. We are going to need them as we have had a bumper winter promoting and selling trial lessons.

**Gary Western**

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

CONGRATULATIONS to two of our cadets, Cullum Wellington and Thomas Docherty, going solo at the end of last year. And also to Ramsay Leuchars and Evan Skelhorn for Bronze endorsement. Over the Christmas holidays and into the New Year our pundits have flown a dozen cross-country flights, including two tasks of over 500km on 8 January. So far this winter, the weather has been kind and although there have been sharp frosts and low cloud early in the morning we have been able to fly most days.

**Chris Robinson**

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

IT'S not been a very good winter for us, we only managed to fly once in October and once in November, December was a complete write off! So, despite regular showers forecast for the weekend of 19-20 January, most of the hardy seekers of currency braved the conditions to get airborne at last. Meanwhile our Puchacz is away for a complete refinish and its 3,000-hour check, and the Pegase is in for its ARC. Four solo pilots are busy working towards their Bronze exam. The highlight was a great Christmas party organised by the juniors and club prize-giving. Best Flight went to Jake Matthews for his Diamond Goal; Best Progress to Tony Wysocki for completing his BI course; and Pilot of the Year was Steve Moore, who completed his Ass Cat qualification.

**Chris Bryning**

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

WE'VE all made the most of winter and are looking forward to the warmer weather heralding the start of the soaring season. January was a busy month, with record-breaking number of hours flown (for a January), the well-attended Shalbourne annual dinner and the work-weekend. Many thanks to everyone who took part in the work-weekend, completing numerous tasks. Preparation for taking part in the Inter-Club League continues, with separate lectures from Pete and Liz on met and trace analysis. Early birds' BI training continues, despite the weather's best efforts to interfere. In other news, congratulations to David N for completing his Bronze and Matt Beckett for being signed off checks.

As always, many thanks to everyone whose hard work helps keep our club running smoothly.

**Claire Willson**

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

WITH spring in the air, we are trying to forget the soggy field and rainy days, occasionally relieved by some welcome ridge soaring last winter. Damien Le Roux wisely took off for South Africa, where he flew a 1,000km marathon. Will Greenwood has joined

(Left to right): **Kenley** airfield on a snowy day – London in the cloud on the horizon (Steve Codd); **Wolds'** instructor Patricia Ridger congratulates Mike Fanoiki after sending him on his first solo flight on 6 February; **Wrekin's** Alun Williams celebrates his first solo aerotow



that elite group of pilots who have gained all three Diamonds. Meanwhile we must thank all those volunteers working behind the scenes, who keep the club flying. In particular, John Matthews, who worked long hours rewiring the cub. The clubhouse is all but completed and visitors will be amazed at the transformation. We have access for the disabled, a modern kitchen, comfortable lounge, command and control centre – in fact, everything to delight the modern pilot.

**Peter J Holloway**

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

AT an EGM in January, our club voted to adopt a new constitution and, at the AGM immediately following, Martin Capps, Adam Deacon and Simon France were voted onto the committee as directors. For February and March, we organised a series of evening lectures, covering topics ranging from principles of flight to air law. Out on the airfield, we have had several wave days already this year, even off the winch. Despite frequent gusty conditions and low cloudbase, our keen pre- and early-solo pilots (with the aid of their dedicated instructors and enthusiastic ground crews) have enjoyed regular shorter flights, gaining valuable experience ready for the coming soaring season and looking forward to the return of our tug.

**Stuart Edinborough**

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

WHAT an exciting start to 2019! The dry weather has rewarded our members more flights this January than for many a year! Fortunately, having two excellent K-13s has allowed one of our two Twin IIs to have the wings refinished without reducing aircraft availability to those willing to brave the cold. We are looking forward to welcoming our tug back from its major overhaul this month in readiness for what we are hoping will be a very busy spring. Congratulations to Nigel Frost, who has become our most recent addition to our ever-growing list of BIs. Congrats also to Tiago Oliveira for passing his Bronze first time. Thanks go to Phil Donovan for taking on the role of club safety officer from Paul Whitters, who is now

our illustrious CFI. Onwards and, hopefully, upwards!

**Steve Channon**

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

WORK on the fence around the airfield continues and we anticipate this will be complete by the end of March. Meanwhile we have been busy around the airfield sprucing up the launch point and, more importantly, the winch – this has been dismantled, painted and put back together and has also been converted to Dyneema, which should give us even better launches. We also have improved both workshops, which, with the increase in private gliders at Kenley, has become essential. Congratulations go to Steve Codd, who has got his inspector's ticket. We now look forward to a 2019 season, hoping it will be as good as 2018.

**Chris Leggett**

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

WE welcome back our old friend Mark Tolson, who has kindly stepped up as our new CFI. Special thanks to the very wonderful Paul Cronk for his exceptional service over the past eight years. All the hard graft to improve drainage at our west end has paid off with an increase in training days through the winter – good for trainees, good for currency and good for the coffers. Our winter lecture series gathered momentum to support the new batch of prospective Bronze candidates and cross-country adventurers. Our late, late Christmas party (in February) will doubtless have been a noisy celebration of another fun year at Lyveden.

**Andy Burton**

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

ALTHOUGH the poor weather has limited our ability to fly, spin refresher training has focused all our minds and the programme of annual inspections has kept the workshop occupied. Planning is under way for our Easter expedition 23- 30 March, in conjunction with colleagues from Midland Gliding Club, and which sees us make a welcome return to Llanbedr. We plan to take the tug and four club and private

gliders. Congratulations to Alun Williams on achieving his first solo aerotow, and to Norm Potts on getting the first hour off a winch launch so early in the new year. Finally, good luck to Steve Wall at the start of his BI training.

**Geoff Catling**

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

OUR annual club dinner marked the end of the soaring season and was an excellent evening. In the meantime, we have been busy preparing for next year. Our annual Bronze ground school ran during December and was well attended by novice and early-solo pilots. We also have a series of winter lectures running from January to March covering a range of topics from 'first cross-country flights' to 'making the best of wave'. Our course dates for 2019 are now on the website. We've added an extra week's course this year and we are hoping that regular members will also take advantage of the opportunity to fly all week. Finally, we are delighted to be hosting the GASCo safety evening in March and encourage all pilots to attend.

**Andy Carden**

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

DESPITE poor December weather, we still flew on over half the days. January yielded more opportunities with wave and ridge flying to keep members current. Our weather-delayed Christmas party went with a swing and well-attended winter lectures swelled club attendance. To round off 2018 we were delighted to receive a BGA Best Practice Award for our ground training initiative (see p64). Thanks to several members for their efforts, especially Polly Whitehead for pulling it together. Also 30,909 registered cross-country kilometres is our highest total in recent years. We hope to top this number in a busy 2019 season, which includes the hosting of Yorkshire Inter-Club League, Competition Enterprise and the Vintage Glider Rally.

**Ken Arkley**

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



- Midland GC is one of the few remaining clubs in the world that offers bungee launching on suitable days when the wind is westerly and stronger than 25kts. We are finalising a new vehicle tensioned bungee system that requires a lot fewer people.
- The club offers week-long residential training courses throughout the summer with two full-time professional instructors and a professional winch driver.
- It also offers specialised Bronze Badge and Cross Country Endorsement training.
- MGC is proud to host the Wenlock Olympian Gliding Games, the only competition in the world to offer Gold, Silver and Bronze Olympian medals for Gliding.

