

SAILPLANE & GLIDING

VOL. 70 NO.3



**KEEPING SAFE
IN THERMALS**

**BLOCK SPEED
OR MACCREADY
SPEED TO FLY?**

**WHO STOLE
OUR AIRFIELD?**

TOWING TO 50,000FT
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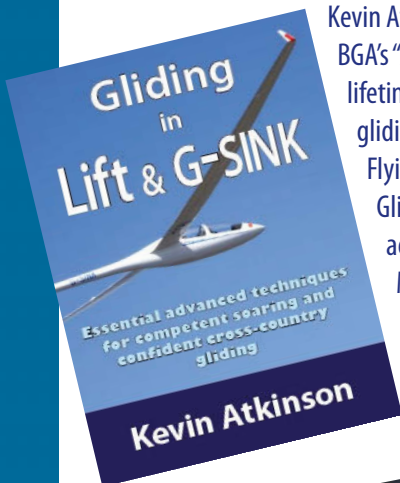


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Kevin Atkinson, the man behind the BGA's "Aim Higher" program has a lifetime of experience in aviation, but gliding is his first love. A former Chief Flying Instructor at the Humber Gliding Club, he has flown in aeroplanes as diverse as the Tiger Moth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



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MEMBER OF THE ROYAL AERO CLUB AND THE FEDERATION AERONAUTIQUE INTERNATIONALE



 **THE MAGAZINE OF THE BRITISH GLIDING ASSOCIATION**
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COVER STORY
Sharing a thermal in the Cotswolds. Taken from the back of Mark Burton's Arcus on the last day of the 2013 Dunstable Regionals. See pages 32-33 for an article from the BGA's safety team on how to stay safe in and around thermals (Steve Lynn)

DEADLINES

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

Oct/Nov 2019
Articles, Letters, Club News: 7 Aug
Display advertisements: 21 Aug
Classifieds: 6 Sept

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> A celebration of the life of Derek Piggott MBE was held at Lasham on 26 April. More than 200 people attended to hear stories about his life, poetry and music from the films in which he assisted. We are sad to report that Lasham recently lost another gliding legend, Michael Bird, better known to S&G readers as Platypus. See obit on pages 68-69.

> Congratulations to our new record holders: Rose Johnson – National female 15m Class O/R and free O/R, 631.4km from Bloemfontein, S Africa, on 21 December, 2018 in ASW 27; and Santiago Cervantes – UK 15m and Standard Class 200km triangle speed records, 117.23km/h over 207.8km from Portmoak on 4 February, 2019 in Discus BT.

> Andy Miller has been appointed the BGA's Lead FCL Examiner. Andy is a hugely experienced pilot, instructor and examiner, who flies his HpH Shark from Keevil airfield and, occasionally, in the Alps. He will be working alongside Colin Sword, the BGA Instructors Committee chairman and BGA DTO head of training, and Mike Fox, the BGA Training Standards Manager. Andy's responsibilities include facilitating sailplane examiner support and standardisation, with an initial focus on those who require, hold or need to renew authorisations as FCL Flight Examiner (Sailplanes) and Flight Instructor Examiner (Sailplanes).

> EASA's new sailplane operations rules have been published in a separate regulation addressing only sailplane air operations. The new regulation establishes simpler, proportionate rules, reducing the regulatory burden for sailplane pilots and operators. Sailplanes includes powered sailplanes, including TMGs. EASA's new sailplane air operations (Part SAO) rules are applicable to EASA sailplanes with effect from 9 July, 2019. See: <https://members.gliding.co.uk/operations/>

> Dates and venues have been confirmed for next year's national championships: **Standard/15m/Open Class** – Husbands Bosworth, 13-21 June, 2020. **Club Class** – Nympsfield, 4-12 July, 2020. **18m/20m Multi-Seat Class** – Lasham, 8-16 August, 2020. **Junior Nationals** – Aston Down, 18-26 August, 2020.

> The Guild of Aviation Artists (GAVA) annual exhibition will be held at London's Mall Galleries, 22-28 July. Admission is free and opening times are 10am-5pm, with late opening until 8pm on the Thursday. Sunday opening times are 10am-12.30pm. For more information, see www.gava.org.uk



FLARM team members receive the BGA's Bill Scull Safety Award (l-r): Urban Mäder, Andrea Schlapbach, Pete Stratten (BGA) and Daniel Hoffmann

Award for life-saving system

THE FLARM team received the Bill Scull Safety Award from BGA CEO Pete Stratten during AERO 2019. The award is presented annually to a person or organisation for services to gliding safety.

Mid-air collisions have killed 33 UK glider pilots since 1975. Almost all mid-air glider collisions are with another glider.

Today, most of the active UK glider fleet carries the FLARM system invented by three Swiss pilots in 2004. We have had no

glider-glider collisions since 2014 – the first time that there have been four such years in a row; and there has only ever been one collision between FLARM-equipped gliders.

For devising, manufacturing, sustaining and continuing to develop this exceptional safety system, which has helped prevent collisions and save glider pilots' lives across Europe, Andrea, Urban and Urs Rothacher (not at AERO), are deserving recipients of the Bill Scull Safety Award.

DATES

NATIONALS, REGIONALS AND OTHERS

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
Junior Worlds	Szeged, Hungary	28/7-10/8/19
Standard Class Nationals	Lasham	3-11/8/19
15m Class Nationals	Lasham	3-11/8/19
Open Class Nationals	Lasham	3-11/8/19
Junior Nationals	Nympsfield	17-25/8/19
Two-seater comp	Pocklington	18-25/8/19
UK Mountain Soaring Champs	Aboyne	1-7/9/19
Women's Worlds	Australia	3-17/1/20

Glider aerobatic competitions

Saltby Opens	Saltby	5-7/7/19
World Championships	Romania	18-27/7/19
Aerobatic Nationals	Lasham	12-15/9/19

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

LASHAM REGIONALS

3-11/8/19

DUNSTABLE REGIONALS

17-25/8/19

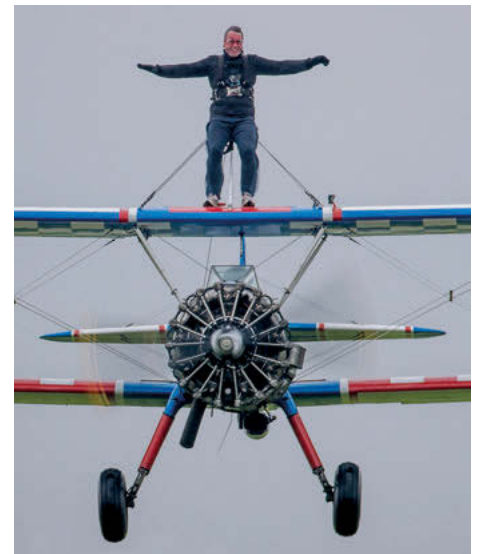
■ **BGA Club Management Conference, Sunday 17 November 2019 at de Vere Staverton, Northampton**
 ■ **BGA Conference and AGM, 28 February 2020 at the Belfry Hotel, Nottingham**

It's time to spread the word

AEROPLANE pilots are one of the groups of people that the BGA is keen to encourage to discover gliding in addition to their other flying activities. Andrew Perkins, BGA Chairman and GA aeroplane and B777 pilot, said: "Those within gliding already know the sport is like a big family; you work together in all the activities that get you airborne. It hones all your flying skills and is a great way to learn more about engineering, safety, lookout and airmanship".

This isn't about pulling people away from flying aeroplanes. It's a great opportunity for aeroplane pilots to increase their handling skills while, for most, trying something new. As well as actively

engaging with GA magazines to promote the thrill and passion of pure flying and soaring flight, BGA Marketing Officer Rachel Edwards has produced leaflets that are designed to be used by clubs to promote their activity among the local aeroplane pilot communities. Any CFI that needs guidance on converting aeroplane pilots to gliding should contact their Senior Regional Examiner or mike@gliding.co.uk ■ If your club would like copies of the new leaflets (below), email Rachel@gliding.co.uk



Graeme Cooper takes to the sky again (Charlotte Graham Photography)

Undeterred by lightning strike

IF YOU'D had to bale out when your glider was struck by lightning during a gliding experience celebrating your 30th birthday, you would be forgiven for keeping your feet well and truly on the ground in the future. Not Graeme Cooper. He returned to Dunstable in 2009 on the 10th anniversary of his unplanned parachute jump to fly once more with instructor Peter Goldstraw (see *Reach for the skies*, p9, June/July 09).

For his 50th, Graeme took to the skies again, this time to complete a wing walk in the Cotswolds with AeroSuperBatics.

Graeme is a member of the GQ Gold Wing club, set up for those whose lives have been saved by a GQ parachute.

Red Arrows give support to Trent Valley's programme

MORE than 200 students from North Lindsey College, Scunthorpe, and local secondary schools are being given the opportunity to experience flight at Trent Valley Gliding Club. Funded as part of the National Collaborative Outreach Programme, the partnership sees engineering technology students taking part in briefings about the theory of flight, meteorology and navigation, as well as getting involved with airfield operations and experiencing flight.

Trent Valley GC Chairman, Geoffrey Davey, said: "Having colleges and

schools come through the club means we are putting something back into the community and enabling young people to have an introduction into gliding and aviation - something they might never have considered."

The scheme is supported by the Red Arrows. Flight Lieutenant Gregor Ogston, a former Harrier and Typhoon pilot, has joined the RAF Red Arrows aerobatic team for the 2019 season as Red 4 and visited Trent Valley Gliding Club (see below) with Operations Officer, Flight Lieutenant Adam Youle, to meet students on the course.

Photo courtesy of David Haber, Scunthorpe Telegraph



Tibenham is host to 2019 VGC rally

NORFOLK Gliding Club is hosting the Vintage Glider Club International Rally at Tibenham 27 July - 3 August.

To register please go to www.norfolkglidingclub.com/vgc-international-rally



IS THE ACHIEVEMENT OF TRUE SAFETY A MYTH?

AT 86 I've reluctantly abandoned the sport due to health reasons, but thought perhaps the following could be featured in S&G as a retired Full Cat's swansong to those less aware of the dangers which often lurk unseen:

Scenario 1. After attending a popular wave site and completing any checks required, is the candidate ready to be whisked to an ecstatic 14,000ft only to belatedly realise that his remaining oxygen is in the red? Perhaps a wave cloud possibly 5,000ft deep has appeared out of nowhere and reduced visibility to nil. If losing control and entering an irrecoverable spin has been avoided, the Avenging Angel's next trick is to ice up the canopy from the outside. The only solution is to open the side ventilator to obtain a microscopic view of the outside and hope the canopy defrosts in time to allow an uneventful landing.

Scenario 2. Let's say you've achieved P1 passenger carrying status and spent a happy day ferrying delighted civilians until (almost) sunset when one VIP visitor is yet to fly. You have slight misgivings about visibility, but the duty instructor assures you that all will be well and authorises the sortie.

As you reach the 500ft level, still on the cable and continuing to rise like an express lift, you are disturbed to note that the airfield (and everywhere else down below) is turning blacker with every 100ft of climb! Your alarm and apprehension

soon reach levels you never knew existed as you release the tow rope and discover that all you can see is a dim horizon and a random scattering of perhaps 20 tiny points of light from street lamps and three local commercial properties.

Self-preservation kicks in at this point (assuming you are not paralysed with terror by the turn of events) and a little voice in your head offers you a desperately difficult escape route, which involves taking a mental snapshot of all the little lights (remember, you are still on a runway heading at this point) before turning 180 degrees until the dim horizon resumes its position. Then fly downwind at 60kts for 90 seconds and execute an approximate 180 degree turn until you see the light pattern memorised earlier, apply a sniff of airbrake and keep your eye on the horizon as it appears to slowly ascend vertically.

At this point, your state of mind will not be improved when the passenger says something like: "I don't know how you can fly this thing... all I can see is blackness... where are we?" If your Guardian Angel is also on board, your peripheral vision notices something fluttering on both sides as you say (in a trembling voice!): "Ah, we're trained to deal with these situations and will be landing in 20 seconds!", while silently promising to say 20 Hail Marys as the main wheel kisses the tarmac.

Scenario 3. Don't be tempted to think that flying emergencies are triggered only after

becoming airborne! Would you believe such situations can arise where the log keeper allows an unruly child to play with 10 feet of rope who then, unsupervised, entangles the control wires of a T-21 by stuffing it through the fuselage hand holes? Or how about leaving a wooden packing piece in place after a repair to the fuselage rear-end of a Bocian, which then comes loose and jams the elevator? The first potential fatality was avoided due to a diligent pre-flight inspection, while the second succumbed to brute force in the nick of time!

Scenario 4. Beware stringing a series of actions together, such as always pulling the air brakes when intending to land. Strange? The writer was congratulated by his CFI after successfully landing a Discus after a very awkward low-height cable break. "Lots of pilots more experienced than yourself would have crash landed after applying the air brakes!" said the CFI and was not best pleased by the reply "What idiot does that when the ASI reads ZERO?".

John Storry, Lincolnshire

Mike Fox, BGA Training Standards

Manager, comments: John does a good job of highlighting that flying and, more pertinently, gliding can never be conducted entirely 'by numbers'. The BGA instructing system attempts to ensure that pilots are trained with the handling skills that are required to operate the glider safely. Instructors are also trained to teach their students airmanship or perhaps Threat and Error Management to try to address some of the unexpected scenarios that turn up when you're flying. Of course, experience counts for a lot, which is why low experience, and especially low currency pilots, are kept, or should keep themselves on a 'shorter lead' than a pilot with more experience and currency. All in all, as pilots, we probably need to simply take a moment before and, at quiet times, during flying to think ahead to avoid some of the bear traps John mentions. Just hoping it'll be OK is not a strategy!

BGA Club Management Conference 2019

Sunday 17th November, de Vere Staverton in Northamptonshire

Chairmen's Conference

Treasurers' Forum

CFI Forum

Juniors' Conference

Clubs sharing information and ideas



Which is the right way up?



Wave over Skelling Farm: Track Up in wave makes it easy to orient. Tracking southeast, cloud below, base 4.17km behind me, airway ahead of me over the high ground, but no need to go there with lift to my right at 2 o'clock (as shown by the red spots on my previous track along the western edge of the hill)

MAP orientation was mentioned in a letter in the last *S&G* (*Avoid Moving Map confusion*, p7) and I felt the popular 'Track Up' option needed to be explained.

In the RAF as a student, a fast jet instructor and F4 Phantom pilot, I was invariably told to orient the map in the direction of flight.

It matches what is out the window so a very quick glance shows your situation without any calculations or figuring angles mentally. That lets you get your head OUT OF THE COCKPIT - which might one day keep you alive.

My airline friends tell me modern airliner kit always shows Track Up. Make it look like the view out of the window - easier that way. Your car SatNav shows Track Up, and everybody uses those nowadays without question.

Paper map: Draw on your track and range marks, orient your map the way you are going and see how easy it is to get oriented.

Moving maps: One quick glance at the example, right, tells you all you need in an instant. Now get your head out of the cockpit.

John McWilliam, Cotswold GC



■ 27km to run and 4km right of track (bit less than scale bar at top right). Big river ahead, big town 2km to right *ILS approach on right ahead - going left to avoid it. Track is the red line (shows slight drift to right). Wind is from my left at 10 o'clock, 16kts - hence the right drift. Track required is purple. Keeping close to that is easy with the two lines. Diversion: best right now is Nympsfield. Glide to NYM is 11.2 to 1 - easy. Final glide home from this height will start at green dot near final TP. Altitude is shown to tell Gloucester - if I call them, they need it for traffic. Task speed is shown always - if it really is only 66km/h I need to get on!

SAILPLANE & GLIDING



Andy Davis
Competition flying



Paul Whitehead
SLMG



Howard Torode
Airworthiness



Derren Francis
Tugging



Mike Fox
Instructing



Dr Peter Saundby
Medical



Andy Holmes
Winch operating



Neil Goudie
Airspace



Alison Randle
Development



Bruce Stephenson
Vintage gliding

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

EXPERT ADVISERS

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

ADAPTING TO A CHANGING WORLD...

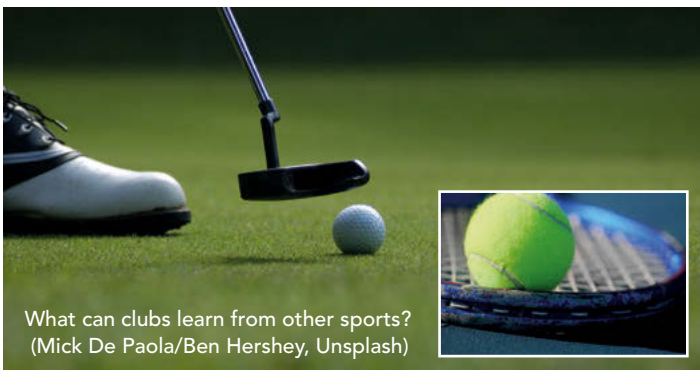
BGA Chairman **Andy Perkins** reflects on ever-increasing demands on free time and more demanding schedules. With participation in gliding a key challenge, Andy looks at how other sports tackle this challenge.



L

LAST year I joined our local golf and tennis clubs. When I mentioned this to some fellow glider pilots..... reactions from "You are nuts, Perkins, you struggle to find time to glide let alone being able to do two other sports!", to simply "why?" were commonplace. Why, is probably a fair question? Although great sports respectively, the time involved and the reality of family and work commitments did mean that I was never going to have time to hone my skills to those of Rory McIlroy or Roger Federer, well certainly not within year one!

Participation is, as we all know, a key challenge to gliding clubs across the UK. Ever-increasing demands on free time, family commitments and constant engagement from every angle via social media means that most of us have more demanding schedules than ever before with seemingly less and less available free time. How clubs adapt and evolve to this ever-changing world is therefore crucial if we want to be attractive to new and existing members. Although there is fantastic work occurring to address these challenges amongst gliding clubs, I wanted to see what other sports are up to.....



What can clubs learn from other sports?
(Mick De Paola/Ben Hershey, Unsplash)

What did I learn?

All clubs are unique. The character of the club, the attitude of members and way you are approached makes a huge difference to how you feel about returning week on week and how likely you are to want to get involved or volunteer to assist the running of the club. A couple of specifics:

1. People – Without exception, everyone was very welcoming when they knew I was 'on my first day'. Keeping this up longer term though was a challenge. On the one hand there was the established member, who pushed past to ensure that he got the attention of the golf pro so he could get out on his round, but with a tee time after mine! He gave the impression of not caring about other members and that he was just buying a service. Yet in contrast, I received regular emails and even a call from the tennis club asking how I was and whether I wanted a game some day? I was also offered to be introduced to more members personally. This translated to quite a different feel in terms of ongoing welcome, including from established members who, on meeting, all passed the time of day even though they had established networks within the club.

2. Codes of Conduct – Both clubs were quite prescriptive. This was a reminder to me of how society has changed. What I saw from both clubs is that common sense and mutual respect is no longer assumed and that acceptable behaviours are agreed and required as part of membership.

So, how to translate this to assist gliding? Inclusion is a key part of any club. Ensuring we look after each other, continue to welcome and respect everyone within our clubs is paramount to long-term success in my opinion. Societal expectations always change, with the past few years having seen huge changes in what is perceived as acceptable. To that end, what seems like acceptable banter or 'just a joke' to some can come across as hurtful or inappropriate.

With the season in full flow, remember to help others in the club and welcome everyone as best you can..... despite the forecast for another year like 2018 (I am an optimist) you never know when you might need some help with a landout!

Happy flying.

Andy Perkins
Chairman
British Gliding Association
April 2019



■ Schempp-Hirth has made changes to its Arcus. The maximum weight and wingloading have been increased. The motorised versions of the Arcus (M + T) are expected to be certified for MTOW of 850kg, allowing wing loading of up to 55kg/m². New winglets have been developed in collaboration with Dr Mark Maughmer. There's a new horizontal stabiliser, thinner and less susceptible to bugs. New bug wiper garages are integrated into the fuselage, reducing drag. Improvements in the cockpit include: adjustable back rest, creating additional space for pouches (room for 2-2.5 litre Camelbak), ergonomically-shaped handles, new engine controls, electric gear with manual override, and an accessible checklist booklet with its own holder and a magnet to hold it in place in turbulence. Production is planned for the end of the year, with a waiting list of two years if you want to buy one.

Sales director 'Biggo' Berger was presented with this year's *Aerokurier* Reader's Award'. The new Ventus was awarded first place in the gliding category.

Suspended from the ceiling this year (left) was the Discus FES. CEO Tilo Holighaus explained why: "We not only build for top pilots, but for club operations and the average pilot. The Discus is on top because it is THE glider for clubs – simple, inexpensive, safe and easy to operate. The FES is a season prolonger. I experimented to see what is possible on a February day. I flew 200km when no one else left the airfield that day."

Tilo is looking forward to flying different gliders in different classes this year: the Arcus in Nitra and the Discus FES in the first e-flight competition, in Italy. He is also coaching Germany's junior team.

www.schempp-hirth.com
www.southernssailplanes.com

S&G reports on the highlights of Europe's biggest aviation fair, held in Friedrichshafen each April



■ HpH displayed its 304 Jet Shark, the Twin Shark, and Shark es and 304 Ms fuselages. The Twin Shark has been proving itself in competitions; at the 2018 WGC in Hosin, Czech Republic, the Twin Shark placed 1st and 2nd in daily tasking. The photograph, right, shows CEO Jaroslav Potmesil with Southdown's Craig Lowrie.

www.hph.cz
www.hphuk.co.uk



> **TURN TO P10**
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AERO NEWS



JS3 Rapture

■ Jonker Sailplanes introduced its self-launch JS2. It has the same layout as the JS1, but a new fuselage optimised for better performance. The JS2 features a new fuel-injected system developed by SOLO. It has a retractable, steerable tail wheel.

Uys Jonker said: "The engine is quite innovative. It went through several iterations, which is why the project took longer than anticipated."

There is a transponder antenna on top of the fin and the option to add anti-collision lights. The JS2 uses the typical JS1 wing layout, with 18m

and 21m configuration. Glide ratio is likely to be at least 63:1. The cockpit features the same clean layout of the JS3, and there is space for additional oxygen.

It will be flying by the end of the year. The price is likely to be similar to the JS3.

Jonker had two JS3s on display. Developments of the JS3 Rapture include a retractable/fixable wheel, which can be changed within 10 minutes; flap handling has moved back; and the air vent flow is better.

www.jonkersailplanes.co.za



■ Trig's Jon Roper and Susan Fairfield (above) with the TN72 TABS GPS Position Source and new GPS antenna. A revision to CS-STAN issue 3 allows easy installation of a Trig transponder with Trig GPS position source TN72. No minor changes are required; the TA50 antenna has plug-in connector. Glider pilots can have 1m lead for antenna. The certified TN72 TABS GPS ensures you will be visible to all ADS-B In-equipped aircraft. The TN72 is complementary to FLARM, making you visible to all. You configure through transponder setting TABS. It needs a "360° view of stars". The TN72 costs £297, and the antenna £49. Airspace For All (A4A) ADS-B trials are demonstrating the benefits. www.trig-avionics.com

■ DG displayed a DG-1001 club neo and LS8 e neo with FES prototype (right). This had its maiden flight in March. Neo changes include new winglets and a small tail wheel. The brake is now on the flap handle, rather than operated by pedal. DG is not anticipating any problems with certification. The basic cost with FES is €113,000. www.dg-flugzeugbau.de



■ The Diana 2 FES (15m) and Diana 3 FES (18m) were displayed by Avionics. Polish world champion Sebastian Kawa (pictured right) was on hand to talk about the gliders. He said: "The Diana 3 flies well. We are waiting for new wings (wing aerodynamics by Prof Kubrynski) with less wing loading and the designer promises it will be better than JS3. I have test flown the Diana 3 for 15 hours, initially in wave then in thermals and will fly it in Open Class at Nitra." (Sebastian subsequently won the Pribina Cup in Nitra, Slovakia, at the end of April, flying the Diana 3 FES - EDITOR.)

"I'm happy to fly it in comps - perhaps not in strong conditions, but usual speeds of 170-190km/h during comps are fine. The new wing is coming in two or three months. I would like to test flight it before the Australian customer takes it away."

Potential plans for the future include:



different fuselage and five sets of wings, from 13.5m-24m, modified aerofoils for better lift - "to have the best glider in the world from one designer".

The Diana 2 has seen a number of small changes, including moving away from the, unpopular with many, side stick.

www.diana2sailplane.co.uk
<http://diana.avionic.pl>



■ Alexander Schleicher introduced the AS 34 Me, an electric-powered self-launching Standard Class glider.

Managing Director Uli Kremer said: "People want electric engines and to be independent, with a simple self-launch. We've more experience now with the ASG 32 EL and the engine is strong enough for a Standard Class self-launcher. The 34 is based on the proven airframe of the ASW 28. We hope to fly the prototype at the end of this year/early 2020, with the first to be delivered to customer mid-2020."