## > CLUB FOCUS

### MIDLAND

#### AT A GLANCE

##### Membership:

Full: £498 pa  
Annual Flying Fee: £375  
(no glider hire fees for members, fly as much as you can)

##### Launch type:

Winch: £11  
Bungee: £11

##### Club fleet:

K-21, Grob Twin Astir, 2 x K-13, K-23, SZD Junior, K-8, Falke 2000, T-21, simulator

##### Private gliders:

40

##### Instructors/Members:

18/100

##### Types of lift:

Ridge, thermal, wave, convergence

##### Operates:

7 days March to October, Fri-Mon and all other flyable days November to February (office open Friday to Monday during winter season)

##### Contact:

Tel: office - 01588 650206  
clubhouse/kitchen - 01588 650405  
[office@midlandgliding.club](mailto:office@midlandgliding.club)  
[www.midlandgliding.club](http://www.midlandgliding.club)

##### Long and Lat:

53.210371N -3.386349W  
Radio Freq: 129:975 (not always manned during flying ops)  
Visiting power aircraft strictly PPR

**M** IDLAND Gliding Club is 85 years old and still flying from the site on which it was founded, on the south end of the Long Mynd in Shropshire, a historic hill with a five-mile ridge facing slightly north of west. At 1,450ft above sea level it is the highest gliding club in the UK and from a good launch into a stiff southerly, gliders are already at 3,000ft and ready to go cross-country.

A grass site with no hard runways, there are many launch and landing options. The hangar at the Mynd can occasionally offer space to visiting pilots. There is plenty of space on the trailer line for the rest. Power pilots are not encouraged due to the nature of the site.

The club is close to the Welsh border. Wales is one of the few gliding playgrounds left with little airspace restriction. Snowdon is 100km away and easily reachable on even moderately good days. We enjoy clear runs to the south, west and east with easy access into the Cotswolds and the middle of the country. There have been many 300km, 500km and even 750km flights from the Mynd.

The club is winch only, utilising our almost unique retrieve winch system where a smaller winch at the launch point pulls the single wire back for the next launch. On a good day we can launch up to 20 gliders an hour. On westerly days we often do short west launches without a retrieve, lobbing gliders up to a couple of hundred feet and directly onto the ridge.

Cader Idris and Barmouth on the Welsh coast are not too difficult to reach and Talgarth and Hay Bluff less than 60km to the south. The landscape is a good introduction to mountain flying for those who haven't done any before.

Our professional catering provides excellent three-course meals almost every evening we are open, as well as full cooked breakfasts and lunches. We offer quality accommodation, on-site catering and serviced caravan and camping areas. Visiting expeditions are welcome and we run residential training courses throughout the summer months. Our facilities include a warm and roomy clubhouse, briefing room, bar, showers, members' workshop, free wifi and a simulator.

**Jon Hall**

# TAKE A BREAK IN SAINT-AUBAN

From **1799€**, all inclusive

BOOKING@CNVV.NET  
+33 (0) 492 642 971 FOR RESERVATION  
WWW.CNVV.NET

Includes : 6 days glider rental, up to 8 tows and 7 nights accommodation. Prices vary upon selected options



© Laurent Couture



## The Bristol & Gloucestershire Gliding Club

Fly at Nympsfield, enjoy XC, ridge  
and wave soaring. See our  
website for courses, task  
weeks and events.  
Visiting pilots  
welcome.

**Learn to fly or develop your skills with the BGGC**  
**Thermal, wave, ridge running & convergence soaring**  
**Open all year round, new members & experienced pilots welcome**  
**Excellent for club expeditions & visiting gliders**  
**Clubhouse with bar, members kitchen and 'The Old Flying Club' Café**

Website: [bggc.co.uk](http://bggc.co.uk), or contact [office@bggc.co.uk](mailto:office@bggc.co.uk), Tel. 01453-860342



Tel: 0116 238 8874  
[info@forbesbrokers.com](mailto:info@forbesbrokers.com)  
[www.forbesbrokers.com](http://www.forbesbrokers.com)

Don't fly your glider over the winter?  
Then why pay for full flight risk cover?  
Contact Forbes for a reduced premium  
including winter ground risk only cover

**At Forbes our friendly team offers:-**

- ✓ Highly competitive pricing for individuals and clubs
- ✓ Sound advice you can trust
- ✓ A proven smooth claims handling service
- ✓ Exclusive policy wording only available to Forbes
- ✓ 65 years of gliding/100 years of insurance experience
- ✓ The experience of a former Club CFI, current BGA Full Cat and CAA SLMG Instructors
- ✓ Competition/Mountain/Overseas Experience
- ✓ Many years of service on Club Committees
- ✓ All aspects of aviation and business insurance
- ✓ 24/7 Mobile Phone Availability

**If your broker answers no to any of the  
above points then please talk to Forbes**



# VINTAGE BEAUTY

S&G recently received a flurry of excellent vintage photographs. Here are some of them...





*This page:*

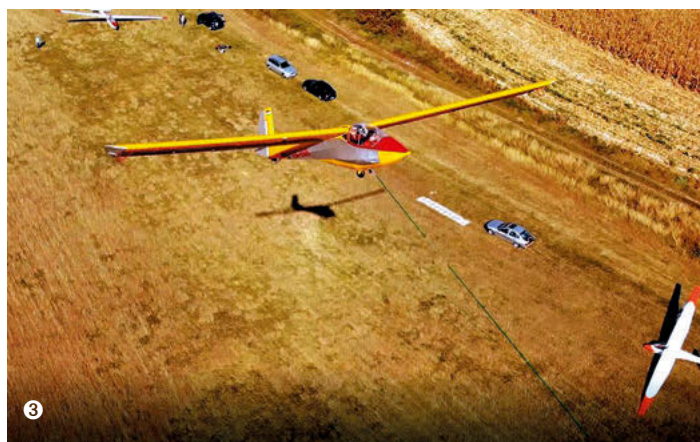
1 Zoltan Molnar captured this dramatic moment during the last day of a vintage competition in Hungary, 2015

2 Launching at Pér international airport, Hungary (Ádám Németh)

3 A drone captured this Góbé (Hungarian two-seater training glider) taking off at Dunaujvaros, Hungary (Imre Toth)

4 K-7 launches at Pér international airport, Hungary (Ádám Németh)

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



*Facing page:*

1 Gergo Sovari took this photo of an old PZL Wilga at Hus Bos in June 2018

2 Laszlo Kormany enjoys a snack during a four-hour flight in a Janus B

3 K-7 at Pér international airport, Hungary (Ádám Németh)

### **DATES FOR 2019:**

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

■ 24th Annual Camphill Rally, 21-29 June

■ Long Mynd Wood Week, 13-20 July

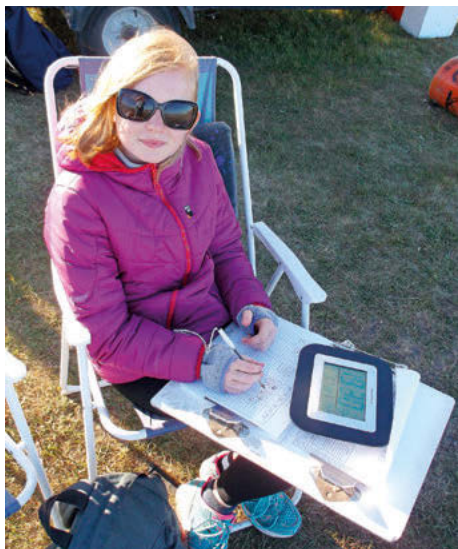
■ VGC Rendezvous, Hus Bos, 22-25 July



# IT'S GROUNDS FOR SUCCESS

A formal ground training programme teaches important tasks such as wing running, bat waving and (below) keeping the log (Julian Gerretsen)

Polly Whitehead explains the ground training initiative that has recently won Yorkshire Gliding Club a BGA best practice award



I STARTED gliding in the late '70s and, owing to a few relocations, have been a member of various gliding clubs. I came to rest, as it were, seven years ago at Yorkshire Gliding Club, a very busy and vibrant place and one I truly love.

Over the years that I have been involved in gliding, I have seen great advances in flying training, but, generally speaking, there seems to have been a more haphazard approach to ground training. By that, I mean all the tasks that we as club volunteers have to do in order to keep our flying operations going, such as wing running, bat waving, tractor driving, cable hooking on and so on.

It is puzzling that many glider pilots spend a fair bit of time on the ground, but there is rarely a formal ground training programme evident. Most of us, I suspect, learn vicariously, or by following a 'see one, do one, teach one' principle, which is never a good thing. For Yorkshire Gliding Club (YGC) this type of learning process was never going to be wholly effective in a seven-day week operation and, with glider pilots seeming to spend less of their time at clubs, particularly if there is little prospect of flying, it was becoming increasingly important that we somehow capture the knowledge relating to ground operations before it becomes seriously diluted over time.

So, some like-minded glider pilots formed a small project team and started to work towards putting a programme in place within YGC in order to put more focus into this essential aspect of being a club member. Our team comprised senior instructors, experienced pilots and ab-initios and had the support of the CFI, the DCFI and the club Board.

We started to garner opinion from the members; it was interesting talking to our ab-initios. Some of them felt that they would very much like to be involved, but didn't know if it was something they were allowed to do, or if it was only for those with more experience. Some were apprehensive about volunteering in case they got it wrong and caused a problem. Or they didn't know who to ask for ground instruction, particularly when it's likely that they would see a different set of people on the ground each time they arrived. Of the more established members, some said they occasionally felt put upon because the less experienced members didn't seem to 'muck in'. And the instructors sometimes felt they had to spend too much of their time supervising ground operations.

Addressing these issues was potentially harder than developing the actual ground training programme. But, we had to start



Ref	Subject	Can be signed off by				Date	Signature
		Instructor	Tug Pilot	Winch Driver	Duty Organiser		
<b>1.</b>	<b>Safety Procedures &amp; Equipment</b>						
1.1.	<b>Parachutes</b> <i>Care, inspecting, putting on / taking off, storage</i>	✓					
1.2.	<b>Emergency equipment &amp; first aid</b> <i>Fire trailer, buggy fire box, first aid boxes &amp; first aiders</i>	✓					
1.3.	<b>Procedures</b> <i>Fault reporting, emergency plan, watch trial lesson video</i>	✓					
1.4.	<b>Designated walkways</b> <i>Walking routes to the standard launch point locations</i>	✓	✓	✓	✓		
<b>2.</b>	<b>Method of Training</b>						
2.1.	<b>Training format</b> <i>Briefings, instruction, HO/TO, debriefings, next objectives</i>	✓					
2.2.	<b>Training documents</b> <i>Personal record keeping, log books, record cards</i>	✓					
2.3.	<b>Expectations of the student</b> <i>Being prepared, IMSAFE, making the system work</i>	✓					
<b>3.</b>	<b>Hangar Packing &amp; Unpacking</b>						
3.1.	<b>Hangar packing &amp; unpacking</b> <i>Access, parking plan, spools, motor glider, moving gliders</i>	✓	✓	✓	✓		
3.2.	<b>Batteries</b> <i>Installing, removing, charging</i>	✓	✓	✓	✓		
3.3.	<b>Launch point cabin</b> <i>Storing &amp; removing from hangar, towing</i>	✓	✓	✓	✓		
3.4.	<b>Cleaning aircraft</b> <i>Requirements, location of cleaning equipment</i>	✓	✓	✓	✓		
3.5.	<b>Daily inspections</b> <i>Positive checks, release checks, preparing for day ahead</i>	✓	✓	✓	✓		
<b>4.</b>	<b>Airfield Setup</b>						
4.1.	<b>Standard launch point locations</b> <i>Locations, rationale, parking cabin, radios</i>	✓	✓	✓	✓		

Learning to drive the buggy and, above, a small section of the YGC record card



somewhere, otherwise we would get analysis bound! So, we started by having a brainstorming session where we captured all the ground-based tasks that we thought a glider pilot should be taught how to perform. Then we formalised the list into a form of record card, similar in design to the BGA's flying training card and sized to fit inside it. We also annotated each task with the suggested 'type' of trainer to sign off the exercise, for example, a tug pilot is the best person to determine if someone is competent to handle a tug on the ground.

The record card was 'rolled out' to our membership at a club forum. Instructors were encouraged, where possible, to delegate the training to the more experienced but non-

instructor club members. It was important that our instructors did not feel that this was 'yet another job' they had to do, and delegating to the experienced non-instructors meant that this group might feel more valued and engaged, rather than burdened.

To support the record training card, we subsequently developed a detail document that gives more information on each of the tasks listed on the record card. It's quite a large document, but designed to be for reference only, not to be read as a novel! As well as hard copies available at the launch point and the club house, we also made it available to our members on our website. The two documents are, of course, available to any BGA club on request, although one size does not fit all, and they would need to be amended to suit specific operations.

It's not been easy. In some respects, it's been more challenging to ensure that the more established members are fully au fait with all aspects of ground operations. However, we found that when training our newer members in some of the less obvious tasks (eg the art of how to start our diesel pump!), it's been encouraging to see how many of them have 'tagged along' to find out something they didn't know themselves!

So, is it a success? Well, the benefits are not easily quantifiable. I would like to say

### SOME OBSERVATIONS.

While instructing, it is very evident that those who make the most progress are those who immerse themselves in the 'gliding experience'. Helping out on the airfield, and assisting with the flying operation exposes pilots to all the different aspects of running the flying day safely and efficiently. As a result they learn more about flying. Most pilots like to play their part and enjoy their day at the airfield more if they can contribute.

It is not difficult to encourage people to join in, however, sometimes the assistance can be well meaning, but less than helpful! Many who are new to gliding either do not know what is needed, or how to go about it. Some jobs can look straightforward to the uninitiated, when in reality they require some significant training. Some people get disheartened or discouraged and may stand back, no longer joining in.

The ground training initiative has provided a format which gives the new pilot an indication of what is required and who can help in guiding them to a suitable level of competence. It also gives the more experienced on the airfield (including the instructors) an indication of an individual's ability. It is formal enough to give everybody confidence in the level of training, and informal enough to encourage participation.

As it has developed, the airfield has generally become a more efficient and safer operation. People still get things wrong sometimes, and we all make mistakes from time to time but the more "wise eyes" on the ground, the less pressure on the instructor, who may be in the air!

## I HAVE OBSERVED SOME OF OUR EXPERIENCED NON-INSTRUCTOR MEMBERS TAKING PRIDE IN SHARING THEIR KNOWLEDGE



Polly Whitehead took her first glider flight at the Avro Gliding Club when she was 17 and holds a Silver badge and Gold height. She has flown at various sites, but mainly the (now closed) Cleveland's Gliding Club at Dishforth Airfield, where she was an Assistant Instructor and tug pilot, and owned a share in a motor glider. She now flies her ASW24b at Sutton Bank.

Below: Hangar packing and unpacking is one area covered by the ground training initiative



Adam Sayer driving the buggy at Sutton Bank (photographs by Julian Gerretsen)

✂ that we have increased retention, or that our club is safer (ground-wise), or that we make more money by being more efficient at the launch point. But there are too many confounding factors to be able to state this with any certainty.

Without a doubt though, I have observed some of our experienced non-instructor members taking ab-initios under their wing and taking some pride in sharing their knowledge.

And what I can give you is feedback from our various 'groups' of members. From instructors we have had comments such as: "The more 'wise eyes' on the ground, **the less pressure on the instructor** who may be in the air!" (Steve Thompson, Full Cat). And from Ron Beezer (also Full Cat): "A **greater general awareness on the airfield and at the launch point: 1) increases my safety; 2) increases the**

**safety of everyone else; 3) increases launch point efficiency... in that order of priority."**

Our ab-initios seem also to be feeling the benefit. From Martin Clowes, recently solo, the ground training programme "Provided me with a syllabus so I knew what questions to ask; it **gave me confidence to get stuck in** and become an active member of the ground team at an early stage." And from Julian Gerretsen: "It's been **invaluable to our integration** into the club. The flying is great, but being part of a team that keeps the ground activities running efficiently is also rewarding."