The AS 34 Me offers the pilot the ability to self-launch and also to get home safely. The battery capacity is said to be sufficient for several self-launches on a single day. With an anticipated cost of €120,000, Schleicher is aiming the 15m version as a low-cost entrance to self-



launching. There will also be the option for an 18m version.

On Schleicher's stand was the ASG 32Mi, ASH 31Mi, K-21B and ASG 32EL. See pp16-19 for an interview with Uli Kremer on Schleicher developments.

Schleicher's 18m AS 33, a successor to its ASG 29, is in production. The maiden flight is planned for summer 2019, with serial production following.

www.alexander-schleicher.de



AS 34 Me TECHNICAL DATA

	15m	18m
Span	15m	18m
Wing area	10.5m ²	11.9m ²
Wing aspect ratio	21.4	27.3
Empty mass	375kg	387kg
Max. take-off mass	525kg	575kg
Max. wing loading	50kg/m ²	48.4 kg/m ²
Min. sink	0.67m/s	0.57m/s
Best glide ratio	45	48

■ Stemme displayed its S12 with Garmin G3X Avionics, announced last year. Stemme's glass cockpit is now certified. Thirty S12-Gs are on order, with nine out of 10 customers choosing the glass cockpit option of the S12.

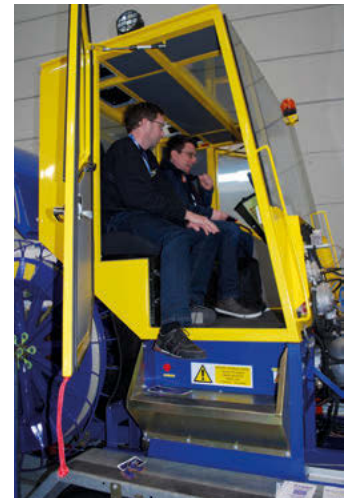
www.stemme-uk.com



> TURN TO P12
FOR MORE
AERO NEWS



Claudia Hill, British Women's Team member, checks out Schleicher's K-21B with husband, Nick, also from Oxford Gliding Club



■ Skylaunch exhibited an Evo twin drum winch. The company moved into improved premises at the end of last year, next door to its original home. This has enabled Skylaunch to increase stocks to reduce supply times for winches and components. Skylaunch has recently developed a very useful detailed advice sheet explaining parachutes, straps, traces and components to assist its customers. This can be found in the 'Safety, Technical Updates and Bulletins' section of the Skylaunch website.

www.skylaunch.com



■ GP Gliders' GP14 is now in serial production (€83,000). The GP15 (€94,000) is getting new wings, flatter with no hinges. The GP11 electric self-launcher, in 120kg Class, costs €70,000.
www.gpgliders.com



■ Akaflied Munich has been using parts from an ASW 27 to test if there is less drag with the wing on top (above). They say the answer is yes.

■ For SkySight developments, please turn to page 43



■ A research project by student Martin Michel is for a single digital instrument system in gliders (above), with user-defined configuration.

> TURN TO P14 FOR MORE NEWS FROM AERO

■ On the SZD Allstar stand were the Perkoz SZD-59-1 Acro single-seater with detachable wingtips, the fully-aerobatic two-seater Perkoz SZD-54-2 (with hand rudder option), and a mock-up of SZD-55-2 'Nexus E-motion', with FES (but the company's own design of engine/battery). Test flights are due in June.

Allstar's Michal Ombach said: "It's the same function as the FES, but our own design - a cheaper solution. It is currently in production, but not yet certified. We plan to make a retrofit to 55 available, as well as a kit for other appropriate glider types."

Perkoz production is moving back to the company's former site to "increase manufacturing speed and improve quality".
<http://szd.com.pl>



Michal Ombach with two-seater Perkoz and (below) Allstar's version of FES



■ Can't choose between FES or Jet? This Mini LAK FES/ Jet (left) was designed for a customer who wanted both. Test flight was early April, with the customer taking it home from AERO. The cost of a MiniLAK with FES is around €77,000, with an extra €25,000 for Jet. The LAK17B FES, certified sustainer, costs €98,000 euros.
<http://lak.lt/>
<https://balticsailplanes.co.uk/>

■ The L23 Super Blanik was on display (below). This all-metal high-wing two-seater designed for an aerobatic training, is now in production. Now with a 6,000-hour fatigue life, the basic price is €75,000. Paint can be multi-colour, or a single colour: white, grey or silver.
<http://www.blanik.aero>



■ The Birdy (above) is a high-performance motorglider in the 120kg class, from Klenhart-Design. The wing profile is by Loek Boermann and the designer has chosen to put an engine in the centre, with foldable shaft propeller at the rear where it can be closed to avoid drag (see photo on p15). Designed and built at the designer's home, the Birdy is due to have a flight test this year.



The vintage theme for 2019 was Wolf Hirth, with the Gö 1, 3 and 4 on display, along with a Wolf Hirth camper van (photos: Alex Gilles)

Celebrating 10 years of the VGC at AERO

VISITORS to this year's AERO were met with the sight of an impressive Vintage Glider Club display in the foyer, marking the VGC's 10th year of displaying at AERO. Each year, the VGC's Gere Tischler chooses a different theme and this time it was Wolf Hirth gliders: the Gö1 Wolf, Gö3 Minimoa 38, Gö4 III and a scale model of the Moazagotl.

After the war, when Germany was banned

from making gliders, Wolf Hirth used the materials and manpower to build camper vans, one of which was also on display.

Wolf was a German gliding pioneer and sailplane designer, and the co-founder of Schempp-Hirth. He lost a leg after a motorcycle accident and, from then on, flew with a wooden prosthesis. He and Robert Kronfeld were the first pilots to gain the Silver C badge.



Dr Joachim Jeska on Wolf Hirth's original racing motorcycle



■ The highlight of Friday evening's event to celebrate the VGC's 10 years at AERO was a moving performance of the Gliding Symphonie. With composer Frédéric Fischer on grand piano and Beat Galliker narrating, this piece tells the tale of a terrifying glider flight in a thunderstorm and eventual escape to calm blue skies and a gentle landing. It was first performed at the VGC annual dinner in Zurich last year.



■ Hellmuth Hirth was the elder brother of Wolf. His book (above) has been translated into English. To buy a copy, contact the Vintage Glider Club.



■ Wolf Hirth's son, Hellmut, stands in front of a scale model of the Grunau 7 Moazagotl, a high gull wing glider. The one-off glider was preserved in Germany's Hornberg Museum until the end of WW2, when it was deliberately burned to prevent it falling into Allied hands. Hellmut is now planning to build a full-scale Moazagotl as a tribute to his father.



Above: Thermik2go's 'slip-on' electric sustainer engine. Designer Dietrich Mohr said: "Model aircraft fly like this, but it's the first time it has been adapted for a glider.

"We are seeking permission to fly for three months to get data so it can be developed further. Feedback from pilots is good. It is intended for clubs – one propulsion system, but different sleeves for different gliders.

"With a weight of 11kg, it will cost around €19,000 and clearance will be needed for each glider type. Obviously it is not suitable for gliders with flaps and the glider must be certified for water ballast."

■ www.thermik2go.de

> **AERO PHOTOGRAPHY**
**BY SUSAN NEWBY/
PAUL MORRISON**



Paul Morrison (front) and Alex Rose in HPH's Twin Shark

PERSONAL HIGHLIGHTS

HAVING been a regular at AERO for many years, I took a year off in 2018 so I was looking forward to returning in 2019 to see what had changed, *writes Oxford GC's Paul Morrison*. It did not disappoint, but it also felt very familiar.

From a glider pilot's perspective, it was nice to see the usual excellent VGC display and all the major manufacturers represented. The new JS3 attracted a lot of attention and, after demonstrating a few years ago how it was possible to have coloured gelcoat, it was nice to see this making an appearance on a couple of ASK gliders, breaking up the all too familiar all white finish we are used to.

The Diana 3 was there to admire and I was surprised to learn that at least one glider is available with a slimmer cockpit option – not something that I've heard many UK glider pilots wish for!

It was notable that, with the exception of the VGC display, unpowered gliders were conspicuous by their absence, with one having both a FES and Jet fitted! The ideal for someone who really does not want to land out, I guess!

Taking the 'get you home' option further, a curious concept under development was a 'slip-on' electric sustainer engine that is installed on a carrier which is slipped over

the wing and slid down towards the fuselage from the tip. The prototype, which is being trialled on a DG-101, is in its early days and, with a motor on each wing planned, the obvious question on every UK pilot's mind was would a multi-engine rating be needed? It was clearly 'work in progress', but with the designer's intent being that you could have sleeves for different gliders to which you can attach the motor units as required, it is a new and novel concept. I guess like other innovations seen in the past only time will

tell if this makes its way to a gliding site near you anytime soon.

Of course, gliding is but a small part of AERO with other airsports represented too. In the LSA/UL/VLA class there were lots of new two-seat composite aircraft on display, but they are all looking very similar and, with the majority of these unlikely to ever be certified for use in the UK, you have to wonder how many more two-seat aircraft in this category the European market can sustain? As a UK pilot it is frustrating, as the majority fall into the 'look what you could have had category' were they not certified nationally and thus unlikely to be certified or available in the UK. Some were clearly intended to offer towing capability too, one having an innovative rear facing camera installed above the hook.

It was refreshing that the quest for alternative power options continues, with many exhibitors offering electric or hybrid type solutions. However, it was equally apparent that we are still some years away from the breakthrough that will make an electric aircraft a truly viable alternative. You only have to look at the advertised performance of the delightful Pipistrel Panthera that seduced everyone a few years back to see that a move away from a traditional fuel-guzzling engine to an electric or hybrid alternative seriously compromises the aircraft's usability.

I hope to return in 2020, or 2021, and it will be interesting to see what will be on display then – more of the same, I suggest, but maybe there will be more affordable entry level gliders to sustain our sport. Or am I just dreaming?

BGA CTO Gordon Macdonald offers an engineer's perspective of AERO 2019:

FRIEDRICHSHAFEN offers the best opportunity to see the latest European light General Aviation technology. For a glider geek it offers a few days of opportunity to see all the major and minor glider manufacturers' products and speak to the designers of those gliders in detail about new/old designs, ageing airframes, fatigue lives, glues, resins, repair schemes and timely

spares/design support.

This year saw a proliferation of lightweight non-EASA gliders/motor gliders, mostly electric powered in every conceivable engine configuration, be it mounted on trailing edge of wing, halfway down the fuselage boom, middle of the rudder, in the nose and upper fuselage between the wings. A lot of these (and most other aircraft there) have ballistic parachutes built in as standard.

Why no ballistic parachutes in most gliders?

A lot of new light aircraft designs offer ballistic parachutes as standard. These can be bought off the shelf for relatively little money (\$3,500). In the ultralight world these are very well proven, but apart from Schempp-Hirth (non-motorised single-seaters only) none of the other glider manufacturers offer it, despite designing new gliders.

When I asked glider designers why most have not fitted ballistic parachutes or planning to fit them, I was disappointed to find it is not high on the priority list. There is no competitive advantage and it's not mandated; hence not worth the investment. Not knowing about EASA ballistic parachute regulation, I went to the EASA stand and, whilst enjoying an EASA hospitality cappuccino, was briefed on the rules and possible variations from the very knowledgeable EASA staff.

It is possible to fit them on new designs, but will add cost and typically 10kg of weight. Perhaps if the FAI allowed higher max weights (Open/18m/15m/two-seater Class) if ballistic parachutes are fitted, manufacturers seeking a competitive advantage would fit them. I would certainly pay more for a ballistic parachute.

What I found interesting

Except for Jonkers, all the EASA manufacturers appear to be going electric. Battery energy density, reduced complexity and cost over the years are slowly improving, to the point a threshold has been crossed, making these more practical. The success of the Discus 2 FES and proposed new FAI Electric Sailplane class appears to have prompted other manufacturers to put legacy Standard Class gliders with newly-fitted electric motors back into production. Some of these might be self-launching, prop clearance for the FES types being the biggest issue. Below are some of the new designs:

■ SZD Allstar are redesigning the SZD 55 Nexus E Motion to have a FES-type engine (but their own design of engine/battery).

■ DG had a LS8e neo FES. Parts of this, engineering wise, are quite different from the original LS8. When pressed on whether they will fit the new more powerful FES motor/battery to a DG-1000, they were non-committal.

■ The new Schleicher AS 34 Me is a self-launching electric ASW 28 with a very impressive amount of energy for longer motorised range. Unlike other manufacturers, Schleicher has stuck with retracting engines rather than FES type systems.

■ The Schempp-Hirth Arcus has various minor upgrades, including electric undercarriage and thinner tail plane. Schempp-Hirth appears to cater well for disabled pilots by having hand rudder options on a few of their gliders.

■ Schempp-Hirth's Ventus 3M self-launcher has an interesting low drag tailwheel system, where it is built into the rudder.

■ The LAK17C FES self-launcher has a redesigned wing to improve climb performance plus more battery cells and bigger motor, so it can self-launch with 15m, 18m or 21m wing options.

■ MiniLAK's FES and Jet engine hybrid (and they're trying to squeeze a ballistic chute into it as well) is an interesting long-range concept. Its wings are the fuel tanks and it has a long jet-powered range. It is not certain that the hybrid version will go into production.

■ Jonker's JS3 retracting tailwheels (reminds me of the Slingsby Vega) are very neat and are challenging other factories to clean up their tailwheel designs to reduce profile drag. The thought of how little ground clearance this rudder has in the event of a gear-up landing is a possible new issue. But it certainly makes the back end look sleeker.

■ It was interesting seeing new-build Blaniks (now with 6,000-hour fatigue life) and how they differ from the original with winglets, one piece canopy and a few other refinements. Could be good if you have no hangars.

Tugs

Various ultralight type aircraft have tow hook options and most of the airframes look very similar. Numerous Super Cub lookalikes with options for big tyres for rough ground operations were on offer. The biggest issue for ultralight tugs is a more powerful engine. The 140hp Rotax 915 option is a step change up from the traditional Rotax 912 ULS or 914. The longevity of some these engines in a tugging environment has not shown them to be particularly reliable. Interestingly, most of the tugs have ballistic parachutes.

CONCLUSION

The glider industry appears to be leading the world in the adoption of electric propulsion due to the perceived reliability. Power density means they cannot generally match the range or performance of the 2-stroke self-launchers, but customers appear to want battery powered gliders.

FUTURE AERO DATES:

■ 1-4 APRIL, 2020

■ TBC, APRIL 2021 (This will be the next year the majority of glider manufacturers will exhibit at Friedrichshafen)



The GFW-4 is a 13.5m span self-propelled UL glider in the 120kg class, which first flew in March 2019. It is designed by Dr Gerhard F Wagner, who not only designs and calculates airplanes, but also builds them at home



The foldable propeller of the Birdy, a motor glider in the 120kg class

WHAT'S NEW AT SCHLEICHER?

Hermann Weber talked to Ulrich Kremer about all things Schleicher in the lead up to AERO



Alexander Schleicher's joint managing director Ulrich Kremer

WE STRONGLY BELIEVE THAT THE COMBINATION OF A MODERN STANDARD CLASS GLIDER AND A WELL-PROVEN ELECTRIC PROPULSION SYSTEM WILL ATTRACT AN EVER-INCREASING NUMBER OF GLIDER PILOTS

Q What can we see on the Schleicher stand this year?

A This year we present an ASG 32 Mi featuring a number of refinements, as well as the new K-21B, which will be of major interest to club representatives. Of course, the popular ASH 31 Mi is also on display and the same applies to the electric version of the ASG 32. We also introduce a new variant of our latest Standard Class glider, which is equipped with the same electric drive system that is already powering the 20m wingspan ASG 32 El two-seater. This drive unit gives the new AS 34 self-launch capabilities with ample battery power reserves for a lengthy self-retrieve. We strongly believe that the combination of a modern Standard Class glider and a well-proven electric propulsion system will attract an ever-increasing number of glider pilots.

Q The gliding world is very keen to learn more about Schleicher's response to the Ventus 3 and the JS3. Especially competitively-minded pilots

were hoping to see the AS 33 at the AERO. How far has the prototype progressed?

A The AS 33 prototype is progressing well, but it is not on display at the AERO. We feel that it is far more important to progress this exciting development rather than to present a half-finished aircraft. Still, we have a detailed presentation on the new AS 33 and also let the cat out of the bag as far as previously kept secrets are concerned.

Q Can you tell us a little more about this latest development? ASG 29 pilots are still doing extremely well and continue to win many national championships. By all accounts there seems to be only a minute performance difference between the current 18-metre gliders on the market. Where did you find room for improvement and what

makes you confident that the AS 33 will continue the dominance of the ASG 29 in the 18-metre Class?

A Well, it should first be said that for the past 12 years the ASG 29 has not only dominated 18m, but also the 15m Class. Even after all these years ASG 29 pilots are still occupying the top spots on the podium at the end of high-ranking competitions. To improve on such a successful design was a major challenge for our engineers, which involved a detailed look at the latest models of all our competitors.

The main challenge was to retain the ASG 29's legendary ability to climb well in even the weakest of thermals and with a full load of water ballast on board. This required a very careful Computational Fluid Dynamics (CFD) review of the entire design. Fortunately, the fuselage shape proved to be perfect in its current form, but the wing design came in for a much closer scrutiny. The result is a slightly thinner wing with a reduced wing area and a seven-fold trapezoid wing plan form. In 18m configuration the AS 33 wing area is only 10m², which increased the aspect ratio to 32.4 and the wing loading to 60kg/m². In 15m configuration it is as high as 62.5kg/m². As you can imagine, this was a difficult balancing act and, to ensure a trouble-free transition of CFD technology into practical application, extensive wind tunnel tests were conducted. They have left us in no doubt that we are on the right track.

Thanks to up-to-date CFD technology we have also identified quite a number of other areas where relatively small design modifications can save drag. Using the ASG 29 as a benchmark provided us with accurate comparisons and allowed us to assess the gains very accurately indeed. In particular, the wing-fuselage junction and the wingtip/winglet area showed further room for improvement. Although some of the minor modifications have a relatively small effect on overall performance, after adding them up the gains turned out to be bigger

than first expected. Especially in the mid to high-speed range, the AS 33 will be clearly better than the ASG 29.

Given that the ASG 29 is still matching it with newer 18m gliders on the market and, considering all the advances we have made, we are very confident that the AS 33 will soon regain the “pole position” in both 18m and 15m Classes.

Q *The trend towards some sort of sustainer engine is quite evident when looking around gliding fields today. I assume the AS 33 will also become available with a “turbo” engine. What can you tell us about that, and will Schleicher still offer the aircraft as a pure glider?*

A Yes, the AS 33 will most certainly be available as a pure glider – we owe this to the purists amongst our customers. The “Es” version of our sustainer engine was introduced almost five years ago in order to get away from starting the engine by windmilling the propeller. To achieve this we incorporated an electric starter motor for an automatic engine start with just a single switch. This innovation has made engine management easier than ever before and has all but eliminated “finger trouble”. In terms of weight and range this drive unit is far ahead of jet engines or electric drive systems and it is therefore no wonder that more than 60 ASG 29 customers have already embraced our “Es” drive system. I can also confirm that it will be fitted to our new AS 33.

Q *Let's focus on the ASG 32 now. It is another popular model, which seems to have made a name for itself on the competition scene rather quickly. For many years the Arcus was the only flapped 20-metre glider and has captured the lion share of the market. However, lately more and more ASG 32s seem to populate gliding fields around the world. What is it that makes this new aircraft so attractive?*

A You are right, for the best part of a decade the Arcus was the only 20m flapped glider available and it has since attracted a large number of customers. Yes, we may have started a little late, but please keep in mind that we had to develop a completely new aircraft for the 20m two-seater class. This has allowed us to take advantage of the latest aerodynamic research and to integrate the new 9g crashworthiness requirements. Therefore, the ASG 32 is the only two-seater satisfying the latest very



stringent CS 22 design rules.

Our extraordinary development efforts are now paying dividends. Last year's independent performance measurements by the respected German “Idaflieg” team have confirmed that the ASG 32 is the best performing 20m glider available today. Its top placing at the recent world championship has further demonstrated the aircraft's true potential. The word is also spreading within the broader gliding community, where the aircraft's agility and its very pleasant handling receives a lot of praise from all corners of the globe. Even strong crosswinds are of no concern to ASG 32 pilots, which further adds to its attractiveness.

Q *But Schleicher has also introduced an electrically-powered version of the ASG 32. This drive concept seems to point the way into the future. What is the initial feedback from your early customers and how do you see this technology progressing in the years ahead?*

A We believe that electrical drive systems have a great future for gliding applications. Their simplicity combined with their low maintenance requirements and unrivalled operator friendliness will see them capture an ever-increasing share of the market. We have no doubt of that at all.

Now back to your first question. With the ASG 32 EI we took a very conservative approach. Before we started with series production we waited for the EASA type approval, which finally arrived in early 2018. Because operating the electric drive system

The AS 33 will be available as a pure glider or with Schleicher's 'Es' drive system

AN ELECTRIC STARTER MOTOR FOR AN AUTOMATIC ENGINE START WITH JUST A SINGLE SWITCH. THIS INNOVATION HAS MADE ENGINE MANAGEMENT EASIER THAN EVER BEFORE AND HAS ALL BUT ELIMINATED 'FINGER TROUBLE'

■ With thanks to Bernard Eckey for the translation of this interview, which first appeared in *Gliding Australia*

Q *Can we switch to the K-21 for a moment? This glider has been around for many years and has probably turned more pedestrians into pilots than any other composite glider. It still seems to be as popular as ever, which begs the question why Schleicher has introduced the “B” model.*

A It is most certainly true that the K-21 is as popular as ever. There are many reasons for this, but one of them is its unique service life of 18,000 hours. Some of our competitors are quoting a “design life” which must not be confused with a certified service life. In short, the longevity of the K-21, its low maintenance requirements and its unblemished service record make it the most economical trainer in the medium to long term.

But now back to your question on the “B” model. Nothing is so good that it can't be improved upon. In particular, pilot comfort and occupant safety were first and foremost on our mind when we decided on the upgrade. At the same time we integrated automatic control connections, an optional spin ballast box in the fin and a host of other refinements.

A number of clubs have already decided not to refurbish their ageing aircraft and instead purchase the new K-21B model. Due to the excellent retail value of even older K-21s, the financial outlay is often not as dramatic as first thought.

■ www.alexander-schleicher.de

■ zuluglasstek@clara.net



The electrically powered ASG 32 EL (all photos: Alexander Schleicher)

is very simple, the ASG 32 EL makes an ideal aircraft for gliding clubs. Moving a small lever upwards extends and operates the electric motor and putting the lever down retracts the engine fully automatically as well. “Simplicity simplified” as one of our customers has put it.

Almost all ASG 32ELs sold so far are operating in a club environment. No engine management problems have emerged and, due to an automatic charging system, no battery problems have arisen either. The longevity of the batteries and the maintenance-free drive system keep the running costs on a par with conventional combustion engines.

In other words, the time has come where clubs can operate a powered glider without fearing high maintenance expenses due to engine-related issues. Therefore we predict a great future for the ASG 32 EL. Although it is not certified for self-launching it allows users totally relaxed cross-country flying in the knowledge that a range of 100km is always available when needed. It climbs at a rate of almost 3kts, even at high altitude with two people on board. And, best of all, without any external or internal noise to speak of.

Q *Another well-established glider is the ASH 31 Mi. It has a large number of fans although it doesn't really fit into any competition class. How do you explain the tremendous popularity of this glider and*

how far does it still contribute to your workload today?

A It is most definitely contributing greatly to our present workload. The ASH 31 Mi was the first 21m glider on the market and when it first arrived on the scene its performance surprised even Open Class pilots. Not too many people know that we have already produced close to 200 of these machines, which is far more than the combined number of 21/23m gliders built by all our competitors. That said, I'm quick to add that the majority of ASH 31 Mi customers are anything but competition pilots. What these customers are looking for is an uncomplicated aircraft with a reliable, smooth and powerful engine, an extra large and comfortable cockpit and very pleasant handling characteristics. The ASH 31 Mi ticks all these boxes and its undiminished popularity is, therefore, not at all surprising.

Q *Does that apply to the ASH 30 Mi Open Class glider as well?*

A I'm sure you know that the ASH 30 Mi is the long-awaited successor of the very popular ASH 25. Rather than just fitting a more modern wing to an existing fuselage, we opted to develop a completely new aircraft and this has taken a very long time indeed. During this long period the 20m class took off in a big and rather unexpected way. This has greatly affected the demand for this Open Class two-seater, but it doesn't detract from the terrific feeling that

comes with flying such a superb machine. The truly magnificent performance and the joy that comes with sharing this magnificent experience with a co-pilot just can't be reflected in any brochures or product description. Just try it and you will agree!

Q *Compared with other manufacturers, new Schleicher models or product refinements tend to come on the market without much fanfare or any marketing campaigns. Still, the company seems to go along very nicely indeed and have the support of a large number of loyal customers. How do you explain the ongoing strength of your family enterprise?*

A I must admit that we are perhaps a little slack when it comes to informing the world about our products and innovations. On the other hand, products don't improve when you make a big deal out of every step you take or every new model you introduce. Still, we take your point that in regards to public relations we could do better by inviting aviation journalists to write about Schleicher developments and the modern methods we employ. Our young

product development team is full of bright ideas. These highly motivated aeronautical engineers, who now have access to the latest tools of the trade, and their total dedication lets us look confidently into the future. Our tradition to rely more on the performance and the reliability of our products and less on trumped up marketing campaigns has served as well in the past. As the saying goes – the proof is in the pudding!

Q *That's good to know and very reassuring indeed, Uli – but what can you tell us about Schleicher's plans for the future? What other interesting developments are in the pipeline?*

A That's a question that I get asked on a regular basis and one that is not easy to answer. Competition pilots always tell us what they want and what we should develop next. Their requests lead to more complex and forever more difficult projects to realise. We are no longer sure whether this is what the majority of glider pilots really want. Perhaps a less complicated glider – possibly equipped with an electrical drive system for self-launching – is what a large number of glider pilots would like to see.

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■ SEE PAGE 11 FOR MORE ON SCHLEICHER'S NEW AS 34 SELF-LAUNCH STANDARD CLASS GLIDER

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



#6 BLOCK SPEED OR MACCREADY STF?

Tony Cronshaw talks to Aim Higher's lead coach, Kevin Atkinson, about how block speeds compare with speed-to-fly



Block speeds vary in different layers – St Genis, France (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 if you, or your club, would like to participate in future Aim Higher courses.

EXPERIENCED cross-country pilots often talk about using 'block speeds' when choosing their speed-to-fly (STF) through different blocks of rising or sinking air. Tony Cronshaw asks Aim Higher's lead coach, Kevin Atkinson, how block speeds work in practice and how this methodology compares with MacCready STF.

TONY: *MacCready STF is described in many gliding texts and built into most flight computers. By comparison, descriptions of 'block speed' STF are found only in more recent publications. I get the feeling that pilots newly acquiring these skills don't quite know where to start.*

KEVIN: Up-and-coming pilots will simultaneously be honing their skills in reading the sky/ground, routing efficiently and thermalling quickly. These skills are of primary importance for successful cross-country and must be given priority in the training process [1]. By comparison, STF's benefits are secondary, concerned with optimising cross-country speed and making best use of height.

TONY: *Are there any lessons that newcomers can learn from STF?*

KEVIN: The big lesson is not to fly too slowly. Inexperienced pilots often believe that "Best Glide is their friend", but, instead of conserving height, they throw away height by flying too slowly through sink. Furthermore by limping along slowly, they fail to connect with bubble thermals that are up-and-away by the time they get there.

TONY: *When people are ready to learn STF, why not simply recommend MacCready?*

KEVIN: A big problem with MC STF is that it generates a "dolphin" speed profile with frequent speed changes according to any changes in lift and sink. Frequent pushing

and pulling is inefficient (manoeuvring losses) as well as very uncomfortable for the pilot. And in today's fast gliders, we simply shoot through small pockets of lift and sink without time to react. Furthermore, modern instrument systems, though very responsive, do not have forward vision. They tell us that the glider has entered a new area of sink or lift, and that we're at the wrong speed, so we're trying to correct the STF when actually it's already too late. Worse still, we're distracted from planning a route ahead, and a matching block speed, to avoid this situation recurring.

TONY: *What is your definition of block speed?*

KEVIN: You will hear different definitions from different people. My definition of block speed is choosing "a more-or-less fixed cruise speed band that's overall appropriate for the BLOCK OF AIR AHEAD". This means reading the situation ahead, including the distance to the next anticipated climb; our current working band (eg upper third, half of convection, lower half, etc); what we know about different layers of air at different heights (and, crucially, their thermic properties – photo, left); likely strength of next climb; likely effects of topography below (reading the ground); clues about the air en route (reading the sky, eg wisps or lack of), and so on. In the UK, conditions can change every few minutes for all sorts of reasons.

TONY: *Is block speed therefore a "knowledge-driven" form of MC STF?*

KEVIN: Essentially that is correct. In some circumstances we can use MC STF to select a suitable block speed. Let's imagine we are cruising repeatedly between 3kt climbs in the upper third of the convective layer. We enter MC=3 on our computer and the calculated MC STF value would be our block speed, assuming we ignore dolphin variations.

TONY: *Hence we could calculate a block*

speed by drawing a line on the polar diagram (figure 1, below right).

KEVIN: Yes, but if we're dropping down towards half cloudbase, or into the less reliable layer below, we need to be more conservative. We would therefore reduce our block speed, "changing down a gear" on approaching half cloudbase, and use a block speed based on, say, MC=2. If we find ourselves in the lower third of the convective layer, we would change down again to MC=1 if we need to feel the air for weak lift. In each case, the block speed will correspond to the relevant lines on the polar diagram. Similarly if the weather ahead is especially flat, eg going into and back to a TP that sadly happened to be several kms within a sea breeze, then we would likely set a conservative block speed from the outset of the glide.

TONY: *Would we ever select a high block speed when low?*

KEVIN: The beauty of the block speed methodology is that we can choose a block speed to fit each situation that presents itself. If someone launches in a Discus or LS8 with the intention to fly to a specific cloud in an attempt to climb, they must fly a block speed (Discus 70kts, LS8 75kts). By comparison, if they fly more slowly and the thermal is quite strong on a bubble day, they arrive too late and miss the bubble. Another example, assuming we're high, is to deliberately increase our MC value, adding 0.5 to the MC value to compensate for an average downwash between thermals of around a fifth of the climb rate, eg set MC=3.5 for 3kt climb conditions.

TONY: *Can we rely on our MC STF computer to generate our block speeds?*

KEVIN: There can be problems if the polar used by your computer does not match the reality of your glider. The polar in the glider manual, and in your flight computer, will reflect the manufacturer's design specification, whereas your glider's actual polar will reflect its actual weight/equipment, pilot/parachute weight, CofG setup and condition (eg repairs, refinishing, surface cleanliness, etc).

TONY: *How can we correct for this?*

KEVIN: Ideally you would make a test flight in your glider, eg video the panel as you fly at different speeds through dead air, then draw the polar with lines for MC=1, 2, 3, etc. However, as a quick fix, you could enter

a "bugs value" into your flight computer to detune the built-in polar, eg a 3 per cent bugs value if you think your glider is "clean" and flown accurately, or a bigger value as necessary.

TONY: *Why did you say earlier that a block speed is a "more-or-less fixed" speed band?*

KEVIN: This is an important aspect of block speed methodology: We bracket the block speed value by, say, +/-10kts, to accommodate changes in lift or sink that we think will persist, and preferably that we ANTICIPATE beforehand. For example, are we about to cross an area of sink associated with blue hole? Are we about to follow an energy line associated with a street? If so, we would make a gentle change of speed to a higher (+10kts) or lower (-10kts) block speed, and hold that speed while we pass through the new block of sink or lift. We could also choose to compensate for a headwind or tailwind by a small increase or decrease in block speed.

TONY: *Can I summarise as follows:*

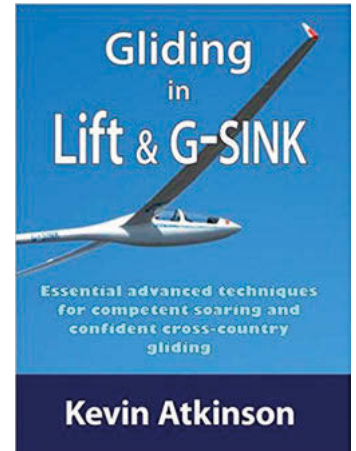
(1) In the upper third of the convective layer, our block speed will be based on MC=2.5 or 3.5, or 4.5kts (lines on the true polar) for an anticipated next climb of 2, 3, or 4kts.

(2) We plan ahead and gently adjust the block speed by say +/-10kts before/during the transition to the next block of sink or lift.

(3) We progressively reduce block speed according to our height band. If low, we "tip toe" with, say, MC=1 (but slightly faster through sink or a headwind).

KEVIN: That's a good summary of the basics. However, there are many more situations where we have to use our experience and judgement to read subtle clues in the sky and on the ground ahead, and hence choose an optimum block speed and optimum routing. Note also that we are ALWAYS FLYING IN TRIM and can readily feel any changes in the accelerations caused by the air movements around the glider, including ASI gusts and slip. It's a continuous process of appraising the block of air ahead and gently changing the block speed accordingly.

[1] *Going places* S&G Dec 2013/Jan 2014 pp12-15



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

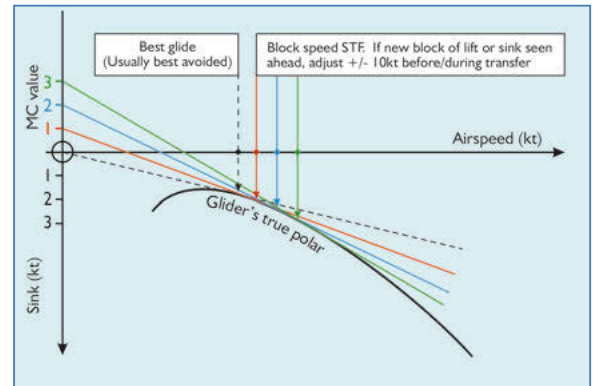


Figure 1 (Steve Longland)



■ Scan this QR code to read the full article *Going places* from S&G Dec 13/Jan 14, or visit www.sailplaneandgliding.co.uk/current-issue



Sea breeze front from Aboyne to Dundee, photographed from Aboyne's Perkoz (Jakub Hlaváček)

David Innes expands on a recent article, highlighting wind effects on wave flying, and offering some useful tricks



Racing home, 40km to go as the sun sets fast (David Innes)

READEAD Tony Cronshaw's article in the Feb/March 19 issue of *S&G* (*Know the wind vector*, pp10-11) with great interest, because the very issue of wind awareness came up in several soaring flights with near/early-solo pilots over the winter – so much so that I did a special extra class in our Winter Briefings series, purely on heading, track and drift.

May I venture that, while knowing the wind is important at all times, to make the best use of mountain wave it is essential to know the wind strength and orientation as soon as possible when off tow to:

- make the best use of the wave, for best climb or cross-country performance
- not drift downwind and into the sink – or cloud*
- avoid missing the best lift or not climbing at all.

This last point is because you are pointing the nose to what looks like the best wave lift, often upwind of the thickest part of the cloud, rather than aiming the glider's track at an IAS which will actually make progress against the wind. Too often, people allow themselves to get too far downwind and by the time they realise, especially with vario lag, there isn't enough height to fight against the headwind and get back into lift. Furthermore, if you don't know the wind, how do you know what speed to fly to

actually penetrate against it and, to a smaller extent, to know the best track along which to move forward (see trick 2 below).

**On the day I talk about below, the Capstan, hard pressed by the 60kt wind, turned slightly across wind, was swept downwind, and had no option but to retreat to the downwind bar. Even glass gliders, flown inattentively, can be trapped by this.*

The author has a little trick to show pupils on strong wind wavy days, which involves pointing into wind, then slowing down, first so that our rate of climb is larger than our ground speed, ie we are in an aerial elevator. Then, if there is cloud behind, asking the pupil to slow down a few knots more, so we drift back towards the cloud (of course, they are not looking far enough backwards) and it gets hazy. I ask them what is happening then get them to fly faster (and discuss later) and get the speed on, into wind to get clear of cloud, emphasising the point that you have to be aware of wind speeds. Note that you can be easily caught out in wave, even in modern gliders – I once reversed into a cloud with an IAS of 70kts.

Another trick is to show the pupil (I use the Oudie track/heading indication) how when you are flying at speeds close to the windspeed, say only 5kts faster, how a small change in heading makes an amazing change in drift angle... And, again, that can send you hurtling downwind

without realising it. The Oudie is just to show the effect more quickly.

I agree with all the points made by Kevin Atkinson in the previous article. Here is my expansion on the points raised:

Wind direction

All year round, we at Aboyne can have valley effects which help keep the local wind better aligned with the runways. (Our crosswind runways are only 30 degrees off.) In wave conditions, the wind close to the ground can be all over the place with little to no relationship to the upper winds and, indeed, there is often little agreement between our two windsocks, which are only 200m apart, but across the valley.

The interesting part is the 'mixing layer' at Aboyne, often starting around 500ft AGL especially in southerlies/southwesterlies, where the lower and upper winds meet due to shielding by the long ridge to the south. It normally results in an aerotow ride, which can be 'sporting', until you hit the smooth wave flow.

I remember once looking at the tug's daily log, which had floated out of the glove box, hovered over the seat for a while, then crashed to the floor – fortunately not jamming anything. It had its own seat belt for the rest of the day.

Obviously winds shift during the day, or as you progress cross-country, or due to convergence, and even over 30 miles inland at Aboyne, we get sea breeze effects. (See the photo, facing page, of a classic sea breeze front, looking due south from Aboyne – Sant Cervantes from Portmoak soared it.)

Wind and wave (not for surfers)

Wave patterns should be nominally at right angles to the wind, but are frequently well offset from the wind direction. On a recent good wave flight, the wind was a good 30

degrees off, the bars being aligned on about 270°, the wind coming from about 330°. This meant the into-wind leg (wind 60kts at height) had to be flown at a minimum of 80 IAS to make any decent progress across the planned track. I say across because I was definitely not pointing along the planned track – my track was out the side window and flying at 60kts I was just hovering into wind.

I was flying the Grob even faster, swapping climb rate for cross-country speed (with ground speed as high as 40kts!) at times, into wind. Later I pushed up to 100kts IAS. As I progressed west, the wave bar 'bent' a bit, so I had to dive to the TP, losing 1,000ft. After rounding the TP, I set off home, but stayed in the lift zone as insurance, flying effectively now downwind, and my ground speed was up to 150kts. I slowed down as I approached cloudbase to get my speed out of the yellow arc, to avoid the 'memorable' turbulence. I misjudged the day, should have flown faster into wind earlier, since, with such a high ground speed, I was back far too soon for my height reserve and had to burn off 5,000ft, dammit. As it was, 61 minutes from take-off to touchdown, six minutes engine time, 95km flown, via a climb to 10,000ft, all in a 1:22 best glide angle Grob 109 (it's about 1:12 at 100) ain't so bad.

Getting to the airfield at 13:00, I was airborne (after lunch and the DI) at 14:00, back on ground at 15:01). You can see from the long shadows, taken just after the TP (pic page 22), that the sun was already setting. This far north (57degrees), in ↗

**I REMEMBER
ONCE LOOKING
AT THE TUG'S
DAILY LOG
WHICH HAD
FLOATED OUT OF
THE GLOVE BOX,
HOVERED OVER
THE SEAT FOR
A WHILE, THEN
CRASHED TO
THE FLOOR**



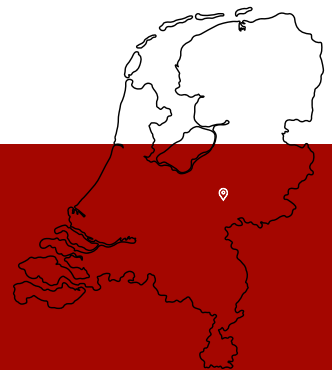
Upper Dee Valley, looking to Cairngorm Massif, at about 14:45 (David Innes)



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POINTING INTO THE WIND, IF YOU USE A MOVING MAP, INTO WIND YOUR TRACK AND HEADING (IF AVAILABLE) SHOULD THEN BE THE SAME... A GREAT WAY TO CROSS-CHECK



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

☞ early January we barely have six hours daylight.

Bending wave bars

Wave bars also often follow the local contours. I once flew from Mt Keen, five miles SW of Aboyne, to the Lecht ski slopes, along a continuous 25-mile wave bar 'crescent', with the northerly leg essentially crosswind. However, as the bar 'bent' to the NW, there was an increasing headwind component, so our ground speed suffered badly outbound, but the return to Aboyne (20nm) was a 10-minute downwind charge.

Some more cheats concerning wind and track

An easy way of working out the wind – if your navigation plan allows – is to fly on a heading where your GPS shows the lowest ground speed. You should be then pointing into wind.

This technique works best in strong winds – in light winds there can be a wide minimum ground speed arc and, since GPS usually only updates once per second, there can be a lag.

Under these circumstances, if you use a moving map, into wind your track and heading (if available) should then be the same... a great way to cross-check.

You can use the same technique, but downwind, looking for highest ground speed, but the max ground speed point tends to have a very wide arc.

Calculation of the wind speed (into wind) is a simple sum, of IAS minus ground speed – (TAS rather than IAS if you are at

height, or picky!).

If you have an Oudie or any of the lovely LX Navigation products, then they will calculate the wind for you. Oudie/SeeYou needs a few turns (if you don't have a heading input), when airborne and in soaring mode, to calculate the wind. That can be a challenge in wave, since turning downwind – unless you are really quick – can result in a one-way trip to the next downwind wave bar. A heading sensor is invaluable for these calculations.

BEWARE: Many GPS-derived devices and apps claim they are showing heading when, in fact, they show GPS track. Even phones with magnetic sensors can give misleading headings, due to sensor orientation issues, and due to magnetic interference in the cockpit – made worse since the phone moves around the cockpit.

If you don't have GPS or any of these fancy toys, then most cheap Android phones (or nowhere-so-cheap iPhones) – but check the model you buy – when used with the free EasyVFR app will not just give you ground speed, but also a track vector, up-to-date airspace and terrain maps, showing your position, with airspace alerts – audio and visual – and NOTAMS displayed on the map, as long as you download them before you fly. That app also has a breadcrumb facility, so if you turn it on you have a flight record which can be viewed later on many apps.

But always keep a mental track of the wind and check that any automatic wind/track calculations are reasonable and realistic. GPS on phones, etc, has no 'integrity', the phones 'hang up' and batteries can die.

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Photo: Alastair Mackenzie

Chris Gill reviews the SPOT X, a two-way satellite messenger

COMMUNICATE IN THE WILDS

AFTER reviewing the SPOT GEN3 last year, SPOT have brought out another PLB/satellite messenger thingy, so here we are again for another review... this one is called the SPOT X!

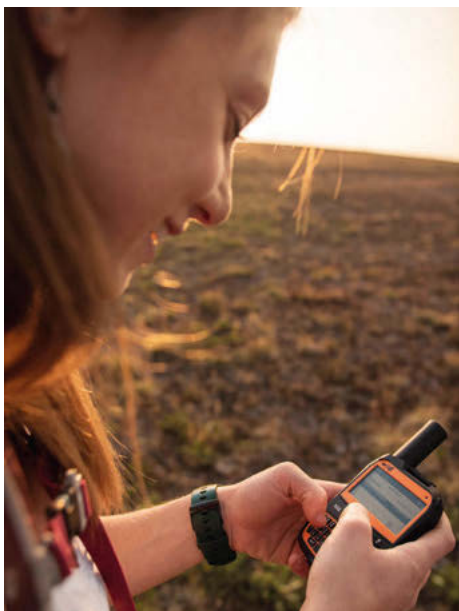
With the same colour scheme as the older models, this one looks like the old Blackberry mobile phones (remember those?), but on steroids. You could run this one over and it would laugh at you.

What's new with this one then?

Well, they've taken their previous GEN3 to a different level. You used to be able to send pre-made messages to your saved contacts: now, just like your mobile phone, you can text your contacts as and when needed using its QWERTY keyboard.

You can still use the 'Check in' function to let your loved one know you've made it to your destination safely, without having to write it manually.

The messaging function is basically the



The SPOT X is suitable for extreme adventurers or in rural areas with patchy mobile networks

same as your mobile phone, you can text and email anyone from this device where your phone can't get signal.

The tracking function offers tracking at 2½, 5, 10, 30 or 60-minute intervals; the options vary depending on what service plan you take on.

You can post check-ins on social media to let everyone know you're safe, not just your designated person in your phone book.

There is a compass function, which I guess is a great function if you're lost while out walking, etc, but probably not particularly useful if you're a glider pilot.

And, of course, you have your SOS function, which will send your details off to the emergency services.

So let's look at how much this is going to set you back.

- The unit will cost you a little over £320.
- There are various service plans, which cost between €12+VAT to €40+VAT a month (taken from their website April 2019).

Basically, the only difference I can see between the cheapest plan and the most expensive is the amount of custom messages you can send (20 for the cheap plan, unlimited for the expensive) and your tracking interval times.

How useful is this for us glider pilots?

Not particularly to be honest. It has some great functions and it's a seriously great device. But what do we want out of a PLB?

Personally, all I need it for is if I've crashed and need help. Mobile phone signal in the UK is getting better and better; I'd guess it was pretty close to 100 per cent in the flatlands of England, so your mobile phone can do all the personal messages.

This would suit the walkers/adventurers going into some serious terrain and, no doubt, other stuff that I can't think of.

■ For more information on the SPOT X see: www.findmespot.eu/en/

Service plans can be found at: www.findmespot.eu/en/index.php?cid=103



Chris Gill originally flew from Sutton Bank. He moved to Denbigh in February 2017 to manage Denbigh Gliding and the Llewenni Parc site. Chris has over 1,200 hours. He flies a DG-1001M and offers coaching on flying Denbigh's wave/ridges and cross-country flying for inexperienced pilots. Chris is a Full Cat and Denbigh's CFI





This page, clockwise from top:

Denbigh's Arcus and DG-1001M attempting the Nefyn run along the NW faces of Snowdonia National Park on 22 October 2018. In the DG-1001M are Chris Gill and Andrew Butterfield; in the Arcus, Dan Welch and Paul Smith (Paul Smith)

Sarah and Graham Drury flying their Duo, climbing in wave over Denbigh 22 October, 2018 (Sarah Drury)

Keeping the Slingsby Vega D flying in at Warner Springs, California (Roderick MacDonald)

Flying from Conwy towards Nefyn on the Llyn Peninsula, North Wales (Paul Smith)

Facing page, clockwise from top:

Swallow BYK coming into land at Rattlesden (Gary Western)

Shark G-DLOT in wave at 14,500ft over Denbigh on 4 October 2018. Photo by Maggie Heslop from front seat of Denbigh's DG-1001M, flying with Chris Gill

The end of a flying day on 2 February, 2019, at London GC (Stefan Astley)

Low-level practice winch launch failure at Bannerdown GC, Keevil. The instructor carrying out the check is Mark Critchlow (Patrick Rowney)



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

WHO'S STOLEN OUR AIRFIELD?

Diana King offers useful advice for the security of tenure and operations for gliding clubs

YOUR club site is your most precious asset and not just in financial terms. As some clubs have discovered the hard way, there are numerous threats, such as non-renewal of a lease, changes to the terms of a lease or licence, especially excessive rent increases, or other activities encroaching on your area. Even if you own the site, complaints by neighbours or nearby developments affecting your flying space can make your site no longer viable.

There are multiple ways of improving your site security and clubs should use as many of them as possible. The most important advice is that the opportunities to protect a gliding site (whether owned or leased) must be taken **before** there is any threat to the site. Taking protective measures in good time when there is no urgent threat is much easier and means that you are better placed to fight a threat when one arises. This article outlines some of the options available. Not all clubs will be able to take advantage of all these options, but you should aim to implement all those that are relevant.

The BGA Development team provides advice and information about how to make the most of

the opportunities available. Please contact us through the BGA office if you would like to follow up any of these possibilities.

Ownership or right to use the site

In order of preference for the best form of security of tenure, these are the main options:

- Owning the site, including all the area that is needed for operations and also surrounding areas as far as possible, in order to minimise conflicts with neighbours.
- A lease – for the maximum period that can be negotiated, preferably at least 20 years.



The terms of a lease should include:

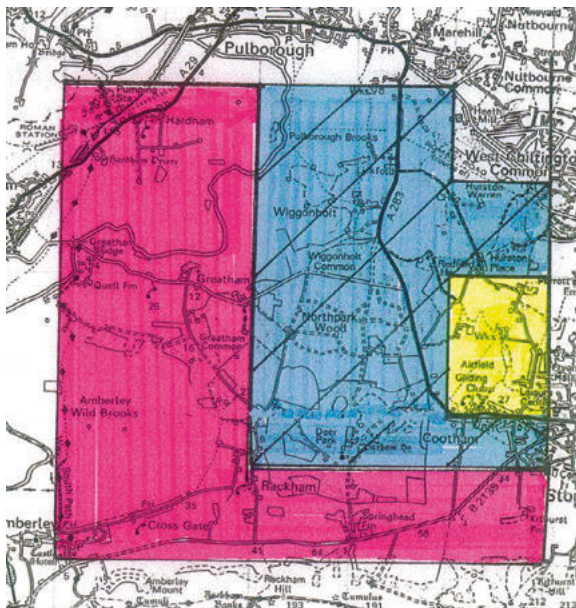
- All elements of the site and buildings if appropriate (the club may own the buildings).
- An option to renew on the same terms as before.
- Protection under sections 24-28 of the Landlord and Tenant Act 1954, which gives the tenant the right to apply for a new lease at the end of the term. Landlords try to exclude these sections and this is perfectly legal, but the club should negotiate hard to keep this protection.
- Reasonable terms on rent and other payments, including not too frequent rent reviews, with increases restricted to no more than RPI.