But perhaps the best compliment came from Julian's daughter, Catherine. She is 13 years old, and regularly comes gliding with her dad. We asked Catherine how she felt about the ground-based part of her gliding training, and here are her own, unedited words:

"When lots of different people are helping you understand how everything works on the ground, it puts into perspective how much everyone wants you to learn. Ground training is obviously a very important aspect of gliding, because **everything would fall apart without it**. I've enjoyed finding out different jobs I can do, and **I hope one day I can teach someone too.**"

You can't say fairer than that!

■ With thanks to the start-up team, notably Christina Griffiths, Ron Beezer and David Watson. Also to the reviewers of the end products, YGC's CFI Andy Parish and DCFI John Carter. And to all the instructors who 'championed' the project, in particular, but not exclusively, Steve Thompson, Ron Beezer (again!) and Graham Evison.

# BGA accident/incident summaries

## AIRCRAFT

Ref	Type	Damage	Date, time	PILOT Injury	P1 hours
115	ASG 29	minor	14/07/18, 18:00	none	996
Competition field landing. The pilot raised the engine at 1,000ft above his chosen field but it failed to erect completely and, despite several attempts, the pilot could not start the engine. Concerned about the length of the landing area (a rugby pitch), the pilot flew the approach with full airbrake and as slow as possible. The glider landed heavily and the gear collapsed.					
116	K-6	substantial	14/07/18, 12:00	none	7
Tail damaged during an otherwise normal landing. As the glider touched down, the pilot heard a bang and, after getting out, saw that the tail skid had been ripped back by about 10cm, damaging the base of the rudder post and bottom of the rudder. The pilot suspects that the hard ground following a period of dry weather may have contributed to the damage.					
119	Arcus	minor	20/07/18, 16:00	none/none	2,953
Undercarriage control rod weld failed during retraction. The pilot at first felt the usual resistance when moving the lever and then nothing. A subsequent cycling indicated that something had broken. The wheel-up landing onto grass caused minor damage to the gelcoat.					
120	Grob 102	substantial	21/07/18, 14:20	none	17
Student pilot crashed in field after getting lost. The pilot had asked to convert to a single-seat glider, but was not current at aerotowing. As it was club policy for first flights in single-seat gliders to be done using aerotow, the pilot first had a successful aerotow check flight before being briefed and sent solo in the Grob, releasing from the aerotow in the same position as before, a couple of miles from the airfield. Although the pilot had started gliding at this club, almost all of his training and solo flying had been done at a coastal airfield. He had only rejoined this club the previous year, although he had very few flights. After releasing, the pilot was immediately lost and flew away from the airfield, eventually planning a circuit into a field. The approach was downwind, one wing caught in crop and the glider landed in the crop travelling backwards. The fuselage snapped behind the wing and the canopy broke. During the debrief, the pilot was unable to produce the training record from his previous club and the new training record he had been given on rejoining this club had no entries. Subsequent conversations with instructors from his previous club indicated a history of incidents and the pilot's own assessment of his abilities was not matched by his previous instructors. The glider was fitted with a navigation device, but the report does not mention whether it was turned on for the flight.					
122	DG-300	substantial	14/07/18, 14:30	none	621
Field landing into crop field. The pilot rejected his originally chosen field and flew straight towards his alternative. Arriving from downwind of the field with insufficient height to fly a complete circuit it wasn't until very short final that the pilot realised that what he thought was a cleared hay field was, in fact, a barley field. The glider stopped quickly and the starboard wing root showed signs of being overstressed during the landing. The report points out that the tramlines clearly indicated standing crop.					
123	K-21	minor	28/07/18, 14:50	none	2
Ballooned landing. After two check flights the pilot was cleared to fly his fifth solo flight, but while he was airborne the wind picked up and veered. The pilot modified his approach direction, but had difficulty maintaining a stable approach speed and direction in the now gusting wind. After the balloon, the glider landed heavily with some sideways movement, damaging the structure around the nosewheel.					
126	Discus	substantial	31/07/18, 16:30	none	137
Field landing damage. Large, hard, dried clods of earth in the otherwise suitable field ripped off an undercarriage door. After the prolonged dry weather, some of the clods were hard enough to stand on without collapsing. A subsequent inspection revealed that the forward fuselage had also been punctured.					
127	Mosquito	substantial	04/08/18, 12:30	minor	1,993
Glider struck by tow rope in flight. About a minute after being waved off in the designated competition release area, the glider pilot saw a tug pass overhead from behind, about 15ft above the glider. Shortly after, the rope wrapped around the fuselage and the tow rings struck the lower rear corner of the right side of the canopy, leaving an A5-size hole. Both aircraft landed safely. The tug was not equipped with a FLARM.					
128	Grob 109	minor	04/08/18, 15:30	none	270
Heavy landing. The pilot made a steep approach with lots of airbrake, but then ran out of airspeed during the roundout. A crack in the fibreglass structure around the undercarriage support bracket was discovered after landing; one wingtip was about 18" lower than the other.					
129	Supermunk	minor	05/08/18, 12:15	none	3,000
At about 300ft ato the tug pilot felt a slight thud on the airframe and could see in the mirror some white fragments passing the glider. The glider released and both aircraft landed safely on the airfield. The glider was undamaged, but the propeller spinner was missing from the tug.					
130	ASW 19	substantial	07/08/18, 13:55	none	30
Field landing undercarriage collapse. The wind was light and the pilot misjudged the wind direction, setting up a downwind landing. The circuit was cramped and the glider landed deep into the field with high ground speed. The wheel struck a mound of hard soil, collapsing the undercarriage and the fuselage was also cracked as it slid along the ground.					

**continued on page 68**

# BGA accident/incident summaries *continued*

**AIRCRAFT**

Ref	Type	Damage	Date, time	PILOT Injury	P1 hours
131	SF 25	minor	21/07/18, -	none/none	15,000
<p>Prop strike on take-off. The NPPL SLMG student had a habit of not raising the tailwheel during the take-off ground run and taking off in a nose-high attitude. The instructor re-demonstrated the correct attitude during the take-off for the first flight, a navigation exercise landing at a power airfield with a grass runway. The student was the handling pilot for the second flight and the instructor reminded the student about the appropriate attitude before take-off. On this take-off the student lowered the nose to what the instructor thought was lower than ideal, but he let the student continue the take-off. The TMG passed over a dip in the runway and the propeller struck the ground, damaging both tips. The take-off was aborted. The instructor reports that an early take over would have been preferable to accepting the student's over correction and that, given the student's history and the known undulating state of the runway, perhaps he should have flown the take-off himself.</p>					
132	DG-300	minor	03/08/18, 16:30	none	84
<p>Wheel-up landing on to Tarmac runway. The pilot got low while flying cross-country and made a straight-in approach to a power airfield, forgetting to lower the wheel. The underside of the fuselage had abrasion damage and the CofG hook was also damaged.</p>					
133	K-13	destroyed	08/08/18, 12:45	none/minor	9,648
<p>Trial flight crashed on hill in cloud. After releasing from the aerotow, the pilot soared the nearby ridge with cloudbase several hundred feet above the top of the ridge. A large rain shower was seen approaching, but the pilot was used to dodging rain showers in his thousands of flights from this airfield and wanted to give the P2 value for money. He also rejected the option of flying down the valley as the inevitable land out would disrupt club operations. The pilot headed into wind with the intention of flying through the shower, but the cloudbase came down with the rain and the pilot lost sight of the ground and situational awareness. He had a brief glimpse of the ground just before the glider arrived and groundlooped in grass tussocks on top of the ridge they had been soaring. The P2 had a couple of minor cuts, the P1 was uninjured, both were able to walk down the hill and were picked up by car. The fuselage was bent beyond economic repair.</p>					
134	HpH Shark	substantial	15/08/18, 14:35	none	1,058
<p>Field landing damage to underside of wingtip. The pilot had tried to use the FES to return to the club or a nearby power airfield, but twice received battery voltage warnings and elected to land in a field. His straight-in approach ended in landing with 0 flap rather than +2 and, when a wing dropped, the wingtip caught and the glider groundlooped.</p>					
136	DG-505	minor	16/08/18, 14:00	none/none	80
<p>Wheel-up landing on to grass runway. On previous flights with the student the instructor had not raised the undercarriage as the flights were short. When the P2 asked how to raise the undercarriage the instructor demonstrated its use, lowering the wheel for the landing. On the next flight, the instructor believes that he raised the undercarriage automatically, but then glossed over it during his pre-landing checks and downwind radio call, thinking that he had left the wheel down as in the earlier flights. The student heard the undercarriage warning but, concentrating on the landing, didn't mention it to the instructor, who hadn't heard the warning buzzer. The gelcoat on underside of the fuselage was damaged.</p>					
137	K-13	minor	16/08/18, -	none/none	3,000+
<p>Glider flew into winch cable. The instructor requested a winch gradual power failure at about 500ft ato. He reports a sudden power failure at 300ft ato following which the student lowered the nose to the recovery attitude. The student also reports seeing the airspeed reduce and pushing into the launch failure recovery attitude. The instructor took control when he saw the cable and parachute in front of the glider, but could not stop the cable going over the port wing. He rolled the glider into a steep bank angle, the cable slid off the wing and the glider landed ahead with only minor marks on the paint. Witnesses report that the glider seemed to maintain the winch launch attitude even after the power had reduced, almost to the point of stalling, before the nose dropped into a very steep nose-down attitude. The FLARM trace shows that the top of the pushover was at 425ft ato.</p>					
140	EuroFOX	minor	25/08/18, 16:30	none	278
<p>Tug on approach overflowed a K-21, allowing the rope and rings to hit the glider. The tug had to dodge some rain on the way up to 4,000ft and then skirt the rain again on the way down. Both the grass and concrete runway were occupied, but it wasn't until after he overflowed the K-21 and felt a tug that the pilot realised that he had forgotten to retract the towrope. The K-21 wing was damaged.</p>					
141	Grob 103	substantial	25/08/18 -	none/none	72
<p>Trial flight heavy landing. The pilot reports that the glider was being flown at near the top of the allowable cockpit weight range so he elected to fly the approach at 65 knots. After encountering some turbulence at 50ft agl in the lee of some trees, he reports that the glider did not respond to his attempt to round out, landing heavily and bouncing. The CFI's report suggests a combination of fast approach, lots of airbrake and perhaps some curlover led to a high descent rate needing an earlier than usual roundout. There was substantial damage to the fuselage around the mainwheel.</p>					
142	Grob Astir	minor	29/08/18, 14:35	none	8
<p>Landing groundloop. The wing dropped during the landing in a light 90° crosswind and the glider finished the ground run going backwards, having lost the tail skid and damaging the rudder and tailplane fixtures. One witness reports seeing the glider touchdown on the mainwheel in a nose-down attitude after a fast approach. Using the wheelbrake on touchdown with the tail in the air in a crosswind would only encourage a tailwheel glider to swap ends.</p>					

# BGA accident/incident summaries *continued*

AIRCRAFT				PILOT	
Ref	Type	Damage	Date, time	Injury	P1 hours
143	Arcus M	minor	23/08/18, -	none/none	3,950
<p>Uncommanded engine retraction. The engine spindle drive circuit breaker popped during the initial climb, after reaching shutdown height the engine was stopped and the breaker was reset to retract the engine. Some time later the engine was erected normally, but the starter motor did not turn over the engine. The emergency switch was selected and the engine started manually, bypassing the automatic start sequence, but just as it reached full power the pylon retracted with the engine still running. One door was separated from the fuselage, the other stopped the engine. The pilots landed safely in their pre-selected field.</p>					
145	K-6	minor	22/07/18, -	none	380
<p>Damage to rear fuselage and tail skid. The glider yawed slightly during a winch launch take-off and the skid hit a rock sticking out from the grass runway.</p>					
<b>Incidents</b>					
117	Ventus	substantial	15/07/18, 16:00	-	-
<p>Ground towing accident. The towbar in use was the type that hooks over the extended axle of the dolly tailwheel, holding the glider tailwheel in a section of U-channel fastened to the top of the towbar. One of the bolts securing the U-channel to the towbar failed as the car turned, the channel swivelled round the other bolt and, as the weight of the tailwheel was no longer supported by the towbar, the tail dolly rotated around the fuselage until the towbar detached from the dolly. The glider continued into the rear of the car, damaging the elevator and a car window.</p>					
118	Glasflugel 304	substantial	17/07/18, -	-	-
<p>Ground towing accident. While towing towards the launchpoint the driver saw a pair of gliders on approach. He turned sharply to clear the landing area, but the glider came off the tow gear and rotated until the trailing edge struck the car. One flap was crushed where it struck and damaged a light cluster.</p>					
121	K-21	substantial	22/07/18, -	-	-
<p>Crack noticed in the gelcoat near the aerotow hook. On closer examination some surface rippling was found. Removing the front seat pan revealed some inner skin delamination, as well as separation from the half frame at the front of the seat. The repair facility agreed that the damage is consistent with one or more nosewheel strikes and the report speculates whether such damage could have been exacerbated by the hard ground following dry weather.</p>					
124	K-13	none	18/07/18, 14:45	-	608
<p>The airbrakes came open at about 400ft during the winch launch having not been properly locked closed.</p>					
125	Sport Vega	none	31/07/18, 12:10	none	-
<p>Canopy came open during the recovery from a winch launch failure, despite being securely locked before take-off. The pilot's Camelbak was later found on the airfield, it had been stowed behind the pilot's head. The report suggests that the negative G caused by the pushover to recover from the launch failure may have lifted the Camelbak into the canopy locking lever behind the pilot's head, unlatching the canopy.</p>					
135	T-61	minor	16/08/18, pm	-	-
<p>Canopy cracked while being removed during maintenance. The maintenance engineer was working alone and, while raising the canopy to detach the front locking pins, his foot slipped off the steps, the canopy slipped through his hand and struck the fuselage, cracking the canopy.</p>					
138	Grob 103	none	18/08/18, 15:30	none/none	2,100+
<p>Winch cable hang up. The rear seat cable and sheath had just been replaced, the release worked during ground tests so the glider was taken for a test flight. The pilots decided to release under load, but neither the rear release, nor the front release, nor both releases together were able to release the cable. As the glider flew over the winch, the nose started to be pulled down, but the cable then released before the winch driver could operate the guillotine.</p>					
139	K-21	minor	21/08/18, 18:30	-	-
<p>The glider was attached to the retrieve vehicle by rope, with the standard wingtip holder and member alongside the cockpit preparing to tow the glider. The retrieve driver's foot slipped off the clutch and the glider was tugged forward a couple of feet. The member standing beside the cockpit was knocked off balance when hit by the wing and he fell on to and broke the rear canopy.</p>					
144	Skylark 4	minor	07/07/18, 11:00	-	50
<p>Solid wood tow-out bar snapped under tow. Part of an outer wing section was damaged by contact with the tow car.</p>					

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.

**PETER READING (1958-2018)**



PETER Reading was killed whilst flying a JS1c glider out of Gariep in South Africa on 19 November 2018 on his 60th birthday. He studied at Imperial College.

Peter was a brilliant engineer and worked for Air Products on compressed gases. In his own time, he built up his flying hours until he eventually got a job as a commercial pilot, flying newspapers and other freight in the early morning to Jersey until he had enough experience to fly passengers. He became the training captain at FlyBe.