Start negotiations for a new lease in very good time before the existing lease expires. It may take several years, so five years before expiry is not too soon to start.

- A licence to operate – this may be the only option if the site is shared with other users. The level of long-term security is more limited, but some terms (eg rent reviews) should be negotiated in the same way as those for a lease and the need to renegotiate in good time is the same.

Aerodrome non-official safeguarding

Aerodrome safeguarding is an early warning system to alert the club about planning



Specimen aerodrome safeguarding map for Parham. Key, consult on:

- all development in the area, shaded yellow, around the airfield
- all development greater than 5 metres above ground level in the area shaded blue
- all development greater than 15 metres above ground level in the area shaded red
- any development that will result in an open-air assembly of 1,000 or more persons, in all areas
- any development involving landfill, construction of lakes or open-cast mineral extraction in all areas

applications for buildings and other obstructions in the vicinity of the airfield that may cause problems for aviation operations. Examples include tall structures, large built-up areas, or wind turbines. This is relevant to all airfields, whether owned by the club or not.

Safeguarding creates an agreement between the club and the Local Planning Authority (LPA). The club creates a plan of the local area around the airfield, showing which areas need to be free from obstructions and to what height. Typically the plan indicates the requirement for obstruction-free zones in line with the main landing and take-off directions, with reduced protection in other areas surrounding the site.

Once the safeguarding plan has been prepared, it is presented to the relevant LPA (or LPAs, if the airfield is in more than one jurisdiction). There may be some negotiation, but the outcome should be an agreement between the LPA and the club on the shape of the plan. Once in place, the LPA is required to notify the club of any planning applications that infringe the safeguarded area. This provides an opportunity for the club to review the planning application at an early stage and to register objections if necessary. Such objections may be sufficient to defeat the planning application, but it may be necessary to take the case further (see below under planning applications).

Inclusion in the local development plan

Local Planning Authorities (LPA) create development plans for their area or county. These plans address development constraints and proposals within the local planning authority's administrative area. It is possible to arrange for the gliding site to be recognised within the plan, provided contact is made with the LPA at the time they are updating their plan. Inclusion within the plan provides the site with recognition and some degree of protection. You should request the LPA to include reference to your safeguarding plan, normally in the constraints section of the development plan. This gives prospective developers early warning of your existence and needs.

Planning applications

First, you must ensure that you have planning permission for all your facilities and activities. Getting this wrong can lead to disastrous attacks by local people or authorities.



Second, whether or not the airfield is protected by Aerodrome Safeguarding, the club should keep informed about local developments. Aim to spot applications that could threaten you. Register your comments and objections in good time, well before the closing date. Brief a club member to keep an eye on local newspapers and other local information so as to be prepared for action immediately a formal application is submitted.

Sportscotland is a statutory consultee in the planning process and may respond to planning applications that would threaten sports facilities. The sportscotland website has more details.

National Planning Policy Framework (NPPF)

The 2018 NPPF has a number of sections that may be useful to airfields needing to defend themselves against inappropriate development on or around the airfield. This may change in the next update of the NPPF, so always check the up-to-date version.

General aviation airfields (including gliding sites) are now defined, giving status to unlicensed airfields, and this can be valuable in planning situations. The 2018 NPPF has provisions that the whole airfield should

K-6 takes off with a backdrop of wind turbines (Hansjörg Jung Herrenberg)

RELEVANT WEBSITES

- Aerodrome Safeguarding <https://members.gliding.co.uk/library/aerodrome-safeguarding/>
- sportscotland <https://sportscotland.org.uk/facilities/planning/>
- NPPF www.gov.uk/government/publications/national-planning-policy-framework--2
- SASPs www.sportengland.org/facilities-planning/planning-for-sport/planning-tools-and-guidance/significant-areas-for-sport/
- Community Assets www.sportengland.org/facilities-planning/community-asset-transfer/

LISTING A SPORTS FACILITY AS AN ASSET OF COMMUNITY VALUE (ACV) CAN HELP PROTECT IT FROM DEVELOPERS



Diana King comes from a gliding family, starting flying aged 15 at the Long Mynd. Fifty years on, she holds an FAI Diamond badge and flies an LS8 and a Duo Discus, based at Shobdon. Diana enjoys expeditions, wave flying and unconventional competitions, such as Euroglide and Enterprise. Former chairman of the BGA Development Committee, she remains on the team advising on all aspects of site security.

✎ not be considered to be brownfield land and available for development, even if part of the site, where there are or were buildings, is eligible for redevelopment. There are also provisions protecting open space, sports and recreational buildings and land from development unless certain conditions have been met.

Significant Areas for Sport (SASP)

Gliding participates in a Sport England scheme that recognises significant sites of importance to sport, giving SASP status to selected sites. SASP designation is not total protection for a site, but it may help when added to other means of fighting adverse activities and planning proposals. More details are on the Sport England website.

Nominations of significant sites have to be submitted by the BGA to Sport England. The BGA completed a strategic review of all gliding sites in 2018/19 and applications for some sites are being prepared for submission. If, having read all the guidelines on the Sport England website, you think that your site may qualify for SASP status, contact the BGA Development team through the BGA office.

Community assets

There are opportunities to protect sports facilities that are recognised as community assets. A club that is a limited company has more rights under this legislation than an unincorporated organisation. A number of requirements have to be fulfilled, but if these are satisfied then the facility may have greater protection against being sold or

developed for non-sporting purposes. The scheme has three main aspects.

Asset of Community Value

Listing a sports facility as an Asset of Community Value (ACV) can help protect it from developers if the owner wants to sell the site, by giving the local community (e.g. the club) the right to bid for it. A sports club that is using the facility can apply to the Local Authority for ACV status. If successful, the facility is added to the local authority's list and this opens up the prospect of other protection under the same regulations. The listing has to be renewed every five years.

Community Right to Bid

If a sports facility listed as an ACV is put up for sale, any community group, such as a sports club, can trigger a Community Right to Bid. This provides a six-month window for the group to put a bid together and if it beats other bids, conclude a deal to purchase the asset. A purchase can be either the freehold or a lease of 25 years or longer.

Community Asset Transfers (CATs)

CATs enable local authorities to transfer the management and operation of facilities to local community groups in the voluntary sector. Unlike the Community Right to Bid, there is no bidding process and no need to have the facility listed as an Asset of Community Value.

- More details of this scheme are on the Sport England Club Matters website.
- A more detailed version of this article is on the BGA website in the Club Development documents library

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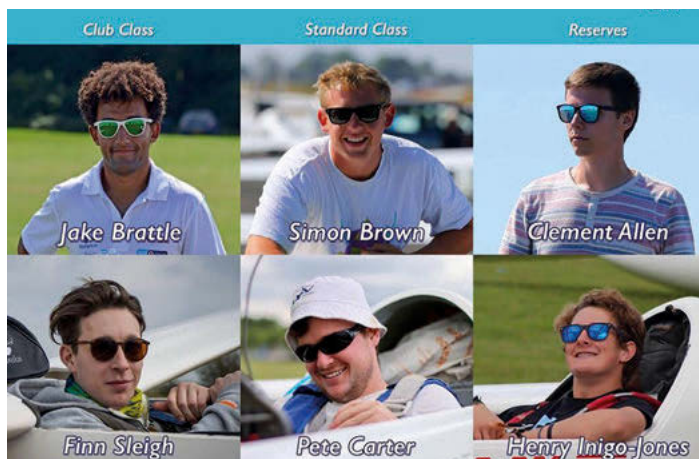
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Finn Sleight (left) and Jake Brattle in Issoudun, 2017 (Clement Allen) and, above right, the UK junior gliding team

A COUNTDOWN TO HUNGARY

Finn Sleight reports how the juniors are preparing for the Worlds

FROM 28 July – 10 August, the British Junior Gliding Team will be competing in the 11th Junior World Gliding Championships, being held in Szeged, Hungary. With two new pilots and four new gliders, it has been a busy winter. Pete Carter and Simon Brown will be joining the team for their first international, both flying LS8s in the Standard Class. Jake Brattle and I will be representing the team for a second time, this time as team mates in the Club Class. We will be flying against 80+ of the best junior pilots in the world, so it has been important to leave no stone unturned over the winter to ensure we are as well prepared as possible.

Simon's LS8 has come from Austria so he has been busy with the import, annual and the extra jobs required when importing a glider – sanding off old registrations, changing instruments, etc. After a lot of searching, Pete has been very kindly lent an LS8, owned by John Bell, based at Lasham. From all the team, thank you, John, for your generosity.

Jake and I, having studied the new IGC handicaps repeatedly, as well flying in Hungary for the Club Class Nationals last year, have chosen to take two ASW 20s to Hungary. A huge thank you to NavBoys for their help in getting the gliders ready for the season.

Over the winter the team has done several workshops and talks at various gliding and GA clubs. It's been a big learning curve and a real education, but the reception has been fantastic. We are very lucky to receive some funding towards our international competitions from the BGA so our aim was to give something back to the gliding community. We hope those who have attended enjoyed the workshops and learnt something.

With the workshops now in place, in future winters we will visit the clubs we simply didn't have time to make it to this year. After the reception from the talk at White Waltham, we will try to incorporate more GA clubs to our next schedule, which we hope may serve as a great way to recruit new members to gliding.

With JWGC official practice starting in July, preparation time is very limited. Each pair is flying two full competitions together: Simon and Pete are flying the Flight Challenge Cup and Hahnweide – two rock-hard competitions in Slovakia and Germany. Jake and I will fly the UK Club Class Nationals and the UK Overseas nationals at Aston Down and Issoudun. Alongside this we have many weekends of team training at various clubs. If you see us, do say hello.

■ **How can you help? We are running a Go Fund Me page to help fund our journey to Hungary. We have asked for a small donation at each of our workshops over the winter and have been extremely grateful for everyone's generosity so far. For those who would like to donate, search for "British Junior Gliding Team" on the Go Fund Me website: <https://uk.gofundme.com/>**



Finn Sleight learnt to fly at Cambridge Gliding Club. He has over 850 hours, most of which have been spent racing around Southern England and Europe. Finn flies at Lasham

KEEPING SAFE IN THERMALS

Continuing a new series from the BGA safety team, this time with a focus on how to stay safe both in and around a busy thermal

IT'S hard to solve physics problems in the thick of a busy thermal. If you are catching up with another glider in a turn, should you:

- Open out your turn?
- Tighten up your turn?
- Increase your airspeed?
- Reduce your airspeed?

You might or might not be relieved that, when we asked a group of senior pilots in the comfort of a Midlands hotel, they gave conflicting answers.

This matters because, over the past 45 years, there have been 30 collisions between gliders in or around thermals, half of them in competitions. Ten pilots lost their lives, one was seriously injured and 17 parachuted to

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safety. About half of all glider-glider mid-air collisions and fatalities are in thermals.

Situational awareness

Collisions generally happen because pilots are unaware, or have lost track, of other gliders. Unless you indulge in formation aerobatics, sharing a thermal is the closest you'll fly to another aircraft other than a tug. It's probably the most dynamic situation you'll encounter; and soaring can be hard work, especially if you're thinking about navigation and competition tactics too. So, just when you need it most, the conditions don't favour good situational awareness – let alone physics problem-solving.

Most gliders now carry loggers that let us retrace collision flightpaths graphically [1]. It's common for at least one of the gliders to have been hidden from the other's view, and pilot reports often mention losing track of the other glider, which is why the BGA Soaring Protocol [2] includes maintaining visual contact with other gliders and flying where they can see you.

Joining and positioning

Collision risks begin before you get to the thermal: you might not be the only pilot heading for it, and others might be leaving or steering around it – we've accident reports in all these categories. Pulling up into a thermal risks being hit from behind by a faster, higher glider with neither pilot able to see the other [3,4]. Plan your entry and manoeuvre predictably. Weaving as you approach can make you more visible.

However well you judge your arrival position in a thermal, you'll find it hard to



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time your arrival relative to a circling glider. If you join on a larger circle outside the other glider, you can close up your turn once you're opposite each other, and then adapt your turn to match the other glider's turn rate and path [5,6]. Don't make the other glider manoeuvre to avoid you.

Once established in the thermal, you can adjust your turn to keep other gliders where you can see them and they can see you. As a Club Class pilot recently put it: in the cruise we're competitors, but when thermalling we're in it together. Always manoeuvre smoothly and predictably, but don't assume that other gliders will do likewise, so never turn inside, or point your glider at or ahead of, another glider unless you can ensure safe separation and maintain visual contact.

So, to return to the opening question, how should you adjust your relative position in a thermal? To drop back you must reduce your rate of turn, so you should reduce your bank angle or speed up. Slowing down will, counter-intuitively, make your turn tighter unless you compensate by rolling out [5,7].

When it gets busy

Such a busy, dynamic situation needs constant awareness of gliders on all sides: good lookout is crucial, so this is no time to be fiddling with instruments. Be aware of blind spots and watch out for other gliders joining. We know from accident reports that human vision isn't perfect, and pilots lose track of gliders they ought to be able to see. FLARM can help, but don't depend upon it – it's got a hard job to do in thermals, and it can have blind spots too.

If you lose sight of a nearby glider, you can't guarantee safe separation, or it just gets too busy, leave the thermal. The same rules apply: look outside the turn and beneath the upper wing before straightening up; don't manoeuvre sharply; and don't dive out.

In the unlikely event of a collision, prior preparation seems to make a difference. The BGA and IGC have produced valuable advice about assessing your options and baling out [8,9], and G Dale's talk [10] from first-hand experience is chilling, but inspiring.

Safe soaring is about consideration for the other pilots in your thermal: they're mates in nearby gliders, not gladiators in an arena. If you collaborate, you'll all climb better as you dance in synchronism around the core of the evolving thermal [5].

It takes two to tango – but that's a risky dance and, from what we see after the BGA's annual awards dinner, not one for which



glider pilots are naturally suited! So, rather than close, dramatic manoeuvring with your partner gliders, aim for a sedate, arms-length Regency dance, nicely spaced to keep other gliders in clear view. "Not too close," bumper stickers used to say, "I hardly know you."

Tim Freegarde and the BGA safety team

How many gliders can you spot in this 2013 Club Class Nationals thermal? (Sandy McCarthy)

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

■ For more information about safe soaring, see Safety Briefing [2], BGA Instructor Manual [4] and Simon Adlard's articles [5]; Mike Fox's video [7] shows how to position within a thermal.

- [1] BGA Investigation G-IDER+G-CKOI (2015) <https://tinyurl.com/flyright1905>
- [2] BGA Safety Briefing Soaring Protocol <https://tinyurl.com/flyright1906>
- [3] Bruce Taylor, Joining thermals <https://tinyurl.com/flyright1907>
- [4] BGA Instructor Manual, section 24 <https://tinyurl.com/flyright1908>
- [5] Simon Adlard, *Sharing a thermal*, S&G

(June-July, Aug-Sept, Oct-Nov 2002) <https://tinyurl.com/flyright1909>

- [6] Tony Cronshaw, *How to share thermals safely*, S&G, p8 (Aug-Sept 2017) <https://tinyurl.com/flyright1910>
- [7] Mike Fox, How to position yourself when thermalling with another glider <https://tinyurl.com/flyright1911>
- [8] BGA, Parachuting after a mid-air collision <https://tinyurl.com/flyright1912>
- [9] IGC, Emergency glider evacuation <https://tinyurl.com/flyright1913>
- [10] G Dale, Baling out of a glider <https://tinyurl.com/flyright1914>



ADVISORY 11: GOING PUBLIC

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

IN GLIDING... as with most sporting activities... a time will come where sooner or later someone has the idea of a *promotional event*... usually as part of a local village fete or an agricultural show. Most sports like to promote their activities, but it usually comes down to a tedious humping about of posters, tables and paraphernalia. You know what it'll be like... there'll be

leaflets in cardboard boxes and a gazebo is always erected to keep the rain off. Then it's touch and go whether it blows away or just buckles in the wind. But working on a gliding display stand can be a load of fun because:

- There's nothing quite like a sleek flying machine with a 50- or 60-foot wingspan to make a dramatic impression. I can guarantee that, wherever you are, your glider will be one of the most impressive exhibits at the show!
- We understand wind and curvature. We make sure our gazebo is tied down very effectively!

However, a fundamental snag occurs very early on:

What sort of glider are you going to take? If you display an old tatty one that failed its ARC then it won't matter if a local oik scratches it, or puts a foot through the tail. But that being the case, it's hardly going to be the sort of machine you'll want to proudly show off. Not an impressive icon to inspire people to take a trial lesson!

On the other hand if you manage to persuade either the club or a once-wealthy owner to let you exhibit their much more modern sleek and expensive ship then they certainly won't want every sticky-pawed nipper for miles around gumming up the cockpit and slamming the controls about.

One solution is to take *both* types... one to impress the thoughtful and another to let the kids sit inside. Whatever... you'll need to get there early. You might even need to camp overnight. And there is a further snag. If the weather on the day is poor... as is traditional at summer fetes... it won't matter if you're taking a good machine out of service for a day. But if it turns out stonkingly soarable,

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the owner of any respectable glider is liable to curse you! They may even renege at the last minute and take their machine back!

The good news for you, dear Club Newbie, is that these sorts of decisions will already have been made. A Club Venerable will, unknown to you... indeed unknown to many... be the guy who manages that sort of thing. And he, or she, will have a few reliable hench-persons that generally assist. The point is that if anyone asks for volunteers, then Grimshaw's recommendation is to put yourself forward. Get involved:

- It gets you familiar with a bunch of guys you probably didn't know before.
- It makes you look like a willing and enthusiastic club member.
- It's a chance to explain to hundreds of people that no... gliders don't need the wind to fly. No... you don't need an engine... and no... the idea is to go up... not down!
- Instead of being a nobody surrounded by club experts suddenly YOU are the expert! You are the whizz-kid telling the astonished public amazing things... how cool is that?!
- There are very few occasions where a chap can legitimately and humbly impress an attractive young lady he doesn't know... but this is one of them!

You'll be astounded how incredibly ignorant quite learned and accomplished people can be. Headmasters... Doctors... Engineers... officials of the Civil Aviation Authority... hardly any of them have the slightest clue about gliders! They will often ask you how far we can fly and you say "it all depends on the weather... the aircraft... and the pilot": 31.068 miles is the usual starting point for everyone, but 186.4 miles is the international intermediate standard. Tell them that, last year, three of our top guys each flew over a thousand kilometres... all on one day... and the younger generation will gasp in astonishment. Older folk will look puzzled and ask you what a kilometre is. You explain that it's some daft French thing, but a thousand of them is like going from South Devon up to the top of the Orkney Islands in a straight line. You then stand back and enjoy their expressions! You explain quickly, of course, that gliders hardly ever fly in straight lines and that's where the fun starts!

A slight note of caution here... it's wise to enquire early on if the person you're talking to has any flying experience... because every now and then someone does. If this happens, don't get embarrassed... sound enthusiastic! Ask them what they've done... look impressed!

On your club stand, a good part of your time will be Cockpit Duty. Dozens of parents will want to photograph their youngsters doing violent aerobatics in the lesser of your machines. You normally ask them to 'donate' a pound each for this but there is, needless to say, another snag. The whole country has got so twitchy about child protection that it was actually recommended to my club's organisers that, despite being in full view of dozens of people out in the open, we should not actually touch any child in any way but let the parents place the wriggling thing in the cockpit themselves.

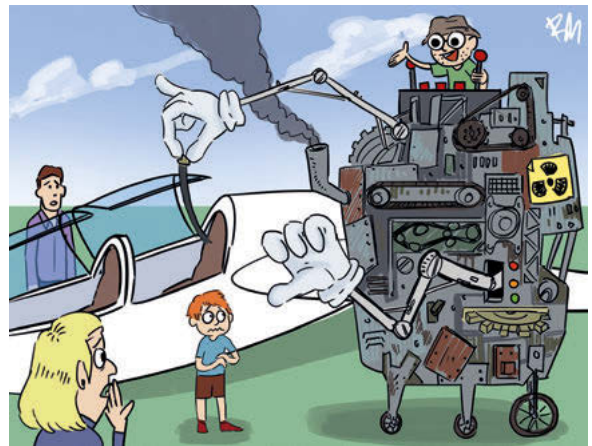
Of course, this is quite tricky in practice as the parents have no idea where exactly to place bottoms, arms and legs, or indeed how any of it works. The older children want to know how to do the straps up, close the canopy and make it all look realistic. So you'll need an old parachute, of course, and I defy anyone to do up straps and seat belts and demonstrate the controls without touching the occupant!

The parents know the child best... some little'uns might be claustrophobic and not want the canopy down. In general though if you ask parents whether they want to lift the child into the cockpit themselves they often prefer you to do it! It seems a ridiculous problem to have, but, in a world gone mad, you need to be aware of this and some club members cope with it better than others.

But the most interesting promotional activities for us tend to be at airshows. All sorts of unusual and fun things can happen... especially if club whizzkids are flying your gliders in to the show or putting on an aerobatic display at any point in the timetable. It's not every day you find yourself driving out to an active runway, despatched by radio-waving airshow marshalls in front of paying crowds, to retrieve your club glider that's just landed.

Of course, you get it clear of the runway as soon as possible, but, although straightforward, towing gliders is not a task that a non-gliding person can undertake. So it's all down to you. It's even more amazing when you find yourself the cause of a go-around by a Catalina flying boat roaring past at 50 feet! (It wasn't my fault... honest. The pilot had been told the runway was being cleared and could easily have enlarged his circuit by 10 seconds!) But the most

INSTEAD OF BEING A NOBODY SURROUNDED BY CLUB EXPERTS SUDDENLY YOU ARE THE EXPERT! YOU ARE THE WHIZZ-KID TELLING THE ASTONISHED PUBLIC AMAZING THINGS... HOW COOL IS THAT?!



"It's been programmed along the most stringent child care guidelines..."



IF YOU HAVE ENOUGH WELL-PLACED TENT PEGS... SOMETHING AMAZING WILL HAPPEN!



■ All cartoons by Ross Martin

☞ amazing thing of all that happened to me whilst manning a public display stand was not anything like that. It's something that's hard to believe. Are you sitting comfortably? Are you ready for this?

One day... en route to an airshow near me... I CARRIED A VERY FAMOUS AEROBATIC PILOT'S THINGS IN MY CAR! Yes.. it's true. The Big Name had been teaching aerobatics at our club and had bravely entrusted his flying clobber to us for transportation to the airshow. My car was the only one with space left. So on the first show day the Very Famous Person came up to our club stand near the flight line (proudly displaying not one but two gliders)... and asked where his stuff was.

"Oh... Grimshaw's got it," they told him.

"Who the heck's Grimshaw?" he (probably) said.

"That's him there... the tall bloke with the funny hat..."

So thus it was that the Very Amazing Person approached me head-on and actually asked out loud if he could have his stuff back... a once in a lifetime experience! I dutifully led him round the back of the

Territorial Army storage trucks to my battered (and well hidden) Peugeot estate... now sadly defunct. I opened the boot with what I hoped was a flourish and went through all the items to make sure we hadn't lost any. He seemed a really nice chap and as he had armfuls of other kit I ended up carrying his bag. Yes folks... I CARRIED A VERY FAMOUS PERSON'S FLIGHT BAG... about two hundred yards... what an honour!

And he shook my hand and thanked me as well... just as though he was an ordinary chap!

I know... I know... it's hard to believe... but that's going public for you. Sooner or later, if you take gazebo drudgery in your stride... if you immerse yourself deeply enough and show willing... if you have enough well-placed tent pegs... something amazing will happen!

Strange, but true... as always...

Ebenezer Grimshaw

■ Next time... Tenuously towing trouble



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Here are two more tales in S&G's 'landouts from heaven or hell'

WHAT A LOAD OF OLD BULL...

TIM Macfadyen follows up last issue's recollection of an epic Chris Rollings retrieve with a tale of Chris fetching Mike Carlton from a field with a difficult bull in it. Like the previous tale, it dates from the late-1970s.

After a long evening in the local pub Chris told Carlton he would "eat that bull if he saw it again". Quick as a flash, Carlton bet Chris £1,000 (equivalent to over £10,000 now) that he wouldn't eat it raw. The bull was bought by Carlton and, after a year or more, there were still some of the less edible bits left in Booker's deep freeze. Unfortunately, they hadn't defined exactly which bits had to be eaten; even Dave Watt, the "official scrutineer", failed to sort that out. Chris said he had eaten everything that could be eaten, Carlton said he hadn't eaten it all.

The steaks were fine, but, even when minced fine and turned into milk shakes, the sinews were pretty unpalatable. They hadn't come to an agreement when Carlton was then killed in a float plane accident in Africa, so Chris never got his £1,000.