Peter joined Lasham Gliding Society in December 1983 and was the chairman in 2014-15. We jointly owned a glider for a while. I had flown with him on many occasions, including two vacations in Austria. Peter could make his big ASH 25 glider fly with amazing precision and he had done several cross-country flights over 750km in it. His practical skills earned the qualification to undertake major repairs to

gliders as an authorised inspector.

He was a key member of our airspace team, bringing massive technical knowledge of how airliners and other commercial traffic use the airspace in and around us. Peter was given life membership in 2017 in recognition of his work for Lasham on the TAG Farnborough airspace change proposal. The fact that we have been granted leave for a judicial review is a fitting tribute to his hard work while also doing the day job. How he could also work through the night on FlyBe's simulator was beyond me.

Peter lived in Milford near Godalming. He was cremated in South Africa and leaves a wife, Ingrid, a son, Guy, and a daughter, Gemma.

**John McCullagh, Lasham GS**

**HUGH JOHNSTON (1933-2018)**

HUGH became a social member at Surrey Hills Gliding Club in 1999 on his retirement, ending in 2013 when he suffered a stroke which ended his driving. At the end of summer 2018, he had a bleed on the brain. This was treated successfully, but a second incident resulted in his death a week later.

A member of the Vintage Gliding Club, in the Slingsby Sky (BGA 685) syndicate with Richard Moysie and others, he gained his Silver C in 1977.

Hugh had damage to his back in 1985 - not a gliding accident - which ended his flying and he would come to Kenley to enjoy the sport vicariously. Although his logbook showed him gliding at Booker, Nympsfield, Shobdon and Sutton Bank, his home club was Lasham. Longer-serving members will remember Hugh's driving at walking pace to the launch caravan in his blue Skoda. His arrival usually had the miraculous effect that members suddenly made themselves useful at the launchpoint or elsewhere! He would regale unsuspecting folk with his gliding tales, which would invariably commence with - "I remember one day at Lasham..."

But his logbook showed another side to Hugh. He was extremely self-critical; in very small, neat writing he would record very detailed comments - "terrible attempts to thermal" - "came down due to sheer ineptitude" - "suspected of flying over Odiham" - "helped retrieve the Scouts' hot air balloon G-BCAS - not even a drink for that!" My favourite though, as a Kenley pilot, was during a week at Nympsfield - "getting used to flying over towns!"

At Hugh's funeral, Paul Hayward and Adrian Hewlett, in Surrey Hills' uniform, represented the club saying farewell to another of gliding's many characters.

**Adrian Hewlett, Surrey Hills GC**

**Yasmin Khan (1940-2018)**



YASMIN joined Surrey Hills Gliding Club in July 2015 after a lifelong interest in flying - but she did not tell the family what she was doing because she thought they might worry. As

far as they were concerned she was going to art classes - this was typical of a lovely lady, who had led a fascinating life.

An only child, she was born in 1940 war-torn Germany and, sadly, her parents died when she was just a young girl.

At the age of 17, she came to England to learn English and soon met the love of her life. They decided to get married, but, because of her age and the fact that she could not get parental approval, the only place they could marry was Gretna Green. In those days to qualify to get married there you had to live in Scotland for six months. So that is what they did, and they worked as 'clippies' on the Scottish buses.

After returning to London, Yasmin and her husband then had a variety of jobs before opening their own fashion house and they later moved to the Surrey countryside, which she loved.

They had two children and, when the children were 10 and five, Yasmin drove them from England to Pakistan on her own - some 5,500 miles - a remarkable journey with two young children.

In 2015 she started to learn to glide and fell in love with the peace and serenity of flying around the Kenley area with its fabulous views of the London skyline. Late in 2015 she decided to come clean with the family and, with the aid of a GoPro, she set about making a film of her flying experiences. She then spend hours editing it and adding music before showing the family what she had really been doing!

Unfortunately she got ill before she got a chance to go solo, but everyone at SHGC will miss her - a lovely lady who lived life to the full and will be sorely missed by all her family and friends.

**Chris Leggett, Surrey Hills GC**  
**(with help from Yasmin's family)**

**GASCO**  
**Flight**  
**safety**

**If you're serious about your flying... Please subscribe**

Subscription only £16 p.a. including UK postage and a digital version. Quarterly.

- Keep up with the latest developments towards greater safety
- Read about recent AirProxes, GA Occurrences and AAIB accident reports
- Follow the well informed commentary in our articles and letters
- Help us with our work at GASCO

Go to **www.gasco.org.uk** or phone **01634 200203**  
Editor: Nigel Everett

**PATRICK GARNETT (1933-2019)**



PAT GARNETT died on 21 January following a short period of ill-health. As well as being chairman of both the Society and Surrey Gliding Club, Pat was instrumental in the

creation of the Society, the writing of its rules and the purchase of the airfield.

Patrick Singleton Garnett was born in London on the 27 March 1933, the eldest of three children to Richard and Gertrude Garnett. After school Pat gained his qualifications as a solicitor and joined the family firm, Darley Cumberland & Co. Following in his father's and grandfather's footsteps, he became a senior partner after his own father's retirement.

Pat completed his National Service in the RAF and became an Air Traffic Controller based at RAF Hendon and RAF Lyneham. Around 1955, Pat decided to take up gliding. He booked himself and his brother Robert on to a course at the Bristol Gliding Club, then at Lulsgate Bottom, now Bristol airport. He achieved his A certificate on 5 August 1955 and his Silver 'C' at Lasham on 27 June 1962.

Pat joined the Surrey Club at Lasham in 1956. It was in these early days that he used his skills as a solicitor for the benefit of the club and, in 1958, he worked on the formation of the Lasham Gliding Society in order to unify the separate gliding operations then at Lasham.

Pat met his wife Sarah in 1959. At the time she was employed as a secretary working for the BGA at its head office in London. She had decided that if she was going to help glider pilots from the office, she had better go to a club and find out what this gliding lark was all about. She arrived at Lasham, took up gliding herself, met Pat and they married in 1962. Pat and Sarah had four children: Anna, Graham, Bridget and Philippa, who started their lives being taken to Lasham every weekend.

In the late 1960s Pat bought the latest hot ship, a blue and white Slingsby Dart 17 (competition number 477), which he flew for many years before, in the early 70s, buying Godfrey Harwood's Slingsby Kestrel 19 (competition number 65). He flew the Kestrel for many years until it was written off in a mid-air collision during the Lasham Regionals in August 1979 when it was being

flown by his syndicate partner. Both pilots bailed out successfully, but that was the end of Number 65, much to Pat's anguish.

Pat replaced the Kestrel with an Open Jantar (number 70), finally owning shares in two DGs, a classic 200 and a 17m DG-202, which he flew until retiring from gliding at the age of 72, prompted by a concern about his eyesight. Pat had a Gold badge with two Diamonds, but the elusive 500km never happened!

With Wally Kahn and Mike Gee, amongst others, Pat was a key player on Lasham's team that worked tirelessly on lease negotiations with the Ministry of Defence, who owned the airfield. Finally, after many years, in 1999 they successfully completed the purchase of the airfield from the MoD and secured the Society's future at Lasham.

Patrick Naegeli wrote: "Our lease over part of Lasham Airfield helpfully included a clause that gave the Society the right to make a first offer to buy the entire airfield should the MoD decide it was surplus to requirements. Once the MoD came to that conclusion the real work started and the Society had to agree a deal acceptable to the government in order to avoid the airfield being offered to the open market.

"Pat devoted years of his time to the detailed work. He helped craft our negotiating position, the terms of our offer, and dealt successfully with a myriad of legal minutiae each of which could have scuppered our position. He attended the almost endless series of meetings with the MoD and its advisors, bringing a unique combination of creativity and pragmatism. He ultimately won the MoD over rather than try to beat them into submission. Pat's role was rightly recognised in his award of Life Membership by the Society in 2001 in recognition of his many years of volunteer work, both in a legal capacity and on many committees, including a stint as chairman."