Carlton had lived the life of a multi-millionaire. He allegedly made his first money selling suitcases in South America; no one said what was in the suitcases. When he died, his vast fortune was said to total zero. For a few years Chris made his living playing poker. He won a Jantar 2 at poker and flew the first 750km triangle in the UK in it. Gliding had more characters in those days!

Pete Smith also has a tale to tell:

IT'S hot and blue and I'm in my Cirrus, which doesn't have enough span for my talent. I'm getting low and can't find any lift, so I choose a field in good time. Then I find a little bit of lift: it's hot and now I'm low and working it hard, but to no avail. I fly the circuit into a lovely short, but increasingly uphill, field. As long as I get it on the deck reasonable early, it'll slow me nicely before the far hedge, which is a worry.

In spite of the airbrake department at Schempp being on the wrong part of a three-day week when they designed the Cirrus, I get it down – all good.

Now to find the land owner. It's hot as I trudge off to a big marquee I'd spied on approach. As I get nearer, I find a young woman, who appears to be a waitress – she is! I explain that I'm looking for the land owner and she leads me into the marquee, past about 300 smartly-dressed people – Sunday frocks and smart suits and blazers that haven't come from M&S. I'm acutely aware that the shirt I'm wearing to keep the hot blue sun off me is drenched; dirty streaks around the collar and elsewhere. I'm also very sceptical that the 48-hour deodorant I'm wearing has survived the 48-minute flight!

I'm taken over to a table and politely excuse myself. I'm introduced to Sir John and explain why I'm here. He explains that it's his daughter's wedding – well actually it's not, that was yesterday and this is the third day of the celebrations for his guests. He also explains he isn't the landowner of the field and that Sir Tristan is, but that's OK because he is at another table. But first I must be hungry, so he orders me a hog roast roll, glass of bubbly and I'm to visit the ice cream trolley before I leave (did I say it was hot?).

As the food arrives (I'd say on a silver tray, but you get the idea by now) he takes me, via the bride and groom, to Sir Tristan. I again explain the situation. "No problem!" he says, "a glider pilot you say... hmmm... how exciting! ... so tell me about hot air ballooning!"

■ **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**



"Pssst... do you wanna buy a suitcase?"

Cartoon by Ross Martin

DON'T YOU HATE IT WHEN YOU H TOW PLANE

Stratospheric tow of Perlan 2 glider by Grob G520 Egrett
(Perlan Project/Daniel L Johnson)

HAVE TO AVOID THE E CONTRAIL?

SkySight's Matthew Scutter reflects on the moment he was asked to join the Perlan Project in Argentina

SETTLING in at the cinema in Fulham in September last year I reached for my phone to put it in flight mode as the lights dimmed only to see a notification as I fumbled in the dark: "Any interest in coming to El Calafate (Argentina)? Our next flight will probably be in three days." It was from Tim Gardner, one of the coordinators and pilots on the Perlan Project. Well...

If you're not familiar with the Perlan Project, the aspiration is to fly a specially-designed glider (spaceship?) to 100,000ft – where temperatures will be minus 70°C, air density will be 98 per cent lower, and wind speeds over 300kts. Neither the venerable U-2 or SR-71 came close to those heights, nor any other manned aircraft short of the space shuttle. The curvature of the earth should be visible to the naked eye at this point.

The plan to do this is via a complex and rare ↗



(Above): The Grob G520 Egrett stratospheric tow plane and the Perlan 2 (Daniel L Johnson)

(Below left): The flight track, overlaid on the updated wave forecast at 70,000ft on the record day. The white circle indicates the final climb up to 76,000ft

(Below right): A cross-section through the primary wave on the record day, lift forecast to peak at approximately 20kts at 80,000ft, topping out over 110,000ft.

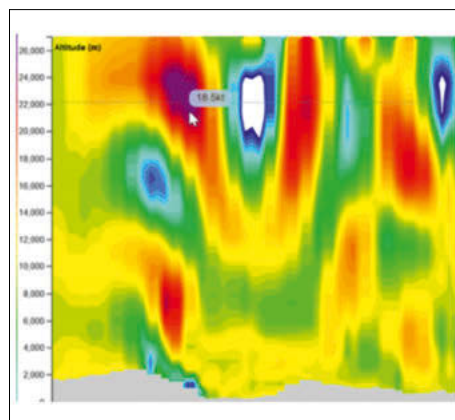
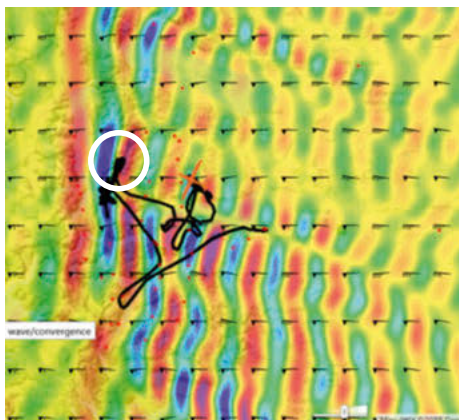
weather pattern, the Polar Vortex, which forms around the South Pole and, very occasionally, stretches far enough north to whip winds into a linearly increasing gradient at the southernmost tip of Argentina, triggering a wave system off the Andes that potentially stretches to beyond 120,000ft.

My involvement came about in 2017 when I had recently launched my weather forecasting service SkySight (<https://skysight.io/>), which was at the time only popular in Australia for thermal forecasting, but we had included wave and convergence forecasts which users were reporting good results from. I received an email from the project

asking if my forecasts could be extended to Argentina... and up to 100,000ft... and by next week if possible!

We encountered all manner of difficult issues trying to get a modelling configuration that would perform well in a region with very sparse observational data, and with extremely complex terrain that required a lot of computing power to resolve the details of how it affected the wind.

The forecasts worked well, but unfortunately the project did not find any great success with their flights that year. The problem seemed to be the interface between the lower-level wave systems driven by jet streams and the upper level system driven by the Polar Vortex. Even when both systems were working well, it was very rare to get a clean wind gradient interface between the two. It is critical for the propagation of the wave vertically that the wind speed continues increasing with height, and plateaux or dips in the wind speed can make certain altitudes extremely difficult to traverse. The number of days where this interface matches together perfectly seems to be extremely low, perhaps one to five days a year, while the upper level system (40,000ft -> 120,000ft) seems to be there for closer to 30 days a year, mostly in August/September.





The project's solution last year to this lower and upper level interface problem was out of this world – “What if we just tow to space, then fly the wave up there?”!

They achieved this by sourcing access to a Grob G520 Egrett, a German/US spy plane from the late-80s with 40-metre wings. If you're used to paying for aerotows in pounds per minute, you might struggle to adjust to the Egrett, which is closer to pounds per second to operate.

It can't quite tow to space, but it can comfortably tow to 50,000ft, which is enough to simply tow into the wave. Access to this absurd aircraft has completely changed the game for the Perlan Project – previously they would fly for five hours just to reach the upper-level wave system, cold, exhausted and low on battery, only to often find it was too difficult to traverse further. Now, with 30 minutes notice they can tow directly to 45,000ft and start climbing immediately in the upper-level wave if the forecast suggests a likely system.

So, with that background, when I received that email from Tim inviting me to visit, I walked out of the the cinema to look at flights. Not long after, I was in an A320 flying down the edge of the Andes watching the wave systems Perlan would be launching into later that day.

I was quite glad to be on hand in person to check and interpret the forecasts, as well as make adjustments to the modelling when a decision was being made daily to commit to the most expensive aerotow in gliding history. Visiting also let me get a much better insight into the problems they faced on each flight.

Because the glider needs to operate at quite an extreme pressure differential (the cockpit is pressurised!), it necessarily has very small circular windows the pilots can peer out of. There is no forward visibility, only angled out of the nose, which appeared to make aerotowing quite exciting. The pilots only know they are out of station when they can see it appearing in the windows!

This has serious consequences for situational awareness too, with the pilots unable to develop a good understanding of the incoming weather and escape routes. As part of the solution for this, we added the Perlan glider position and track live on the SkySight map (which all users will be able to see this year), to assist in relaying information about where they were in relation to incoming cloud layers approaching at 150kts+ on the forecast and live satellite photos. Navigation was done through a database of waypoints in a grid, uploaded into the glider, as well as ↻

The view from 76,000ft!
(Perlan Project/Daniel L Johnson)

■ SkySight's most successful collaborations have been with the Perlan Project and Dennis Tito, through which very capable and accurate wave forecasts have been developed. Large cross-country flights are now being done in the blue, entirely navigating the wave from the forecast. Quoting Dennis Tito (Online Contest #1 three years running) on OLC – “The SkySight forecast is so precise that we did not need to look at clouds to find lift. When the clouds went one way and Skysight went another way, we found it was better to follow the SkySight prediction. We literally do not need to look out of the window to find lift.”

■ Matthew Scutter is joining the Perlan team again in Argentina this September.

If you'd like to follow the Perlan mission, please follow the blog at www.perlanproject.org/blogs and you can view the forecasts and live glider position on SkySight (<https://skysight.io/>).

You can also keep updated on SkySight's involvement via Facebook, www.facebook.com/SkySight.io/

■ <https://skysight.io/>

■ www.perlanproject.org

THE FORECAST PREDICTED THAT THE CLIMB WOULD KEEP GOING TO 85,000FT OR HIGHER, BUT THE PROJECT IS TAKING IT SLOW AND STEADY, VALIDATING THE PERFORMANCE AND INTEGRITY OF THE GLIDER IN APPROXIMATELY 5,000FT INCREMENTS



The glider itself – Perlan 2. Notice the portholes to peer out of! (Daniel L Johnson)

↳ onto SkySight, with radio calls as to which waypoint to try next on the ascent up.

The big day came on 2 September. The forecast looked good up high, but only up high. While the forecasts showed a join between the lower-level wave system and the upper-level systems, due to the aerodynamic constraints of the glider the sink rate is quite high and experience suggested at least 5kts would be needed to transition past 45,000ft. A high tow was the order.

The pilots explored for some time due west before topping out, not exactly where the models expected it to stop on the morning forecast. The timing was just right for the latest information to come out while the pilots were searching at 60,000ft, which suggested that a recentre a few kilometres to the north would put them back in the strong lift. This is where they caught the big climb to 76,000ft. The forecast predicted that the climb would keep going to 85,000ft or higher, but the project is taking it slow

and steady, validating the performance and integrity of the glider in approximately 5,000ft increments. During most flights, the pilots would trigger motorised weights which oscillate the wing and which, recorded by accelerometers, are used to evaluate whether the structure of the aircraft will provide sufficient damping at near the transonic speeds higher up.

After the record day, the weather conditions deteriorated and the remainder of the mission was spent enlarging the safe flight envelope with speed runs at high altitude. In the meantime, we devised several new ideas for enhancing the forecasting for the next season. We now have ready a 3D representation of the wave, with the glider overlaid in real-time, viewable both on the ground and in the glider, as well as a 'heads up' wave cross-section, that shows the wave cross-section slightly right, slightly left, and straight ahead, so the pilots can navigate their way into the strongest lift.



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World champion Klaus Ohlmann (left) discusses a forthcoming trip to Argentina with SkySight's Matthew Scutter. Klaus was introduced to SkySight two years ago and is a big fan (Susan Newby)

■ SKYSIGHT attended this year's AERO. The weather model works on all platforms with a modern web browser, laptops, tablets, phones and desktops. It also supports LXNAV LX9000s. As of 10 April, SkySight has now been integrated with Naviter's Oudie.

Other new features introduced to pilots at AERO include:

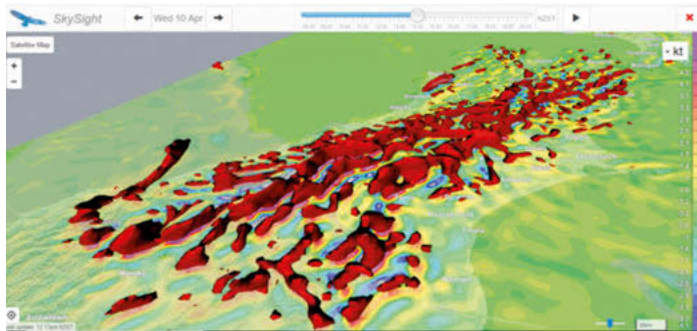
- 3D wave representation (see illustration right).
- When planning tasks you can now integrate airspace, waypoints and satellite images.
- Route forecast – plan your route and the optimum start time is shown, with

a cross-section for the whole day.

- Skew-T for any time of the day.

UK juniors Finn Sleigh and Ben Hughes were helping Matthew and Sophie on the SkySight stand at AERO.

Matthew, a junior world champion himself, is team captain for the UK junior gliding team at this year's Junior Worlds.



WHEN PLANNING TASKS YOU CAN NOW INTEGRATE AIRSPACE, WAYPOINTS AND SATELLITE IMAGES



Matthew Scutter is a glider pilot from Australia, previous Junior World Champion, six time Australian champion and frequent Worlds attendee. He has flown six 1,000kms and one 1,250km in his Discus 2 from his home in South Australia. He left his job as an engineer at Google to work on SkySight in Europe full time

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Cambridge Gliding Centre

A promotional banner for the Cambridge Gliding Centre. The background is a blue sky with white clouds. A white glider is shown in flight on the right side. The text is in a white, italicized font. The Cambridge Gliding Centre logo is at the bottom.



A SUMMER OF EXPEDITIONS

The glorious elemental uncertainty – a field landing in Dorset (photographs by Justin Wills)

Continuing the tales of Justin Wills' travels, with his adventures during trips to the UK and Canada

WE ARRIVED back in the UK in time for 2018's exceptional gliding weather in mid-June. Unfortunately we were booked to fly to Canada early on 22 June, preventing an attempt to fly from northern UK to the Pyrenees the previous day, which proved to be the best of the season. Instead I flew my Antares rather slowly crosswind between South Wales and the Norfolk coast whilst admiring the cloudstreets that might have made my distance idea a reality.

However, I counted myself fortunate because 10 days earlier I had a fascinating flight from Bidford. The classic 750km triangle for glider pilots in central England involves turning points around Cambridge, Sutton Bank and Talgarth. The task has been completed twice (by Bill Payton from YGC) and very nearly by others, including Lindsay McLane.

I wondered whether a scenic alternative of Snowdon, a sea crossing to Crediton and then Lasham would be feasible, using sea breeze convergences on two legs. The day I tried it the wind was ideal – light north easterly. After a slow start I contacted the convergence east of Aberystwyth, which led towards Snowdon where it appeared reinforced from the north.

The run south was clearly marked down to a point north east of Swansea, aided by a cloud climb to 9,000ft. In front lay the Bristol Channel and the North Devon coast beyond.



The established track of higher aspect ratios and costs

The only snag was that it was completely blue ahead and I had no idea if Lyme Bay would produce a convergence. The unusual silence on all the gliding frequencies led me to doubt it, and I did not want Gillian faced with an unexpected retrieve from the foot of North Hill (my glide computer predicted I would arrive 200ft below the top). Reluctantly I turned east towards Bidford, but satisfied that the task is viable and can be attempted from the numerous clubs that lie along its route.

I reflected that with the Arcus M I would have continued. Having an engine, whether turbo or self-launch, is a very different affair to unmotorsed gliding, offering far greater convenience and different horizons. Some regard their engines simply as fallbacks to be used to avoid outlandings but this overlooks a host of other capabilities, including the ease of remote starts and finishes, reaching soaring conditions when the local weather is poor, exploring new areas, and even crossing below problematic airspace.

Of three things I am certain:

- Motor gliders will continue to grow in popularity.
- There is no meaningful comparison between flights in motor gliders and unmotorsed ones (regardless of whether the motor is used).
- Clubs need to buy high performance two-seater motor gliders and train pilots in their use.

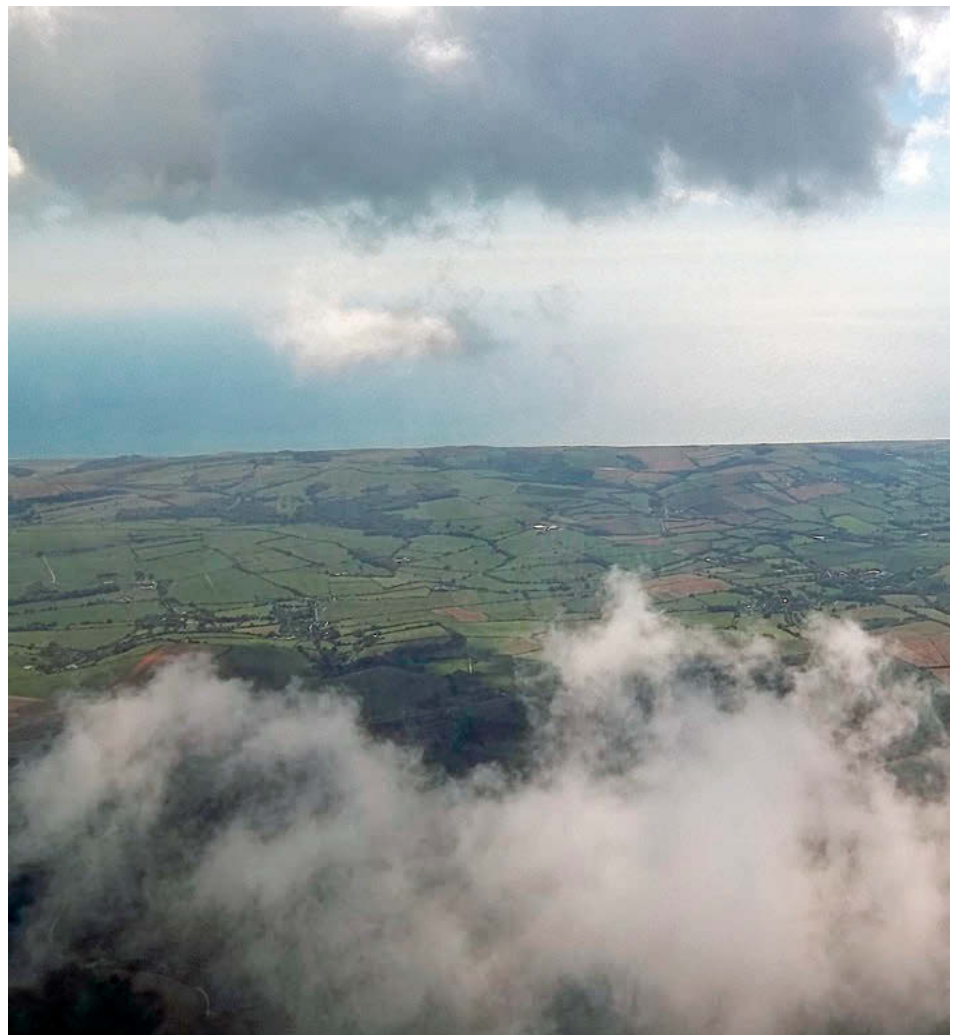
The widespread adoption of powered gliders could have a pronounced influence on future design: certainly we can continue down the established track of utilising ever stronger materials (graphene seems to be the next one) to produce even thinner profiles, higher aspect ratios and much greater costs. Alternatively, we can take the electric bicycle approach: existing battery technology can produce the small amount of continuous thrust to overcome the drag difference between, say, an ASW 20 and a JS3. Like the bicycle, the pilot could choose the amount of assistance desired.

Personally, I hope that unmotorsed gliders will continue to be flown, not just because they are cheaper to buy and maintain, but also because the challenge involved in facing the glorious elemental uncertainty regarding the outcome of every cross-country fight enhances the adventure of it all. And I am deeply fortunate in having Gillian, who is an expert retriever and prepared to share in it.

[TURN THE PAGE FOR CANADA TALES](#) ➤



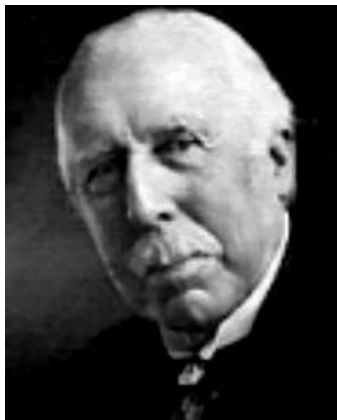
Flying in the UK (Steve Longland)



A sea breeze convergence in Britain



Approaching Mount Assiniboine, the highest peak in the Southern Continental Ranges of the Canadian Rockies



Canada's Mount Freshfield is named after Justin's great grandfather (above), who was a celebrated alpinist in the late 19th century

📍 **PART 3 - CANADA**

Given the popularity of gliding in the Alps, I am surprised so few pilots visit Invermere in the Canadian Rockies. The flight to Calgary is followed by a three-hour drive westwards across the Continental Divide and I have always been fascinated by watersheds. Initially the road follows the Bow River, which eventually flows into the Hudson Bay, 1,100 miles to the north east. Beyond Banff the road turns south over the Vermillion Pass and joins the Kootenay River flowing south west 600 miles to the Pacific Ocean. Shortly thereafter we pass our favourite bi-lingual sign to "Lake Dog" and "Lac Dog" (not Chien). Fifty miles further the road turns west over the Sinclair Pass and descends to the Columbia River flowing north west, also ultimately bound for the Pacific.

This valley is part of the Rocky Mountain Trench. In 1994 I flew a Ventus along it from Montana to New Mexico, but the section at Invermere is particularly pronounced and continuous, with a wide valley and reasonable landing areas. The limitations are:

- The US border 200km to the south, which can only be crossed with a transponder,

which we did not have, and multiple formalities.

- Lake Kinebasket 200km to the north. The ridge continues along the lake, but there is no landing throughout its 200km length. However, a turning point at its southern end is overlooked by Mount Freshfield and its glacier, named after my great grandfather, who was a celebrated alpinist in the late nineteenth century.

- On good days one can venture across the parallel ridges to the east and west, but the landing possibilities are much fewer and a retrieve would involve driving over seven times the flight distance, probably including a ferry. In the absence of a motor glider this is a bit inhibiting.

Invermere is an attractive lakeside town with boating and fishing in the clear waters, osprey nests on the top of power poles and side valleys full of wildlife, including moose and black bears. The airfield is at 2,800ft with a 3,000ft hard runway parallel to the adjacent 8,500ft mountains. Mount Assiniboine, Canada's equivalent of the Matterhorn, rises to 11,800ft 55km to the east.

The gliding operation is run by Trevor

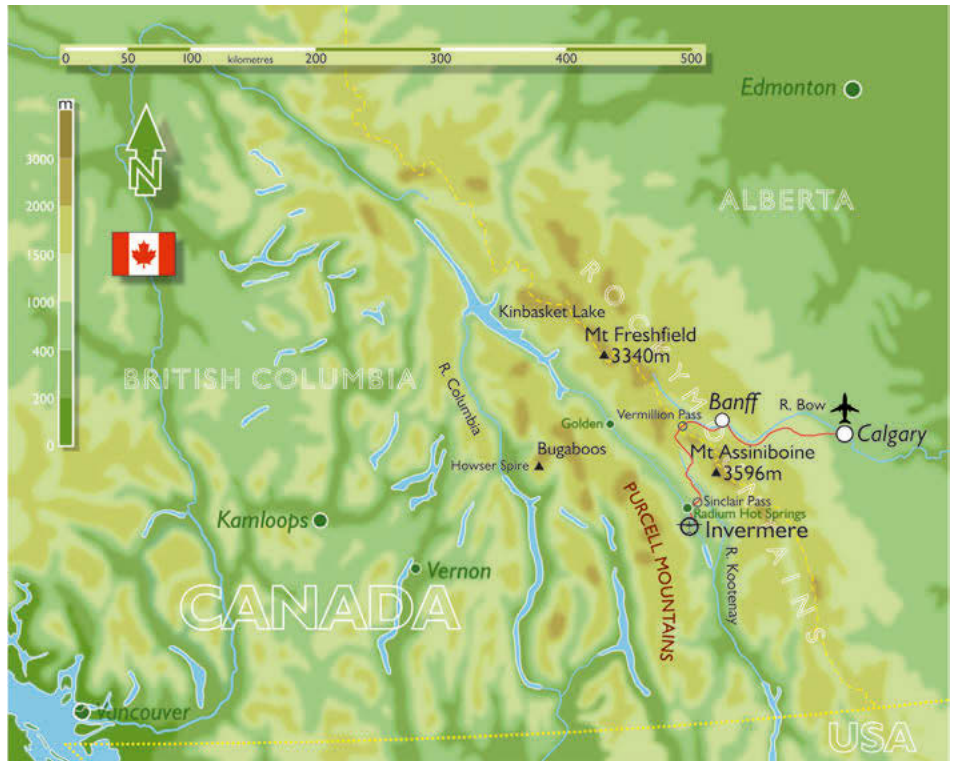
Florence with a fleet of five gliders and an immaculate 235 hp Pawnee. There are also 10 private gliders, mostly housed in individual hangars, plus visitors. The club operates throughout the summer, but forest fires limit visibility and long flights from late July. The club has a strong social ethic and most evenings there is a BBQ on the verandah to which everyone contributes communally.

I enjoy flying Trevor's Duo with him. His intimate knowledge of the area, having climbed, hiked and flown over it for much of his life, enables him to point out numerous interesting features, including the snowfield called Lady's Leg (obvious when you see it), the famous Spire in the Bugaboos, and the chain of cobalt blue lakes on a remote high plateau called Shangri La.

Our flights included thermal, ridge and wave, but the most memorable involved hooliganing along the ridge south to the US border, then northwards towards Lake Kinbasket and a return to the verandah for a gin and tonic. Flying fairly conservatively in a half-watered Duo, we covered 800km in five and a half hours. A desperado might have attempted a second lap, but we are not fans of repetitive shuttles, and without enthusiasm one's stamina is lacking.

Next year we hope to return with a fully-equipped ASG 32 M and see what further adventures can be had. Meanwhile, Invermere remains one of our favourite places.

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



Above: Flying in Canada (Steve Longland)
Left: Mount Freshfield

THE CLUB HAS A STRONG SOCIAL ETHIC AND MOST EVENINGS THERE IS A BBQ ON THE VERANDAH


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A SUPERSONIC TALE TO TELL

Ian McFarlane shares the story of BGA Diploma winner John Allan as he celebrates his 90th



John Allan (at the rear of the photo) and other test team members at a reunion on Concorde (Concordesst.com)

■ **STOP PRESS:** John enjoyed a fantastic day at the airfield as part of his birthday celebrations and flew all of the club two-seat aircraft, as well as a flight in the syndicate Grob

HE PROUDLY SPONSORED THE JOHN ALLAN SHIELD, AWARDED TO RECOGNISE CADET ACHIEVEMENTS AT THE CLUB

THIS year marks a prestigious date in the calendar for one of Northumbria Gliding Club's well-established members. John Allan is celebrating his 90th birthday and to recognise his fantastic lifetime achievements, including his contributions to aviation in general and gliding in particular, he was awarded a BGA Diploma at the recent conference.

Although John remains in excellent health, he has now decided that it is time to stop flying solo. However, he continues to

participate in all club activities and enjoys regular flights in the Puchacz and G-KNEK, the syndicate Grob 109B.

At the time of writing, the club is planning to host a gathering for family and friends at the airfield. Weather permitting we will have a day of flying fun for John and his guests close to his birthday; sadly we miss the copy date to be able to include photos of this event (or inevitable rainy day!).

World War 2 was the

backdrop to John's early teenage years and he developed an interest in aviation avidly, following the rapid developments in design and technology that marked progress towards the jet age. Having joined the Air Training Corps, John was selected for flying training at No 89 Gliding School, Christchurch, in 1946 where he recalls being strapped into a single-seat Cadet Mk 1 for a series of ground slides which then progressed to short "hops" off the ground. After repeating 25 times, John was ready and took his first flight, gaining his A badge to recognise a 32-second flight.

National Service beckoned and John served his time with the Royal Air Force. Having completed apprentice training at Airspeed he joined the small flight test team and flew on the Ambassador (Elizabethan) CoFA trials. When De Havilland took over in 1953, the development of military aircraft took priority – flying in Vampire, Venom, Sea

Venom and then Sea Vixen, the supersonic fighter. When that finished in 1962, John continued development flying in the Trident DH 121 up to certification of the Smiths Autoland system. Then he had a short spell on DH125 Executive Jets before moving on to join the Concorde development team. Flying on the maiden flight followed an intensive programme of certificating the first supersonic passenger carrying aircraft, which finished in 1978.

Having retired, John moved north and joined the gliding club at Currock Hill in 1992, where he has served enthusiastically as tug pilot, chairman and inspector. John still regularly attends the club and continues to share his great passion for aviation, both on the airfield and in the workshop as an industrious member of the engineering team.

John is very proactive in his support of younger pilots; he firmly believes that cadets and young pilots are the future of aviation and must be encouraged. To that end, in 1998 he proudly sponsored the John Allan Shield, awarded to recognise cadet achievements at the club. Amongst those who have earned their place on the plaque include our incumbent chairman and CFI.

We took a brief look at John's gliding logbooks and were impressed to see his achievement of 1,600 hours with more than 10,000 glider launches, many of which were measured in only seconds. His glider flights include many hours instructing Air Cadets and some notable competition entries in a Slingsby T-21 Sedburgh. This glider was envied by many for the work John invested in it to keep it spruced up and it was regarded as a hot ship of the time. One year he was the only glider able to get away on task for which he was delighted to win the Slingsby Trophy. John has been awarded his Gold Badge and gained his Diamond height many years ago flying from Aboyne in one of the first Pegase gliders to be brought into the UK.

We hope to appreciate the benefits of his knowledge and wealth of experience for many years to come. Happy birthday, John!

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YOUNG AT HEART?

WHAT if you aren't an instructor, but want to get involved? If you have a tow hitch, how about giving juniors the backup they need in order to fly cross-country by standing by to retrieve them? Does your club have a junior gliding development officer? Perhaps there isn't anyone in a formal role, but one or two people who invest time in young pilots. Do they need help with anything (daft question)? At the very least, invest some time by taking an interest in one another's flying. Juniors are our future and we all have a responsibility to encourage them to thrive.



Old juniors: As I've been writing this, news arrived that Mike Bird had died. He always had something relevant to contribute to my work, some little inspiration that adds the required je ne sais quoi, and today is no different. I have always known Mike because he and my parents were juniors together and by the time they moved into child rearing years they were flying kestrels against one another in the Open Nationals. I didn't realise then that I also knew him as Platypus; my father was the National Ladder Steward and my mother was reporting on competitions to *Flight International* and the broadsheets. Juniors have always been well worth the investment of time and effort.

■ The photo above, from the 2014 Juniors at Lasham, shows my parents and Mike Bird. At that stage they had 179 years of gliding experience between them.

JUNIORS, JUNIORS EVERYWHERE...

ONE of my favourite days ever at a gliding club was the last day of the Junior Championships at Aston Down in 2015. The weather wasn't good enough to compete, but it was flyable, so out came the bus and the winch and flying began. As I drove round to the launch point it struck me. What if this was a real gliding club of 150 members, run by juniors and people under 35?

A junior is someone under the age of 26. They don't have to take part in the UKJG Winter and Summer Series events, or the Junior Championships, but there is little doubt that their gliding lives will be enriched if they do.

It is testament to the work of a great many people in gliding that, despite the smallest age range of all our population segments, this is the largest group and it is the one which consistently shows growth – despite needing to replenish the lost numbers each year.

What happens to those lost numbers? Well, we're still here! Let's take the 1992 Junior Championships as an example,

the only year I flew. To my knowledge, eight have been on club committees; one of whom is a current club chair. Many have been instructors and tug pilots. Two run aircraft maintenance businesses. Five have directed, or been involved with running competitions. Three have been members of BGA staff, four BGA volunteers, one of whom ran the BGA annual conference for years. Nine have been British team members, three of the women made it onto the 'mixed' team, two are World Champions and I've lost count of how many medals and nationals they've won between them.

Many have gone on to work in aviation and aerospace. And then there's Mike Miller-Smith, the driving force behind the charity Aerobility. 1992 was a classic year, sadly more for the mud and epic retrieve stories than the flying, but was it so unusual in terms of the later involvement

with running important aspects of the sport? Probably not.

I look around at my BGA colleagues, the Executive Committee, volunteers and staff and nearly all were, or are, juniors. The shrewd exercise by Pete Hibbard at the last BGA Club Management Conference demonstrated that most people in the room, ie the people running gliding at gliding clubs, were once juniors. Some of them still are, of course.

There is a story from the Mynd in the fifties where a 21-year-old pilot was heard to complain: "Everyone in this club is 26". 'Everyone' being the CFI, various committee members, the MT maintainer and the club magazine editor. Originally, this was not unusual. So what happened? Probably people enjoying themselves so much that they didn't hand over to anyone else. The problem is that by not sharing the fun and joy, our clubs are now suffering from a culture where there is little expectation created that everyone will get their turn running things. This is affecting the few volunteers and the overall skill levels of the club, ie the club capacity to adapt to opportunities and threats. In short it is affecting club health.

The answer is threefold. Firstly, good quality succession planning that begins when a member joins the club. Secondly, take it in turns; form teams of enthusiasts and share the enjoyment. Finally, trust juniors with responsible roles.

I am fortunate to see up close how the junior development team works, with their passion and commitment to help juniors to thrive. When discussing this article with them, Matt Page said "we need sympathetic instructors to help with our events, such as Winter Series and Summer Series. Also encourage people to think about juniors' events they can do locally/regionally, eg two or three clubs getting together for a development weekend with their young pilots."

Clearly there are numerous opportunities for some rewarding flying!

Alison Randle
BGA Development Officer
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The BGA Team and General Information



Executive Committee

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Vice Chairman

George Metcalfe

Executive Members

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Peter Bennett, Rebecca Bryan,
Bill Brittain and Richard Brickwood

Treasurer

Anthony Smith

Company Secretary

Anthony Smith

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Kevin Atkinson

Schools and Colleges Lead

Yvonne Elliott - *via the BGA office*

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Airspace

Neil Goudie

Instructing

Colin Sword

Training Standards Manager

Mike Fox
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SLMG

Paul Whitehead

Technical

Howard Torode

Flying Operations

Peter Moorehead

CAA SLMG Instructors and Examiners

A number of CAA authorised SLMG examiners are appointed via the BGA to support SLMG activity under the management of the BGA SRE SLMG. Contact details are at <https://members.gliding.co.uk/examiners>

Gliding Examiners

BGA gliding examiners are appointed regionally and directed by Senior Regional Examiners. Coaching and tests can be arranged via SRE's who are listed at <https://members.gliding.co.uk/pilot-resources-flying-training/examiners/>

Safety Guidance

There is extensive safety guidance including a toolkit for club safety officers at <https://members.gliding.co.uk/safety>

Airworthiness Inspectors

There are a number of BGA inspectors across the UK. A proportion of them are approved to issue an ARC and are listed by region at <https://members.gliding.co.uk/arc-signatories> Regional Technical Officers can be contacted via the BGA office.

Airworthiness Guidance

Extensive guidance for owners of non-EASA and EASA aircraft is at <https://members.gliding.co.uk/airworthiness>

Other Information

Courses and Seminars

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

Fees

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

BGA Office Contact Details

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





Steve Lambourne (right) is presented with the Hayward Award by Hayward Aviation's Matthew Day (Paul Morrison)

■ A number of members from Bath, Wilts & North Dorset attended the BGA's Annual Conference and AGM at the beginning of March. The highlight was undoubtedly Steve Lambourne being presented with the Hayward Award for excellence in gliding instruction. Congratulations, Steve, for a hugely deserved award.

Steve's citation begins: "Steve is a longstanding Full Cat and Motorglider instructor, who is seriously dedicated to his trainees, the club and gliding. His professional outlook and ready smile make him an effective and approachable instructor, who gets the very best out of his pupils. He regularly does twice the club average instruction."

As CFI Mike Jenks pointed out, the citation doesn't cover half of it and, at the club, we all know Steve as our current diligent and friendly safety officer. Almost always on the field, Steve frequently sacrifices his own flying in order to support the rest of us. Maybe that's why he is still waiting for his 500km to come up!

In his duller moments, Steve has, this year, driven forward our new flight booking system. I can't leave this without mentioning Lesley, Steve's wife, who supports the club hugely with coordination and admin duties, as well as being taken for the occasional 'flip' by her husband.

Chris Basham



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This page:

1 New pilot? Essex & Suffolk's Graham Drinkell took this photo of his granddaughter (aged eight months) at Walton on the Naze cliffs, adjacent to the Naze Tower

2 Kev Fear assisted the RINGSA expedition to BMGC, looking down the ridge from Ydas to Hay Bluff

3 Gary Dickinson returns to Burn (Russell Walsh)

4 Stockpiled material for a second runway at East Sussex might provide a new launch method?

Facing page:

1 The first golden eagle flight of the year at Cairngorm, on 31 March, over Loch Inch (Jordan Thomson)

2 Feshie's Grob Astir, JWR, after a successful training week flight (Jordan Thomson)

3 Southdown chairman Craig Lowrie presents Jim Hammerton (right) with a BGA Diploma for services to gliding

4 Wrekin's Alan Swan and Midland GC's Nigel Lassiter return from Snowdon

5 Daniel Hender, 13, learns aerobatics at Devon & Somerset

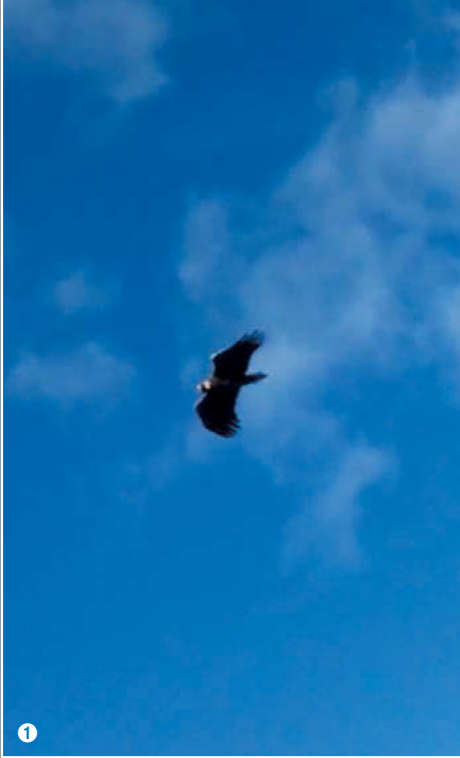
6 Wrekin's Colin Haynes waits to be pushed on to the launch point at Llanbedr

7 + 8 Nineteen cadets from all over the country attended this year's Cadet Naval Aviation Course in Dorset. All received their Gold Wings at the end of the week. The Daedalus trophy for top student was awarded to cadet Gregor Senior from Rosyth (CPO Carl Mason)

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



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CLUB NEWS

BANBURY (HINTON IN THE HEDGES)
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5204355N 00118784W

IT HAS been very quiet over the past couple of months, with relatively few good days for flying. Congratulations go to Paul Waghorne in getting his Bronze certificate and to Mick Boasman for going solo. Our annual successful family day has been set for Saturday 29 June and a number of expeditions are being planned to Talgarth, Eden Soaring and Aboyne over the summer and autumn months.

David Sibthorp

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

MIKE Swanson gave an air navigation lecture; Kev Constable subsequently gained his Cross-Country Endorsement. We've managed a few BBQs, the first being in February. Theo Nellis gained his Silver height on his second soaring trip ever. We have a soaring week planned after the second May bank holiday, other clubs welcome, just let us know you are coming. Interservices is 3-11 August, all welcome. Richie Arnall created a Bannerdown GC gin, but only one bottle!

Alison Arnold

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

WE hope you join us in congratulating safety officer Steve Lambourne on achieving the Hayward Award for excellence in gliding instruction at the BGA Conference. We consider it richly deserved. I can tell you that Steve, as an instructor, manages to combine mercilessness with affability! Something else for which we must thank Steve, and Chris Roberts with help from their friends, for is setting up the bookable flying scheme. We believe this will make the club more professional and benefit members and instructors alike, providing continuity and consistency. Spring seems to be springing and soaring is beginning to take place!

Chris Basham

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

THANKS to the efforts of Chris Morris and Gill Stewart, we are now a BGA-accredited Junior Gliding Centre. The number of juniors

has increased and every effort will be made to encourage them to progress to Bronze and higher badges. We welcome Andrew Perkins and Paul Kaye as new members. Paul flies an LS8 Turbo. We are in the process of upgrading our K-13s.

Mike Pope

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

SADLY, we have sold our much-loved but underutilised K-21, but added a splendid K-13 to the fleet which will be perfect for the kind of operation we run at Talgarth. The new ASW 19 is proving very popular with members and visitors, and Mike Codd, our full-time instructor, is running a series of five-day mountain flying courses throughout the summer. A steady stream of visitors is enjoying our fantastic ridges, wave and stunning scenery and with almost no launch queues and with one of the longest flight times per launch in the country, why not? A phone call to Liz in the office is all it takes!

Robbie Robertson

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

IN February we were invited to take part in Virgin Atlantic's Future Flyers and Exceptional Engineers event at their headquarters in Gatwick, and our ASW 19 proved a popular attraction with a constant stream of 'future flyers' wanting to sit in a real glider. The club's March expedition to Llewenni Parc was blessed with excellent weather, providing opportunities for ridge and wave flying for members with a variety of experience levels. Back at Booker, we start the season with five new basic instructors, who completed their training over the winter.

Jane Moore

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

THE 2019 season started very well, with exceptional flying conditions during February and March providing numerous wave flights above FL100. Several members took advantage of this to advance their soaring skills and to claim badges – congratulations to Kate Ashley, Adam Wilson and Alex Crews (Silver Height), and Stuart Black (Diamond Height). This year marks the 50th

anniversary of the club and we are planning to mark the event with a hangar party in the autumn (Saturday 7 September). Friends and supporters of the club, past and present, are invited to join the celebrations.

Stuart Black

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

OUR AGM was well attended. Awards meriting special mention went to Malcolm Baldwin (won the A league, Matt Price B league, and John Klunder longest distance). Paul Myers was awarded the Club Service award and granted life membership for his dedication in practically every capacity and for his positive influence in introducing a new flying philosophy. We welcomed an enthusiastic group of BAe apprentices, who spent a day helping out in the workshop and hangar. Midweek evening flying started at the end of April, who wouldn't want to be flying as the sun sets over the Irish Sea?

Richard Turpin

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

NYMPSFIELD welcomed Larry Lawes as our summer resident instructor. The club aircraft ARCs were rushed to completion by the Thursday crew, various tasks were completed by the regular Wednesday crowd and improved briefing facilities prepared in the main clubhouse, thanks to James Ewance. The first significant thermal cross-country days arrived with notable flights into North Wales and an early rounding of St Catherine's Point. Planning continued for Inter-club, the Junior Winter Series visit and Junior Nationals. Our first former cadet instructor candidate (Oli Summerell) brushed up his BI patter and a series of five-year refreshers were completed.

Greg O'Hagan

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

WE added a virtual reality simulator to our training room, do come along and have a try. Les Merrit has procured a K-8 for the club, how nice is that? It's been named Zebedee because of an interesting spring trimmer "boing". The annual club dinner and presentation was well attended. There was an inspector update run for the tech guys. Mark

(Left to right): Duo Discus at the end of the rainbow during **Booker's** exped to Llewini Parc (Maddi Roberts); lenticulars over **Milfield** (Stuart Black); Paul Jackson (right) is sent solo by **Burn** instructor Keith Springate (Alan Martin)



Erlund ran two aerobatic courses in March, and Angie is now back with us as operations manager. We look forward to summer activities, including Loughborough SUGC hosting the inter-university task week.

Danny Lamb

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

AFTER a life-saving operation and seven-month recovery Gary Dickinson returned to Burn Gliding Club in March. He was thrilled to be back in a glider. Matt was pleased with Gary's flying skills, with Gary able to do three out of the four landings to solo standard. Gary hopes to continue flying and resolo. Paul Jackson, who only joined the club last September, went solo after a faultless check flight with instructor Keith Springate. Paul started out flying hang-gliders before moving onto flexi-winged microlights at Rufforth. However, he had seen gliders at Rufforth and decided to give it a try with us at Burn.

Russell Walsh

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

FANTASTIC progress is being made with our Bronze pilots. The first wave has survived 'ground school' lectures over the past few months and passed their exams, flying skills assessments and are now focusing on cross-country endorsements. The beginning of April saw our successful training week, where our two waves of post-solo and early-solo/Bronze pilots gain knowledge, flying progressions with stick time and introductions to cross-country tactics. Our fleet is now fully fitted with Kobos running XCSOar, which are fantastic for enhancing every training flight. The highlight of our Feshie calendar is Mayfest, set this year for 4 May, and includes two wholesome weeks of flying, eating and socialising for gliding bums from all over!

Jordan Thomson

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

CONGRATULATIONS go to: Paul Allen, Vu Phan Thanh, C Y Marco Ip, Valdis Lulis, Bryan Nylander and Marek Kowalski (solo). Dave Meredith, Hayk Saribekyan, John Yule, Martin Sellars, Peter Kimber, Thomas Calvert, Timo Wilken, Tom Brand, Vu Phan Thanh and Bryan

Nylander (Bronze written exam). Joni Baikie, Jay Derrett, Neil Goudie, Dave Meredith, Bryan Nylander, Mike Samuels and Vu Phan Thanh (radio licences) and Nigel Bing and Wojciech Koziel (completed the Standard Aerobatic badge). In addition, Wendy Head won the BGA trophy, California in England, for the fifth time and Bob Pursey has been awarded a BGA Diploma.

Chris Davis

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

OUR summer courses have commenced with Don Puttock, our resident instructor, and David Taylor, our professional winch driver. We are hosting the Club Class Nationals at the end of May and hope to complete a heat pump system for the workshop and briefing room that will also function as air conditioning. The club has purchased a K-18, our Astir has been sold and good progress has been made on the K-13 restoration project. Finally, congratulations to David Roberts on being awarded the FAI Silver medal and Brian Birlison on receiving the Royal Aero Club Certificate of Merit.

Frank Birlison

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

A VERY successful Aim High course was delivered by Kevin Atkinson over a weekend in March at the club. Over 20 members attended and found the course very informative and interesting, we just need the weather to put the theory into practice. The club would like to thank Kevin for the course and all the sweets given after the correct answers to his questions. Congratulations to James Mossom of Coventry University Gliding Club at Darlton on going solo on Sunday 31 March, having been put through intensive winch failures by John Maddison. We hope the University Gliding Club enjoy their expedition to Portmoak in April, supported by our CFI Al Docherty.

Barry Patterson

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

START of the year has seen the Dartmoor instructor team continue to grow, with two new BIs (Richard Roberts and Roger Green)

and the revalidation of Martin Cropper. We also welcome Hugh Gascoyne, who has returned to Dartmoor after a long absence. He intends working towards the reinstatement of his previous instructor qualification. Congratulations go to Malcolm Wilton-Jones on resoloing after completing a long stagnant period, our membership is increasing again, long may it continue! We have joined forces with Dorset Gliding Club to take part in the SW ICL 2019 and look forward to the summer starting in earnest.

Richard Roberts

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

WE have had good cross-countries, flown both by club members and visitors. All club gliders and tugs are now fitted with FLARM. We have invested in a newer crash/retrieve vehicle, four-wheel drive Jimmy.

Glen Douglas

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

AS I write this, preparations are under way for our Dragon GP Regionals in May. Hopefully by the time you are reading this we will have had a successful comp. We are in our wave season now, with a number of expects already having a great time. Remember, we are available for visits all year round, we offer soaring coaching in our high-performance self-launching two-seater. Don't have a glider? Our LS7 may be available for your enjoyment.

Chris Gill

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

SPRING started early with some blue sky and local soaring days in Devon. We held a special two-day coaching course for our friends at Dartmoor Gliding Society providing some of their experienced members with extra training towards becoming instructors. DSGC members enjoyed the additional good days for local soaring and training. A weekend had been organised with Will Jones, BGA aerobatic instructor and member of the British gliding team, teaching some of the DSGC instructors a sample of the advanced aerobatics that are possible in the club's



(Left to right): **Darlington's** James Mossom of Coventry University going solo; Malcolm Wilton-Jones about to resolo at **Dartmoor**, having moved back to the UK from Spain; **Deeside** has invested in a newer crash/retrieve vehicle, a four-wheel drive Jimmy



✈️ Perkoz, purchased last year. Thirteen-year-old junior member Daniel Hender also started learning some aerobatics while he waits for his birthday to fly solo.
Jill Harmer

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

AT the recent BGA AGM in Nottingham, the BGA Diploma was awarded to both Garry Shaw and Barry Thomas in recognition of their voluntary service to the club over the past 40 and 50 years respectively. We are immensely proud of, and grateful to, both of them. We have upgraded the trailer parking area to a hard surface with allocated parking bays. Despite the poor weather at weekends, gliding operations have continued through the winter months, supplemented by regular midweek flying when the day with the best of the weather could be chosen.

Allan Powell

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

WINTER flying has proved hit and miss, but some hill soaring was managed. March was spent preparing all the aircraft for our visit to Portmoak at the end of April for a flying week ending with the Inter-club League. The club AGM was held in March, at which time John Mciver stepped down as chairman after a stalwart 18 years during which there were some challenging times; the club is deeply indebted. John remains as an instructor, Allan Wales takes over as chairman.

Andrew Crowson

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

WE finally got back into the air in March, avoiding the water-logged areas of our field. We have contractors installing two chalk runways that are to be grassed over. The first is ready to be covered but, as you'd expect, the rains halted the works for a period. During this time the contractors stockpiled material for the second runway that might give us a new launch method? When the works are finished there should be enough drains to prevent the field from water-logging, so providing rain, wind or low clouds stay away we'll be airborne.