Pat remained active at Lasham working voluntarily, even after giving up flying. He gave legal advice to successive managers and chairmen, rewriting the Society's rules, (which he first wrote many years earlier), helping the Gliding Heritage Centre with the lease of their land on the airfield, dealing with the Society's various tenants and many other projects. He remained a regular visitor to the airfield staying in his beloved caravan and entertaining his friends there.

Patrick died on 21 January, 2019, in hospital in Guildford with family by his side.

**Graham Garnett (son), Lasham GS**

# BGA BADGES

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

845 Tarlochan Marwaha AGC (Wyvern) 18/12/2018

**Diamond Distance**

1-1289 Alex O'Keefe Rattlesden 14/07/2018

1-1290 Tarlochan Marwaha AGC (Wyvern) 18/12/2018  
(New Tempe, South Africa)

1-1291 Graeme Cooksey Wolds 18/01/2019  
(New Tempe, South Africa)

**Diamond Goal**

2-2616 Simon Norman Southdown 28/12/2018  
(New Tempe, South Africa)

2-2617 Graeme Cooksey Wolds 18/01/2019  
(New Tempe, South Africa)

**Gold Distance**

Alex O'Keefe Rattlesden 14/07/2018

Richard Hayhoe Essex & Suffolk 15/07/2018

Simon Norman Southdown 28/12/2018  
(New Tempe, South Africa)

**Gold Height**

Daniel Nichols Portsmouth Naval 24/10/2018  
(Aboyne)

**Silver Badge**

George White Essex & Suffolk 04/10/2018

Charles Hickling Darlton 17/07/2018

**Silver Distance**

George White Essex & Suffolk 04/10/2018

Bryon Smee Dumfries & District 04/10/2018

**Silver Duration**

Mark Clayton Staffordshire 14/07/2018

Daniel Nichols Portsmouth Naval 24/10/2018  
(Aboyne)

**Silver Height**

Thomas Dale Yorkshire 18/06/2018

Daniel Nichols Portsmouth Naval 24/10/2018  
(Aboyne)

**Cross Country Endorsement**

Ramsay Leuchars SGU 06/01/2019

Xavier Overbury-Tapper Essex & Suffolk 22/12/2018

Shashank Pratapa SGU 03/02/2019

# INSTRUCTOR RATINGS

**Basic**

Jeremy Gilbey Booker 02/01/2019

Stuart Whitehouse Booker 02/01/2019

Nikolas Von Merveldt Booker 02/01/2019

David Hendry South Wales 10/01/2019

Nigel Frost Staffordshire 25/01/2019

John Thompson London 07/02/2019

**Assistant**

Mark Butcher Essex & Suffolk 25/01/2019

**Full**

Stephen Woolcock Cambridge 25/01/2019

## 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.**

Tim.scorer@kennedyslaw.com

Mobile phone: +44 07860 557766

Direct: +44 0 207 667 9372

Based at 25 Fenchurch Ave. London EC3M 5AD

## Gliding Holidays Down-under?



Rated by G Dale as 'the perfect place for badge flying', Lake Keepit Soaring Club has everything you need for a great holiday with all the flying you can take.

5-10,000 cloudbase (AGL), 4-10 knot thermals and varied terrain mean 300 km flights are possible in *our* winter! With safe outlanding options and open airspace, most pilots only need a check flight to go solo in one of the club's excellent single-seaters. Surely there's no better place to spend a Pommie winter?

LKSC is a club, so charges for aircraft and our range of great accommodation are affordably low. English is spoken and the natives are friendly! Visit our website or email the club for the full story.

[www.keepitsoaring.com](http://www.keepitsoaring.com)

Tel: +612 6769 7514

[enquiries@keepitsoaring.com](mailto:enquiries@keepitsoaring.com)

## Classifieds

Please send the text of your classified advert to Debbie Carr at the BGA office (not to the editor) - [debbie@gliding.co.uk](mailto:debbie@gliding.co.uk) Call 0116 289 2956 if you have any queries about classified adverts.

Please remember that, if you are emailing text, your advert may not appear unless we have received payment by post or credit card by the deadline. The deadline for classifieds to be included in **June/ July 2019** is **7 May 2019**.

Text: 80p/word, minimum 20 words (£16). Black and white photographs: £6 extra. Box number: £3 extra. All prices include VAT.

## Oxfordshire Sportflying The Premier Motor Gliding School

- Courses by the hour for NPPL, SLMG & TMG PPL. Ground school available.
- Bronze C Cross County & Field Landing Checks.
- Convert your BGA Licence to an NPPL SLMG.
- RT/AGCS Examination Centre.



[www.enstoneaerodrome.co.uk](http://www.enstoneaerodrome.co.uk)  
Telephone 01608 677208



## life cover for glider pilots

Glider pilots can often face expensive premium loadings when applying for life cover.

In the vast majority of cases we can secure standard rates and this includes aerobatic and competition flying.

- Life assurance for your family, mortgage or business
- 24/7 cover including flying
- Cover can be arranged over the phone

**stein pilot insurance**



FREEPHONE  
0800 5999 101  
[www.flyingcover.co.uk](http://www.flyingcover.co.uk)

## Sailplane services...

Now Available at  
Lleweni Parc, Denbigh.

**Annual Inspections**

**Maintenance & Servicing**

**Repairs & Upgrades**

Contact Nigel on: 07904 222744  
[nigellm@aol.com](mailto:nigellm@aol.com)

*Winch and aerotow launches seven days a week?*

*Bookable training seven days a week?*

*2:1 trainee to instructor ratio?*

*All glass fleet?*

*Where else? 01767 677077 [www.camgliding.uk](http://www.camgliding.uk)*

*Cambridge Gliding Centre*





## Great Winter Gliding Holidays in South Africa

### The Country

Magnificent Scenery and Unique Wildlife

No jet lag - Same Time Zone  
as Central Europe

Convenient overnight flights  
to Cape Town and Johannesburg

### The Site

Friendly Club Atmosphere  
Good airfield facilities

World Class Guest Houses  
within 4km's of the airfield

### The Gliding

Ideal cross country environment  
Strong thermals, high cloud bases  
and safe outlanding conditions

Excellent fleet of well equipped gliders

Daily Met Briefings  
Task Planning and Guidance

Comprehensive post flight analysis

ASW27b, JS1 and Duo Discus now in Fleet



[www.soaring-safaris.com](http://www.soaring-safaris.com)

[rbradley@telkomsa.net](mailto:rbradley@telkomsa.net)

Dick Bradley : +27 83 280 1028

## GLIDER/AIRCRAFT INSURANCE?

Contact:  
**Tony Fidler**

Glider pilot for 35+ years  
40+ years insurance  
experience

**ANTHONY FIDLER & CO**  
**INSURANCE CONSULTANTS**

**27 High Street, Long Sutton**  
**Spalding, Lincs PE12 9DB**

**Tel: 01406 362462**

**Fax: 01406 362124**

**E-mail: [robin\\_fidler@yahoo.co.uk](mailto:robin_fidler@yahoo.co.uk)**

*Authorised and regulated by the  
Financial Conduct Authority*



**Forget what you believe about the  
EuroFOX, the new 120hp changes  
everything**

- Now with a non turbo 120hp fuel injected engine
- Performance equivalent to a Supercub 180
- Robust with over 50,000 tows/14,000 hrs since 2011 in the UK
- Comfortable and warm with precise handling
- Environmentally friendly with low noise and emissions
- Next day spares and quick technical advice
- Non EASA Annex II on LAA permit
- Available mid 2019 as a 100% factory build
- Maximum 800kg tow load

[www.eurofoxuk.co.uk](http://www.eurofoxuk.co.uk)  
[Eurofoxuk@btinternet.com](mailto:Eurofoxuk@btinternet.com)  
**07923 441269**



- ▶ *Re-engineering any winch to Skylaunch specifications at lower cost*
- ▶ *Components, kits, services and upgrades for non-Skylaunch Winches*
- ▶ *All cables, Launch equipment, parachutes, etc*
- ▶ *Contact us for free, no obligation quotes or advice*



**"It's like going up on rails"**



*"The first 8 of an order of 25 New winches delivered to the British Air Cadets"*

Tel: 44(0) 1939-235845 [mike.groves@skylaunch.com](mailto:mike.groves@skylaunch.com) [www.skylaunchuk.com](http://www.skylaunchuk.com)



## BGA COURSES AND SEMINARS IN 2019

BGA maintainer, inspector, club safety officer, instructor  
and examiner courses and seminars are detailed at

<https://members.gliding.co.uk/courses/>

Bookings should be made via the BGA office

0116 289 2956 or [debbie@gliding.co.uk](mailto:debbie@gliding.co.uk)

## Bronze & Beyond Be ready for summer!

The book that tells you what  
every British cross-country  
pilot should know.

Available from BGA, larger  
gliding clubs & direct from:

[www.mccullagh.biz](http://www.mccullagh.biz)

**NORTH YORKSHIRE SAILPLANES**  
*dereknysailplanes@onebillinternet.co.uk*



TEL: 01845 524107 MOBILE: 07711 889 245  
NORTH YORKSHIRE SAILPLANES, THORPEFIELD, SOWERBY  
THIRSK, NORTH YORKS YO7 3HH

**INDEX TO DISPLAY ADVERTISERS**

AFE/RD Aviation	inside back cover
Airborne Composites	74
Anthony Fidler	73
Black Mountains	28
Bristol & Glos GC	61
BGA	21 + 35 + 73
Cambridge GC	72
Centre National de Vol à Voile	61
East of England	74
EuroFOX	73
Forbes Brokers	61
GASCo Flight Safety	70
Gavin Wills	51
Harry Mendelssohn	25
Hayward Aviation	25
Hill Aviation	20
HpH Sailplanes	22
John McCullagh	73
Junior Gliding	47
Kennedys Law	72
Lake Keepit	72
LX Avionics	IFC
Nigel Morris	72
North Yorkshire Sailplanes	74
Oxfordshire Sportflying	72
Philip Wills Trust	42
Service Centre Terlet	30
Skycraft Services	18
Skylaunch	73
Soaring Oxford	74
Soaring Safaris	73
Southern Sailplanes	back cover
Stein Financial	72
Sydney Charles Aviation	42
Zulu Glasstek	51

**AIRBORNE COMPOSITES**

Airborne pyrotechnics  
Tim@Airbornecomposites.co.uk  
The Hangar, Wing Farm, Warminster, Wilts BA12 7DD

**HpH sailplanes UK**

Tel: 01985 840981 (Workshop)  
or 01985 841125 (Home)  
Mobile: 07778 963277

**Soaring (Oxford) Ltd**

UK Supplier for all Grob aircraft including full support for all Grob gliders.

Suppliers of all general gliding and winching parts and accessories including everything from tyres and instruments to weak links and a huge stock of metric nuts, bolts, washers and fasteners.



01636 525318  
support@soaringoxford.co.uk  
www.soaringoxford.co.uk



*Sailplane & Gliding's* cover and entire contents are the copyright of The British Gliding Association. Nothing herein may be republished in any medium or format, in whole or in part, without explicit prior written permission from the publisher. Views expressed herein are not necessarily those of the BGA, nor of the editor. The publisher reserves the right to accept, reject, discontinue or edit any advertising offered for publication. Publication and/or inclusion of advertising is not an endorsement, qualification, approval or guarantee of the advertiser or of the service or product advertised. Readers are advised to make their own enquiries in respect of advertisers they may use.

**EES Aviation Services**

www.eesaviation.com  
Tel: 01858 880807 07729 322804  
Hemploe Farm, Welford, Northants NN6 6HF

Complete maintenance, repair and refinish for all gliders and motorgliders  
Professional spray paint facility

BGA, LAA & BMAA inspectors, authorised CT microlight repair agent

Photograph courtesy of glidingsport.com

# 2019 CAA Charts

Chart name	Edition	Release date	Next edition date
<b>1:500,000 series</b>			
<b>Southern England &amp; Wales</b>	<b>45</b>	<b>28/03/18</b>	
Northern England & NI	41	26/04/18	25/04/2019
Scotland	32	09/11/17	20/06/2019
<b>1:250,000 series</b>			
Northern Scotland West	10	16/08/2018	13/08/2020
Northern Scotland East	10	19/07/2018	16/07/2020
Northern Ireland	10	20/07/2017	12/09/2019
The Borders	11	21/06/2018	18/06/2020
Central England & Wales	12	22/06/2017	15/08/2019
England East	13	25/05/2017	18/07/2019
The West & South Wales	11	17/08/17	10/10/2019
<b>England South</b>	<b>23</b>	<b>23/05/19</b>	

Note: charts in bold are new or due in the next two months



AFE stock the full range of CAA aeronautical charts, both 1:500,000 and 1:250,000 series. With numerous frequency and airspace changes between editions, it's never been more important to fly with an up-to-date chart.

Quickfind:  
SOUTHE45  
£15.99

Quickfind:  
ENGSOUTH23  
£15.99

## TOST weak links



See [afeonline.com](http://afeonline.com) for a full list of TOST weak links

## Mountain High Oxygen systems



See [afeonline.com](http://afeonline.com) for a full list of Mountain High oxygen systems

## Aeronautical Knowledge, Communications



Quickfind: AKCOMMS £14.95

## 2019 UK VFR Flight Guide



Quickfind: VFR2019 £26.95 C

prices include UK VAT

## ICOM IC-A25 8.33 radios



Quickfind:  
ICOMICA25CESPORT £329.95

## Mecaplex



Canopy DV panels, scoops, rails and other canopy accessories. See [afeonline.com](http://afeonline.com) for a full list of Mecaplex products

# AFE OXFORD

THE UK'S LARGEST PILOT SHOP. OPPOSITE OXFORD AIRPORT, 10 MINUTES FROM JUNCTION 9 OF THE M40



# THE RIGHT THE STUFF



[www.afeonline.com](http://www.afeonline.com)  
1000'S OF PRODUCTS AVAILABLE ONLINE

AFE OXFORD PILOT SHOP  
Unit 2 Chancerygate Business Centre,  
Langford Lane, Kidlington, Oxford OX5 1FQ

Tel: (0)1865 841441  
Fax: (0)1865 842495  
e-mail: [tech@afeonline.com](mailto:tech@afeonline.com)

PILOT SHOPS • MANCHESTER • OXFORD • PILOT SHOPS • MANCHESTER • OXFORD • PILOT SHOPS

- Supply
- Maintain
- Repair
- Certify

Membury Airfield,  
Lambourn Woodlands,  
Hungerford,  
Berkshire RG17 7TJ

tel\_ 01488 71 774  
evenings\_ 01488 668 484  
mobile\_ 07774 429 404  
email\_ office@southern sailplanes.com

# Winter is over...

But that probably doesn't mean we will be spreading our wings straight away. Should the weather be a little reluctant to get going, then we've got the knowledge to help you iron out any of those early season maintenance niggles.

To see our facilities and to take a look at our new website, which includes our ever growing online shop, visit us at: [www.southern sailplanes.com](http://www.southern sailplanes.com)

**\* We can maintain all models, from all manufacturers. To find out more or make a booking, please contact Pete Pengilly: [pete@southern sailplanes.com](mailto:pete@southern sailplanes.com)**

For more information on the new Ventus, 3F, Ventus 3M, the Discus 2c FES, Arcus or any other Schempp-Hirth masterpiece please contact Philip Jones: [phil@southern sailplanes.com](mailto:phil@southern sailplanes.com)