Mike Jeater

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

BY the time you read this we will be enjoying the 2019 season. We are no longer searching for a Twin Astir, having purchased a very nice IS28 from Talgarth. This will accompany one or more K-13s in service at Skelling Farm. 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 back home at Ridgewell with a new clubhouse. The old one is being adapted into a training centre and gliding simulator. Thanks go to all the members working on this. Our annual trip to the Mynd saw everyone experiencing ridge, even though it was blowing a hoolie! We have various events to look forward to over the coming season, including a week's Aim Higher course by Kevin Atkinson, a gliding taster day, course weeks and task weeks. A warm welcome to our new members, some of whom are new to gliding and some are already experienced.

Cathy Dellar

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

AS the season gets under way, the club enjoyed its AGM with many trophies presented; one to J Gilbert, who set a new club record for the fastest 300km triangle (106.8km/h) in a LS3. Achievements continue with congratulations to our new solo pilot, Silvano Nebel, who went solo with Angus Macdonald in March. The delivery of our new Perkoz training glider to the club has been received with much excitement. We are looking forward to a getting her flying very soon after some technical finishes.

Dave McDonald

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

FENLAND has been successfully operating from RAF Honington for the past six months, providing aerotows in the club's K-21. Close

coordination with Lakenheath RAPCON has ensured many enjoyable flights to over 5,000ft. A lot of work is being done in the background to ensure the club's return to RAF Marham now that the airfield improvements near completion. It is hoped that this will happen sometime during Q2 2019 at which point the club will relocate and winch launching can recommence. A newly-refurbished K-13 should be ready for when we return alongside the Falke and Astir, which have new FLARM and transponders systems fitted. Many thanks to RAF Ops for the use of the facilities and the dedicated use of a HAS.

Matthew Clements

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

THE work on our hangar has started, with preliminary ground works now complete and construction due to start shortly. We hope to be using it by the beginning of the summer. With the good weather, we have had some very busy flying days, with more gliders flying at Shobdon than we have seen for a long time. Bob Pye is masterminding our return to the Rockpolishers League and we are looking forward to that. Well done to Will Walker on his Cross-Country Endorsement. Finally, congratulations to our CFI Rose Johnson on setting new UK National female 15m out-and-return and free out-and-return records in December with a 631.4km flight in South Africa.

Diana King

HERON (RNAS YEOVILTON)
WWW.HERONGLIDING.CO.UK
509614N 0029330W

HERON GC is moving to RNAS Merryfield near Ilminster in Somerset! After an EGM held on the 30 March, the club will be moving its flying operations to Yeovilton's satellite airfield called Merryfield. Merryfield will provide the club with unrivalled flying opportunities from three concrete runways, with very few restrictions from military flying. The club will move for our FAAOA Easter Course (5 April) and will then continue flying from Merryfield for the foreseeable future. This move will drastically increase the club's operations, so we are always on the lookout for more volunteers! By the time this issue is published, we will have also run another successful gliding scholarship for potential military pilots – a highlight in our club year.

Sam Franklin

(Left to right): **Essex** crew during an exped to Midland GC in front of the Essex PW6; Charlie Krajowski receiving his wings from **Lincolnshire** instructor Richard Walker (Dick Skerry); Max Hannabuss is sent solo at **Mendip** (and receives 'best ab-initio progress' award



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

THE following prizes were awarded at our AGM: Duration in a club glider – Stuart Naylor and Ellen Packham for their epic seven-hour twice-around-the-track task at last year's UKMSC; Absolute height gain – Phil Penrose, up to 19,000ft last autumn; Ladder distance – Geddes Chalmers, by a clear margin on the few ladder recorded flights; Most meritorious flight – Toni Hausler and John Bisset, for their outstanding retrieve of the EuroFOX after repairs in Kent, involving a diversion to Portmoak; CFI Shield – Bruce Gordon, for general secretarial stuff and the trailer excursion to Kent with the tug. This year's soaring has started well, with lots of cracking wave flights and some fantastic spring thermals.

John Thomson

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

OUR spring 'bring and eat' buffet for members and family was a great way to start the season. Our AGM was completed in 14 minutes. Les Connolly returns as chairman and will continue to develop the club for the benefit of members and to ensure a successful future, supported by the committee and membership. We look forward to a good soaring season and our courses are well under way. We plan to make full use of our seven-day-a-week operation. At the end of March, we ran a refresher week to help pilots 'warm up' after the winter period.

Mike Bowyer

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

THE weather seems to have been better during the week rather than at weekends when we can fly. Nevertheless, some good flights have been grabbed this winter: Ben Moake managed a two-hour plus flight for his Cross-Country Endorsement, with a height gain for his Silver. Ben also featured amongst the winners at the annual awards dinner along with Steve Wilkinson, who had the best flight by a non-Silver pilot. Other winners were the usual candidates: Roy Jones, David North and Graham Sturgeon. The wooden spoon also went to Graham Sturgeon. The main award for services to the club went to Peter

Lewis, who is always working quietly behind the scenes and this year has secured another hangar for us.

John Martindale

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

A GOOD early start to the season allowed for some very respectable cross-country flights in March up to 500km. Our popular five-day initial gliding courses are now under way for 2019 and will run through to September. As recently featured, the new K-21B is proving popular, especially with aerobatic pilots with its higher roll rate. The addition of more K-21s means we will shortly be transferring the basic training role from the K-13 to the K-21, giving the training a much more modern approach. This is alongside our new winch, which is now in operation providing much higher launches. Finally, the end of April brought the dedication and celebration of life service to our world-renowned former CFI Derek Piggott.

Jordan Bridge

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

CONGRATULATIONS to Dick Skerry on the award of a BGA Diploma (modesty prevents me saying more), well done also to Charlie Krajewski on first solo. The Strubby soaring week is week commencing 22 July.

Dick Skerry

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

CONGRATULATIONS go to David Evans, Steven Archer-Jones and Nick Wilson (resoloed); Alex Horstmann, Richard Brown and Gilad Myerson (RT exam following the course led by Chula Rupasinha). Martin Smith led our pilot development course, which included type conversions, resolos and Bronze badge flights. Our Duo, a K-21 and a K-23 visited Cerdanya in the Pyrenees for our club expedition. In June we are holding our own 'Enterprise' week, an informal task week for club members, emulating the culture of Competition Enterprise. July brings our racing week, and then visiting pilots are very welcome at the Dunstable Regionals (17-25 August).

Andrew Sampson

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

CONGRATULATIONS to Josh Mercer and Max Hannabuss (solo). Our club dinner was well attended. Awards went to Max (best ab-initio progress) and John Connor and team (work on the clubhouse). The CFI's Red Ball award for cock up of the year also went to John (an ex-Phantom pilot and RAF instructor) for landing wheels up. CFI Simon Withey has set Bronze papers with successful results. Jeff Green, ably assisted by Terry Hatton, ran a flying week with great weather. This time last year we had the of The Beast from the East and couldn't get to the airfield!

Barry Hogarth

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

OUR joint expedition with Wrekin to Llanbedr was a great opportunity for members to experience flying in spectacular Snowdonia. Congratulations to Ricardo Radaelli (solo), Hefin Squires (resoloing) and Matthew Cook (AI). The last in our lecture series was on safety, by Hugh Browning. It was very interesting, with lots of information and suggestions about what we need to concentrate on to be as safe as possible. March 24th was a good wave day at the Mynd, with David Crowson reaching nearly 12,500ft. Our new SZD Junior has now joined the fleet and will complement the ever popular K-23.

Steven Gunn-Russell

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

THE soaring season started in late March with some excellent flights. Fifteen-year-old Matija Krkovic Jr followed in his father's footsteps by going solo on 24 February. His father did so last autumn. Our child protection member, Roger Gate, has become a BI and we wish him well. It is expected that the Twin Astir will be back in the air shortly after in-depth maintenance. Selection for this year's gliding scholarship awards will be carried out in May with six students being chosen. Their training will begin this coming summer. The last of the 2018 intake is expected to complete his scholarship shortly. The AGM was held in March with no major changes.

Peter Valentine



(Left to right): Fifteen-year-old Matija Krkovic Jr is sent solo by Steve Jarvis at **Nene Valley** (David Coker); Sarah Lucas with **Rattlesden's** Richard Goodchild, who took her for her first flight in a glider; **Seahawk's** Rob Harris ready to go on his successful Diamond goal flight



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

A SUNNY March turned into stormy April, but we've managed some good soaring. Over 80 members attended our 60th anniversary dinner, many flew earlier in the day. Some hadn't flown in over 30 years. We hosted a film crew, working on a car-related programme, being shown in the future. The new navigation charts are here, letting us all know where we can and shouldn't go. In anticipation of us planning cross-country trips, our airspace officer has invited us to a seminar in April where we hope to update moving maps and related equipment with the current files.

Adrian and Barbara Prime

NORTHUMBRIA (CURROCK HILL)
WWW.NORTHUMBRIAGLIDING.CO.UK
54560N 0015043W

AFTER a promising spell of good weather late in February, high winds and poor weather returned and continued to throw an unfavourable shadow across our airfield at Currock Hill. We were able to maintain some flying, literally by dodging the showers, but it has meant that the majority of regular pilots have been able to maintain at least the minimum levels of flying currency. Winter maintenance is ongoing with a small delay following a long lead time for some parts identified when we started work on the first of our three Puchacz. Plans for a summer soaring camp are coming together and we already have some interest from members of another club to come and join us for the week.

Ian McFarlane

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

WE have four new members, hopefully the start of a trend. Our PW6 has been getting some TLC, our faithful K-13s have come through their CofAs and we're deciding which single-seater to commission. The AGM was held in March with changes to the committee makeup: chairman Chris Jenks stood down to concentrate on instructor progression, he's been replaced by me, Brian Williams. Many thanks to Chris for his seven-year stretch, giving me a hard act to follow. My position of publicity will be taken by Ian Masson, so this'll be my swansong. Good luck Ian.

Brian Williams

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

FAREWELL old friend! It's been an emotional time as we said goodbye to K-13 CCE after 50 years and, more recently, K-8 CYZ. To replace CCE we have purchased K-21 EGZ and further changes are planned. Paul Fuller recently soloed, the first under our 'fixed price to solo' scheme. OGC members visited our neighbours at London Oxford Airport to improve interoperability and see how gliders appear on their radars. It was useful and informative. We start the Friday night BBQs soon – is there a better way to start a weekend?

Norman G Nome

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

LAST month saw Ross Morriss taking over as CFI. The final bits of clubhouse decoration are almost complete. Congratulations go to Mike Newton (Full Cat), it's a great achievement and welcome addition to the list of potential CFIs. Several members spent a week in Denbigh and Talgarth enjoying the wave and ridge conditions, which helps ease us all in to the season. We're also going to Borders later in the year so members continue to gain lots of experience in differing conditions.

Roland Pitch

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

WHILE I'm writing, the club's preparing for its expedition to Portmoak. This year sees another large party of solo and ab-initio pilots attending and, again, we will be taking our K-21 plus our newly-acquired ASW 19. Our membership continues to grow and we welcome Kostas and John. We are hoping by the time you read this that we will have qualified as a Junior Gliding Centre. Members are looking forward to the soaring season and hoping we can get a lot more flights logged onto the National Ladder. Congratulations to Peter Gibbons on his Bronze Endorsement.

Gary Western

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

OUR first solo glider pilot this year is Matty Morris, he is also a commercial and tug pilot. The instructor ranks have been reinforced by

three basic instructors (Mitch Skene, John Thomas and Mark Bradford) and two Full Cats (Phil Dillon and David Coats). Work is progressing on our new glider simulator and, hopefully, the screen calibration will be completed soon. Mid-March the part-built EuroFOX kit arrived at Portmoak and the build team are hard at work. By the autumn we should have two tugs in service.

Chris Robinson

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

THE winter weather didn't stop members' progress. After much study Tony Hogg, Joseph Meridew, Chris Owen and Matt McEvoy passed Bronze exams and are aiming to complete their flight tests and Cross Country Endorsements. In South Africa, Rob Harris went from completing his 50km for his Silver to a Diamond Goal 300km triangle via his 300km Gold Distance, and Peter Harvey managed two legs of his Silver and a 254km cross-country. In the hangar, the Pegase has completed its ARC, as has the DG-505 and our Puchacz is due back from refurbishment soon.

Chris Bryning

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

WE'VE made the most of decent weather. February saw record numbers of launches in a single day. The year to date is also ahead of previous best figures. We blame the keen SUGC students! The MT hangar is taking shape, thanks to all who have helped. SUGC members Alex, Beanie, Matt and Nick headed north for a weekend of ridge, wave and thermal at the Junior Winter Series. Next stop, Nympsfield. Early birds BI training continues, despite the weather's best efforts to interfere. Congratulations to John Douglas and Alex James (BI), Tom Foale (solo) and Matt Beckett (Bronze flying test).

Claire Willson

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

WE thank outgoing committee members Paul Duffy, Brent Sigley and Lucy Wootton for their work. John Whiting is our new chairman, with Christine Bell returning as treasurer. We're operating seven days a week and welcome new winch driver Sean Allgood and instructors

(Left to right): Congrats to young Hanif Greenwood for his first solo in **Staffordshire's** K-8 Cabriolet; "When I said paint the winch I meant all of it!" – at **Surrey Hills** (Steve Codd); a junior visitor gives a thumbs up after a flight with **Wrekin's** Alan Swan



Bruno Brown and 'Stan' Sawicki. The planning for this year's regionals (29 June to 7 July) is well under way. Our thanks to inspectors for their efforts over winter, and to the instructors for the Saturday evening talks. We're looking forward to a bit more thermal activity.

Tess Whiting

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

THE annual awards ceremony at the AGM in March provided the club with the opportunity to honour those members who have achieved success both in the air and on the ground. Pride of place goes to Jim Hammerton, our amazing engineer, who was presented with the BGA Diploma for services to gliding in the UK by new chairman Craig Lowrie. The Yorke-Bramble trophy went to John Bristow for invaluable work all around the airfield. In the air recognition went to Paul Fritche, Graham Smith, Craig Lowrie, Will Greenwood, Steve Thompson, James Hiley, Harvey Algar, Andrew Vine, Rod Walker and Oscar Warrington. Andrew Jarvis has become the president of the Vintage Glider Club and Tim Bushell flew the first solo of spring.

Peter J Holloway

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

EVEN in the reduced soaring opportunities at this time of year, some of our more experienced pilots have achieved wave flights up to 10,000ft, with other members using every flyable weekend to stay current. Our pre- and early-solo pilots, including several juniors, have also continued to make progress. Our launch point has been enhanced by the acquisition of a bus, fitted-out by Steve Evans and a skilled team of helpers. The airfield has also had a thorough tidy up by our keen Wednesday work-parties, led by Chris Tooze. Our evening lectures have ended, but we look forward to a club BBQ later in April and good soaring as the weather improves.

Stuart Edinborough

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

A BUSY start to the soaring season! Congratulations to Bill Harrop for becoming another of our 'fleet' of BIs in readiness for our hectic visitor trial flight season. Congrats, too, to

young Hanif Greenwood for his first solo in our K-8 Cabriolet! Our motor glider is also going to be pretty busy too, now that Mike Webb has added our SF-25C to his list of achievements. Thanks to Jonathan May from *MotorGlide.co.uk* for his help. Onwards and upwards.

Steve Channon

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

CONGRATULATIONS to Barry P and junior pilot Charlie W for their solos and David P's resolo in the spring. Thank you to Steve P for organising the winter's midweek flying. His expert weather forecasting in choosing the right day to fly has enabled the midweekers to fly every week right through the winter. We will be cheering on eight of our pilots in June when they compete at the Bidford Regionals (our gliding club neighbours).

Peter Capron

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

FEBRUARY started with a completely unflyable week and we had another whole week lost in windy March. Apart from that we have had some good days for this early in the season. Things continue to change at RAF Kenley and the perimeter fence is now complete, although a few idiots are now climbing over the fence. A new set of contractors have now moved in, to build the new cadet clubhouse, and they will be there until Christmas – but it will not restrict flying, thankfully. We recently had a very successful annual dinner and prize giving; Mark Kidd, of course, walked off with the top prizes for his Gold and three Diamonds last year.

Chris Leggett

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

THE dry winter kept us very active. A February thermal enticed a senior member (let's call him Master Yoda) and caused our first land-out of the year. Our Acro is being fettled so the nice people at Crowland lent us their Twin Astir. After a long hunt for a two-seater, we have bought a lovely K-13 from Oxford GC. Our late Christmas party was nice and noisy and the awards included three trophies for Mark Rushton, a duration award for Brian Dobson (not because we've put up with him)

and recognition for members Finn Billings, Paul Green and Carl Ward.

Andy Burton

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

THE club cycle of annual inspections allowed us to take four aircraft on our Easter expedition and join with colleagues from Midland GC to make a return to the Snowdonia Aerospace Centre at Llanbedr. It was a welcome opportunity to get away and flex our wings (sic!) in Snowdon and the surrounding area, to enjoy a mix of wave and ridge flying, and to take to opportunity to raise our flying skills. The quite different environment made a great change from Cosford both for experienced pilots and also for those with less experience, who benefited from instruction in sometimes challenging conditions.

Geoff Catling

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

THE warm early spring weather has meant lots of activity at the club. Our winter series of lectures was well attended and well received. Our new grass extension to runway 023 has bedded in very well and now allows extended winch launching of up to 1,400ft. Congratulations to Paul Hewitt on going solo and Kevin Jackson, who resoloed after a 20-year break. We look forward to the Inter-club League at Sutton Bank in May and hope that YGC puts up as good a showing as last year.

Andy Carden

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

DESPITE winter storms, we flew a surprising 70 per cent of the days: almost two-thirds of which were a mix of ridge, wave and, latterly, thermal-assisted soaring. Bruce Grain has joined us as summer staff instructor and our four-strong two-seater fleet has a very shiny K-21 having been refinished in Poland. The club was delighted that two members, Dick Cole and Albert Newberry, received BGA Diplomas for outstanding services to gliding. Albert continues tugging and instructing after around 2,000 hours of instructing over 57 years.

Ken Arkley

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



■ Within Welland's circuit lies Lyveden New Bield National Trust property and Fermyn Wood with its thriving population of Red Kites.

This is the 'county of squires and spires' with historic mansions and stone-built settlements to explore. This sense of escape and freedom continues in the sky above where controlled airspace starts two miles up and cross-country tasks may set off in any desired direction.

From the air, there are times when we blend in to the surrounding landscape, but we can be easily located at the mid-point between Thrapston lakes and Corby town.

> CLUB FOCUS

WELLAND

AT A GLANCE

Membership:

Full: £260 pa
Junior: £100 pa

Launch type:

Winch: £8 and 35p/minute
Aerotow on selected weekends

Club fleet:

Grob Twin Acro, 2 x K-13,
K-7M, Junior, K-8, Pirat

Private gliders:

17

Instructors/Members:

9/46

Types of lift:

Thermal

Operates:

Weekends, bank holidays,
ad hoc weekdays

Contact:

General enquiries 07944
822201

info@wellandgc.co.uk

www.wellandgc.co.uk

Long and Lat:

522758N 0003430W

Waypoint: LYV

Radio frequency: 129.980

Postcode: NN14 3JD

Visiting power: PPR please

WELLAND Gliding Club settled at its current home in north-east Northamptonshire 29 years ago.

Lyveden Airfield is an idyllic location unencumbered by mains electricity, broadband and phone. Only a water supply connects us to the outside world. The fleet and facilities suit our needs very nicely and these include two winches, an excellent clubhouse, sound hangar, T-hangar, workshop, secure vehicle storage and a new kitchen/briefing room at the east end.

The 08/26 grass runway is 1,200m long and 120m wide with minimal hazards. Recently-improved drainage allows us to operate 10-11 months each year.

In common with most gliding clubs, we are an extended family where everyone knows everyone. From mid-80s to early teens, we are a clique-free zone. Beer o'clock reflections on the day's events sitting outside our clubhouse beneath shifting sunset hues are magical. Corby Model Flying Club joined us two years ago and contributes actively to our social scene.

We support the ambitions of our pilots without imposing our own values upon them. Many members are content to soar club gliders in between tea and bacon rolls, while others test their mettle in cross-country pursuits. We engage with our friendly neighbours at Crowland and Upwood in a 100km fixed task annual challenge to facilitate cross-country tuition, pilot development and early-stage adventures.

We date our beginnings to 1955, when a handful of enthusiasts recruited sufficient colleagues to form a sports club at Perkins, the diesel engine manufacturer at nearby Peterborough. The early years were nomadic and there have been seven sites in all, including Crowland where the Peterborough & Spalding Club took root. An ex-WW2 blister hangar was dragged around five of these airfields until it finally disintegrated. The determination, resourcefulness and resilience of past and present members to make gliding happen never fails to impress.

You are welcome to drop in for a cuppa and flight whenever you're passing.

Andy Burton

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above points then please talk to Forbes**

BGA CLUB ANNUAL STATISTICS

1 OCTOBER 2017 TO 30 SEPTEMBER 2018



	MEMBERSHIP						FLYING						NEW PILOTS		
	Full Flying Members	Under 21	Female Members	Affiliated Members	Temporary Members	Non-Flying Members	Total Launches	Winch Launches	Estimated Hours Flown	Solo	Bronze Endorsement	Cross-Country Endorsement			
Airways Airsport	7	0	0	0	8	0	91	142	24	2	0	0			
Andreas	48	0	5	0	218	0	2977	2723	978	0	2	0			
Anglia	50	2	1	0	77	0	810	0	413	0	2	0			
Banbury	82	17	7	4	106	9	3138	2831	1814	2	0	0			
Bannerdown	106	10	6	30	148	29	3240	2711	1824	0	4	3			
Bath, Wilts & North Dorset	128	18	10	82	878	38	9124	7244	3975	12	3	3			
Bicester	82	9	9	0	18	11	1301	0	564	1	1	0			
Bidford	88	12	6	0	417	3	1982	0	2191	1	0	0			
Black Mountains	2	0	0	0	12	1	75	0	65	0	0	0			
Bognor Regis	111	16	5	0	587	14	3502	0	3500	9	5	5			
Booker	99	11	5	0	153	17	1736	0	1499	0	0	1			
Borders	96	8	8	0	182	35	2873	2873	1060	0	1	2			
Bowland Forest	143	24	9	60	411	33	5206	3327	2846	3	5	6			
Bristol & Gloucestershire	94	7	8	35	419	11	3580	1831	921	3	4	1			
Buckminster	94	13	4	0	118	15	3259	2707	883	3	4	1			
Burn	46	10	4	0	36	3	867	31	1090	1	1	2			
Cairngorm	182	25	15	384	587	71	8096	6528	5048	11	6	5			
Cambridge	23	5	0	0	150	1	831	803	114	1	1	0			
Channel	45	9	2	16	179	0	2138	2040	718	2	2	2			
Chilterns	173	24	10	68	369	18	6408	5612	2875	7	7	2			
Cotswold	65	11	7	10	63	0	4120	3262	1040	2	2	3			
Cranwell	63	7	4	12	181	2	2465	2214	630	0	0	1			
Darlington	27	0	1	0	64	1	1287	1282	295	1	0	0			
Dartmoor	88	20	3	13	379	6	2682	0	2706	0	4	2			
Deeside	7	0	0	0	0	0	330	200	800	0	0	0			
Denbigh	148	24	9	0	341	25	4561	4561	2084	3	3	2			
Derbyshire & Lancashire	160	21	11	300	188	58	5094	4479	1899	1	5	3			
Devon & Somerset	45	2	1	0	112	21	1370	786	385	3	0	0			
Dorset	18	4	1	0	0	0	270	270	79	0	1	0			
Dumfries & District	105	18	6	0	23	38	3009	2365	714	2	1	0			
East Sussex	24	5	2	0	138	0	1395	1395	761	2	0	1			
Edensoaring	149	29	8	0	245	9	4838	4749	2220	3	5	4			
Essex & Suffolk	43	3	2	8	118	0	1597	1367	368	2	1	0			
Essex	5	0	0	0	3	0	607	455	159	0	0	0			
Fenlands	251	38	0	0	175	42	5606	2542	3200	6	6	1			
Gliding Centre	35	3	4	0	72	12	879	0	780	0	2	1			
Herefordshire	25	0	0	0	25	0	740	212	259	1	0	0			
Heron	22	3	3	20	69	9	620	187	303	0	0	0			
Highland/Fulmar	138	19	6	0	459	35	4794	3567	1428	7	3	3			
Kent	65	19	9	6	62	4	748	577	224	1	1	0			
Kestrel	22	1	2	0	45	9	353	0	178	0	1	1			
Lakes															

New club - no stats to end Sep 18

Lasham	724	95	64	30	865	84	22097	13655	6598	22	13	10
Lincolnshire	17	1	4	0	82	5	1487	1482	216	1	0	0
London	254	27	16	0	685	36	11831	5821	6000	10	8	7
Mendip	49	5	2	0	177	0	1979	1853	370	0	1	2
Midland	92	7	7	12	303	11	4985	0	2424	5	1	3
MotorGlide	15	2	2	0	41	0	500	0	800	0	0	0
Nene Valley	86	24	13	0	248	10	2542	2455	851	2	1	1
Norfolk	88	17	3	0	383	19	2663	1884	1299	1	1	0
North Devon	5	0	5	0	62	0	113	113	60	0	0	0
North Wales	28	0	2	0	191	1	1385	1385	158	2	0	0
Northumbria	54	10	4	0	128	2	885	0	386	0	0	0
Oxford	66	6	4	0	295	24	1973	1973	701	0	0	0
Oxfordshire Sportflying	75	0	0	0	28	0	1860	0	770	0	0	0
Peterborough & Spalding	53	4	2	16	266	3	1195	0	775	2	0	0
Rattlesden	80	14	10	0	244	18	2758	1359	1111	1	1	0
Sackville Vintage	2	0	0	0	0	0	60	0	30	0	0	0
Scottish	228	29	12	36	458	0	8224	6391	5335	14	3	4
Seahawk	32	7	3	0	0	2	962	662	223	3	3	0
Shalbourne	63	0	4	0	180	0	2661	2661	845	1	1	1
Shenington	85	8	7	0	368	16	2734	2193	688	6	2	3
Shropshire	5	0	0	0	0	0	32	0	38	0	0	0
South Wales	83	15	5	0	90	6	1924	1292	916	0	0	0
Southdown	201	36	9	38	401	36	3970	732	3151	2	3	3
Staffordshire	95	12	5	0	156	34	3281	2410	1154	3	1	2
Stratford	99	9	7	0	357	9	4534	4437	1470	6	2	3
Surrey Hills	58	8	2	0	176	6	2834	2834	575	3	0	0
Trent Valley	63	7	2	0	407	3	2247	1712	1290	0	0	1
Ulster	42	0	0	0	120	0	561	0	330	1	2	1
Upward Bound Trust	27	5	2	0	34	6	1068	961	298	4	2	2
Vale of White Horse	16	0	0	0	25	0	346	346	210	0	0	0
Welland	35	0	0	0	9	0	817	990	332	3	1	0
Wolds	170	32	13	40	771	32	6077	4503	2341	6	6	4
Wrekin	21	0	2	0	34	0	1112	828	323	1	0	2
Wyvern	48	3	5	0	218	4	2723	2977	978	2	2	1
York	96	9	6	0	201	3	2363	200	2010	3	1	1
Yorkshire	224	45	29	156	1195	34	5406	578	4497	3	2	3
Totals 2018	6583	884	444	1376	17033	984	220807	144560	102467	199	139	109

We will be reviewing how S&G presents statistics going forward, with the aim of providing timely, relevant and interesting information

The British Gliding Association (established 1929) is the governing body for the sport in the UK, representing and furthering its interests in an increasingly competitive environment. Its mission statement is "to provide effective leadership and continuity of gliding and soaring in the UK". You can use the interactive map at www.gliding.co.uk/findaclub/ukmap.htm to locate the club you require. University gliding clubs are listed at www.gliding.co.uk/findaclub/university.htm



In 2017, the VGC enjoyed its International Rally in Hungary. Above left: Oldtimer glider Rubik R-11 (right) in Hungary LHFH (Attila Pilisi). Above right: gliding with Hungarian two-seater Góbé, close to the third biggest city of Hungary, Miskolc (Adrienn Kiss)

CLOSE TO HOME

The International Rally is coming to the UK – just one of many vintage events to look forward to, reports Andrew Jarvis

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**
- **47th VGC International Rally, Tibenham, 27 July - 3 August**
- **Gluebirds Rally, Channel GC, 7-8 September**
- **Whispering Wardrobes Rally, Booker, 22-23 September**

NOT all UK-based pilots relish a ferry trip to the VGC events on mainland Europe. No worries this year as the International Rally, and its preceding Rendezvous, are both being hosted in England. There's even a 'bonus' pre-Rendezvous rally! Confused already? I'll start at the beginning: the VGC 'season' opens with the National Rally at Sutton Bank, where Phil Lazenby welcomes you to the glorious home of Yorkshire Gliding Club, from 25 May. After that, fellow VGC stalwart Mike Armstrong would love to see you at the 24th Camphill Rally, from 21 June.

This year, we have yet a third hilltop rally – the Long Mynd Wood Week, which opens on 13 July and finishes on 20 July. If you do manage to visit these three ancient British gliding hilltop sites, well done, but you're not finished yet! The Wood Week has been trimmed by one day to allow you to make the 100-mile trip to Husbands Bosworth for start of the Rendezvous on 22 July.

Curtailed to just four days, the Rendezvous will, nevertheless, be a very rewarding occasion, with its unique connection to the VGC. Hus Bos is the birthplace of the VGC – it all started here in 1973, under the inspiration of Chris Wills.

Another manageable drive, on Friday 26 July, takes us up to Tibenham for the 47th International Rally – the third such event hosted by the dynamic team at Norfolk GC. A small club with a huge spirit – and, indeed,

a huge airfield. Great things are planned, with a Moth Club Fly-in, some classic cars, large models and, hopefully, a military fly-by. May I make the usual plea – registrations are at a trickle, so please get busy on the laptop and send your money off. Chronically late registration causes huge stress to the any organising club.

So, if you've followed all this, you'll see there are rallies at five fabulous, historic sites. If anyone does manage to attend all five, they will be eligible for the special Big Five Trophy. More an award for endurance rather than gliding skill, there will be points for landouts, breakdowns and general stoicism.

I nearly forgot to mention that there are two important Shuttleworth events – the Military Display on Sunday 4 July, and the Family Airshow on Sunday 4 August, where there will be a special item to celebrate the 90th anniversary of the BGA. Graham Saw will be in charge of the gliding component at every Shuttleworth event.

In September there are two weekend mini-rallies: on 7-8 we visit the Channel Gliding Club, near Dover, for the first time. Somehow appropriate for Brexit year, so I'm calling it the Gluebirds Rally! Last, but not least, Graham Saw will again be hosting a very sociable Whispering Wardrobes Rally at Booker, 21-22 September. Details of all events will be found via the VGC website.

■ www.vintagegliderclub.org

BGA accident/incident summaries

AIRCRAFT

Ref	Type	Damage	Date, time	PILOT Injury	P1 hours
146	DG-100	minor	30/08/18, 15:00	none	640
Canopy came open during winch launch, breaking on the fuselage and bending the hinge.					
147	DG-300	substantial	31/08/18, 14:30	none	711
Undercarriage damaged during field landing. At the end of the ground run, the glider ran over several deep ruts that had not been visible from the air, collapsing the undercarriage and causing significant damage to the retract mechanism.					
149	Grob 103	minor	05/09/18, 13:30	none/none	99
Front canopy came open at about 200ft ato during an aerotow. The instructor saw the P2 close and physically check the canopy during the pre-flight checks. The P2 may have started to open the canopy to speak to a launchpoint helper.					
150	Grob 109	minor	29/08/18, 15:40	none	500+
Burst tailwheel, bent tailwheel post and jammed castoring tailwheel mechanism found after a firm landing.					
153	K-21	minor	09/09/18, 16:30	none/none	447
Cracked canopy during heavy landing. The P2's round-out was late and shallow, the P1 took over but could not prevent a heavy landing. The P2 was bounced out of his seat during the landing and the button on the top of his hat may have hit the canopy.					
156	Grob Acro	minor	15/09/18, 13:50	none/none	983
Heavy landing. During the hold-off, the P2 pushed the stick forward to put the glider on the ground and the P1 was unable to take over in time to prevent a firm arrival. Some damage and delamination of the gel coat was noted around the main wheel in an area of previous repair.					
158	LS8	minor	15/07/18, 15:00	none	134
Field landing damage. At the end of the ground run, the glider ran over an animal burrow which tipped the glider onto its nose. Three weeks later the pilot rigged the glider again and only then did he notice that the gel coat under the nose had been scraped off by the hard ground.					
160	K-8	minor	23/09/18, 11:40	none	1014
Canopy came open at the top of the winch launch. The pilot was able to hold on to it for most of the flight, but when he let go to use the airbrakes the canopy struck the rudder, fortunately damaging only the canopy. The canopy locking lever was not fitted with the secondary lever lock strap.					
165	Perkoz	minor	30/09/18, 11:40	none/none	not reported
Aerotow "all out" given when two members were still in front of the glider wing. One member was knocked down and went under the wing, the other fell on top of the wing, pinning the wingtip to the ground. The instructor in the glider pulled the release, but the glider had enough momentum to pivot round the pinned wingtip, striking the tail of a glider parked off to the side of the runway, breaking the tail. The two members had been helping at the launchpoint and were walking across the runway in front of the glider as it was being hooked on. The wingtip holder on the port wing gave the visual signals to the tug before the members had cleared the starboard wing.					
166	PW6	substantial	24/08/18, 16:00	minor	24
Undershooting approach ended in boundary hedge. The early-solo pilot was briefed on the day's conditions and flew a check flight with an instructor before being cleared for a solo flight. After turning onto final approach the airbrakes were seen to come out and remain fully extended for the rest of the approach. The glider started to undershoot into the 15kt wind, but the pilot failed to make any adjustment to the airbrakes. The glider hit the hedge and then dropped to the ground. The pilot fractured a vertebra. The wings, fuselage and canopy were damaged.					
2019					
1	ASW 27	minor	04/10/18, 13:20	none	1933
Wheel-up landing damaged the underside of the fuselage. The pilot made a rapid, full airbrake descent from 22,000ft to avoid increasing cloud cover. While positioning for the airfield above cloud and coping with the strong wind and associated turbulence he omitted his normal pre-landing checks and forgot to lower the undercarriage.					
2	ASW 19	minor	09/10/18, 13:30	none	178
Heavy landing on upslope just short of the usual landing area. Returning from a wave flight, the pilot made a downwind radio call before setting up a half airbrake approach to a reference point a safe distance beyond the runway threshold markers. He reduced the airbrakes as he flew into descending air while passing over a valley next to the airfield and then he spotted the tug on final approach to a cross runway. Concerned that their landings would intersect, the glider pilot pulled out more airbrake briefly, then put the brakes away before rounding out. Just before the round out he noticed that his airspeed was 10kts slower than his target approach speed - the pilot was able to round out but not hold off. The glider impacted on the main wheel, leaving a 2m long, 10cm deep rut, bending the rods in the canopy locking mechanism.					

continued on page 66

BGA accident/incident summaries *continued*

AIRCRAFT				PILOT	
Ref	Type	Damage	Date, time	Injury	P1 hours
3	Grob 109	substantial	19/10/18, 14:40	none	1742
<p>TMG tipped onto its nose during the landing ground run. After touching down, the TMG instructor prompted the student to use more brake, by which he meant more airbrake, enough to apply some wheel brake at the end of the airbrake lever travel. After the third such prompt, the student let go of the control column and applied the ratcheted parking brake between the seats. The TMG slowed and tipped onto its nose, damaging the propeller, spinner and underside of the cowling. The TMG remained on its nose as the pilots opened the front hinged canopy; unable to hold on to its weight it fell forward and was also damaged.</p>					
5	Duo Discus	destroyed	13/10/18, 12:30	none/none	5160
<p>Ditching in sea. The forecast indicated that the coastal cliffs some 20 miles from the airfield would be soarable so the pilots took a high aerotow, testing the engine after releasing and then gliding onto the cliffs. The first section provided some lift and they reached the first gap still some 1,000ft asl. After losing height crossing the gap and a section of lower cliffs, the P1 pointed out a landable field. Another pilot radioed that conditions were better "around the corner" and the P1's past experience was that the next section of cliffs would be easily soarable in the forecast wind so the pilots agreed to continue. After rounding the next corner at cliff top height the pilots found only sink and were now too low to turn back and land or to start the turbo. The P1 lowered the wheel and landed in the sea close to the shore; the glider floated long enough for the pilots to remove their parachutes before swimming to the shore. Both pilots had difficulty holding and climbing onto the rocks in the swell. After the flight, the pilots found out that the actual wind differed from the forecast by 20 or 30°. The P1 points out that the glider instrumentation calculated wind strength and direction by assessing drift when circling and, since they had not made a significant turn since releasing, he was relying on the forecast wind direction.</p>					
Incidents					
151	PA 25 LS8	-	30/08/18, 16:15	-	-
<p>Potential conflict between departing aerotow combination and LS8 on approach. The launchpoint signaller initially did not see the glider turning final, the LS8 pilot's radio message was not heard in the tug due to high noise level at full power and poor quality headset.</p>					
152	-	-	05/09/18, 19:05	none	-
<p>As the glider was being moved at the launchpoint one wing hit a trial lesson visitor across the back.</p>					
154	K-21	none	07/09/18, 14:40	none/none	-
<p>Aerotow rope break at low level soon after take-off from a small airfield. The P2 had allowed a bow to develop and although the P1 took over he was unable to prevent the weak links from breaking as the rope tightened. The P1 was able to turn round and land downwind back on the airfield.</p>					
155	Discus	none	07/09/18, 11:20	none	6750
<p>After erecting the turbo in flight, all the engine electrical systems failed. The pilot was able to complete a safe field landing with the engine out. The engine battery fuse had blown.</p>					
157	K-21	minor	15/09/18, 10:20	-	-
<p>Glider ran into the back of the tow vehicle after the tail dolly came apart. The rudder and elevator were both damaged. The wooden tail dolly wheel mount had separated from the dolly.</p>					
159	Open Cirrus	none	24/09/18, 13:35	-	-
<p>Tug upset at the top of an aerotow. The glider P1 pulled the release and then raised the nose without first confirming that the rope had actually released.</p>					
161	K-21	none	07/09/18, -	none/none	-
<p>Low-level winch launch failure demonstration ended with the visiting instructor having to groundloop the glider to avoid over-running into the boundary fence. The glider was undamaged.</p>					
162	Discus	none	26/09/18, 13:00	none	-
<p>Elevator control restriction was felt for a few seconds during a winch launch. After landing, the pilot and an instructor examined the glider, but could find no reason for the restriction. When the restriction was felt again on the next flight the pilot abandoned the launch. A BGA inspector was asked to inspect the glider, but could not find a reason for the restriction. It was suspected that the lead ballast in the tail may have moved during the launch so the pilot changed the ballast securing method. No restriction was felt during four subsequent winch launches.</p>					

BGA accident/incident summaries *continued*

AIRCRAFT

Ref	Type	Damage	Date, time	PILOT Injury	P1 hours
163	Junior	substantial	29/09/18, 10:45	-	-
As the wind picked up, the glider was pushed out of the launch queue and parked. Some time later the canopy blew open, breaking the retaining stop allowing the transparency to hit the fuselage, breaking a section of the canopy. The canopy hadn't been opened when it was pushed offline, so it must have been left in the launch queue with the canopy unlatched.					
164	K-21	substantial	29/09/18, 16:00	-	-
Retrieve buggy reversed into glider's rudder, damaging the trailing edge. The vehicle's brakes were later found to be unserviceable.					
167	EuroFOX	none	02/09/18, 11:30	none	-
The glider got high during the aerotow. The tug pilot wanted to release the rope, but the release handle below the throttle was obscured by his hand on the throttle. By the time he had found the release, the glider pilot had already released. The pilot recommends moving the release handle to a more visible position.					
2019					
4	ASW 15	none	19/10/18, 11:40	none	775
Airbrakes came open after bouncing off the ground during an aerotow launch. The glider pilot was certain that the airbrakes were locked before take-off; radio calls from the tug and the launchpoint alerted the pilot, who was able to close the airbrakes, and the EuroFOX tug was able clear the boundary trees. The tug pilot was concerned that the emergency release was inconveniently sited and the club intend to ask the manufacturer to re-position the handle.					
6	Junior	none	21/10/18, 15:00	none	26
PIO on landing ended in a ground loop. After a check flight and two solo flights in a K-13, the pilot was given a type briefing for the Junior. The flight went well until the glider bounced on touchdown. The pilot closed the airbrakes and then opened them again. Three more landings followed, ending in a 180° ground loop.					
7	ASH 31	minor	24/10/18, 08:00	-	-
Rudder destroyed when towbar came loose from the tail dolly. The securing nut on the Cobra towbar attachment arm worked past the shoulder on the tail dolly attachment, the towbar separated from the tail dolly and glider ran into the rear of the car.					
8	Twin Astir	none	07/10/18, 16:00	none/none	1721
Trial lesson field landing. The pilot reports that he could have landed back on the hill top airfield if his decision making had been more conservative. The field had been picked with plenty of time and the landing itself was uneventful.					

During BGA Club Safety Officer seminars it was proposed that, to further encourage reporting, it would be a good idea to remove site names from summaries. This has been reflected in the summaries on these pages. Edward Lockhart continues to provide a little extra detail, where available, in these listings. We would also like to publish (anonymously) your stories of particular flights that have taught you a valuable flying lesson. Please send details to editor@sailplaneandgliding.co.uk or by post to the address on p3.



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> MIKE BIRD 'PLATYPUS' (1934-2019)

MICHAEL Bird was a major figure in British gliding. He was a record-holder of distance flights, a frequent entrant in both national and regional comps and a friend to many. However, most readers of this magazine will know him as the perceptive and highly amusing author of the unique Platypus pages in every issue of this magazine for many years.

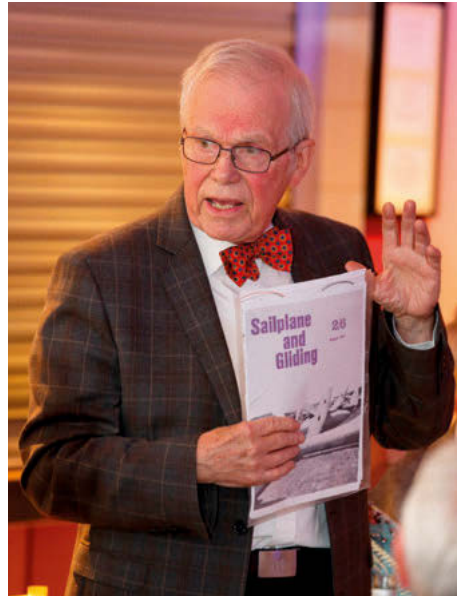
He was born 28 April 1934 in Stoke-on-Trent and read PPE at Magdalen College, Oxford. Mike first went solo at the age of 15, in 1949, at Castle Bromwich, but he eventually found his way to the London Gliding Club at Dunstable in 1958. Thereafter progress was rapid. He completed his Silver C distance in a Prefect with a flight to Membury in 1959. He won the Northern Regionals in 1962 and set a 100km goal speed record 116km/h in a Skylark 3 in 1962. He also directed the Standard Class Nationals.

Mike was modest about his abilities as a pilot. His story about his only day win in the Open Class Nationals in 1977 was immediately followed by announcing that he wrote off his Kestrel on the last day of the same comp, partly in a field landing and completing the job during the retrieve. Nevertheless, several pilots have told tales of how he could complete a task even when the weather ahead seemed hopeless.

He preferred big gliders on the grounds of TINSFOS: There Is No Substitute FOR Span, and so owned ever bigger gliders: Nimbus 2, ASW 20L, ASW 22 and, finally, part-ownerships in ASH 25s. Mike was P2 when Robin May won the Open Class Nationals in their ASH 25. He gained his 750km UK diploma in an ASW 22 in 1993 and 1,000km diploma twice in four days from Minden, Nevada, USA.

Mike retired from gliding at Dunstable when he was 70, but he was persuaded to join the BB ASH 25 syndicate at Lasham. After his 80th birthday Michael would only fly with a qualified pilot

He wrote his first Platypus piece in London Gliding Club's magazine in 1960. Although he had previously written articles for *S&G*, Platypus appeared there in 1974. The monotreme's articles were a series of light-hearted, but usually profound, insights into the life and decisions of a typical glider pilot, usually illustrated by



Mike Bird had a 50-year relationship with *S&G*

cartoons from Peter Fuller. These pieces were summarised in his book *The Platypus Papers* in 2000.

An astute businessman in magazine publishing, Mike became director of Odhams Magazines (publishers of *Ideal Home*) in 1968 and later managing director of Thomson Consumer Magazines (*Family Circle*). He wrote his first book *The Time Effective Manager* in 1985.

After retirement, Mike flew extensively in the USA, Australia and New Zealand. He thoroughly enjoyed flying at Marion Barritt's airfield, Soar Minden, and he also took part in a number of Veterans Comps in the States. He was well known in the SSA and was great friends with George Moffat, the three times World Champion. Mike was an honoured guest at gliding clubs throughout the world.

He played the classical piano to a high standard and hosted musical evenings. He later took up the cello. Mike was a generous man, hosting great parties at his house in Barnes for the great and the good in gliding.

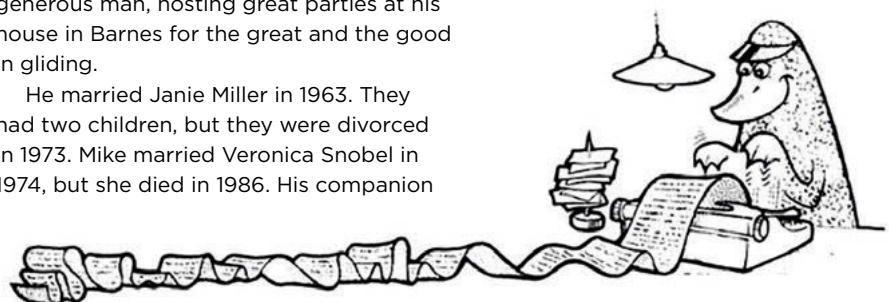
He married Janie Miller in 1963. They had two children, but they were divorced in 1973. Mike married Veronica Snobel in 1974, but she died in 1986. His companion

in later life was Jane Reed. Michael Bird died 14 April 2019, after a long illness, with his family by his side. Our best wishes go to them.

John McCullagh, Lasham GS

■ MY FIRST memory of Michael Bird is from a Standard Class Nationals at Dunstable, many years ago, which he was directing. My then husband, Nick Wall, had been involved in a mid-air collision, fortunately without serious damage or any injury. I had been listening on the ground. After establishing the facts, and while Nick's Discus was undergoing overnight repairs, Mike calmed our strained nerves with genial gliding conversation and a whisky each.

Perhaps not the conventional response of a competition director, but Michael was anything but conventional. He was a man of erudition, wit and humour, with a gift for words and a deep understanding of the unique psyche of the glider pilot. All these qualities were evident in the *Tailfeathers* column he wrote for *S&G* for half a century and which, for many readers, was the first thing they turned to in the magazine. His final column (October-November 2010) was classic Plat, with its context of up-to-the-minute thinking from beyond gliding (Malcolm Gladwell's *Outliers*), serious thought about an issue of serious interest (how to succeed...) and an injection of comment from top pilots. I still don't know how anyone can regularly produce writing of this calibre, and over so many years... even if it did generally arrive in the editor's inbox rather close to the second or third deadline I'd given him! And there was hardly ever a word out of place. Michael's advice about the business of running *S&G* - in his day job, he was a successful magazine publisher - was much less visible, but for me no less important.



Working with him was a lot of fun.

After S&G, I used to meet him for a meal now and again (he would never let me pay), or at the legendary pilots' parties he held at his London home. He was forthright, ferociously intelligent and sometimes formidable, but his bark was much worse than his bite. The last time I saw him, this March, we had already been told the cancer was terminal. I walked in and rather fatuously asked him: "How are you?". He looked hard at me and, with the air of one stating the obvious, said: "Well, I'm dying, you know!" before relenting and giving me the latest update.

The blurb to Michael's book, *The Platypus Papers*, captures the persona of Platypus ("vain, optimistic, and occasionally sentimentally idealistic, but also scheming, lecherous, cynical and curmudgeonly"). I sometimes worried that this persona might be confused - by people who didn't know him - with the man himself: I found Michael to be, in contrast to Plat, sceptical not cynical, and insightful, kind-hearted and generous. Writing as Platypus, he inscribed the copy of *The Platypus Papers* he gave me at the start of my editorship: "To Madame Editor from her star contributor - and don't you forget it!" I never forgot it - and I'll never forget him. What a privilege to have worked with him for one of the five decades in which he contributed so much to British gliding. Thank you, Michael.

Helen Evans

S&G editor from 1999 to 2008

■ I ONLY had the pleasure of working with Mike Bird for a relatively short while, but he certainly made a lasting impression both in terms of his excellent editorial contribution and the advice offered.

As Helen mentions (above), Mike's *Tailfeathers* articles always arrived close to the second or third deadline given! As the final deadline approached, he would instruct me to release the editorial Rottweilers: Headline, Deadline and Misprint. Mike used to say: "These are the editor's pets, who start howling and pawing the ground whenever a column is overdue. They are only placated by immediate receipt of copy that is the right length, arriving on time, without blatant spelling or grammatical errors and ideally not libelling anybody who can afford a lawyer." And that is exactly what was always (though not quite on time)

delivered for S&G.

The Platypus years lasted from 1960-2010. Platypus made his first appearance writing in the Oct/Nov 1960 issue of the London Gliding Club Gazette.

In October 1961, Mike joined the BGA magazine committee and stayed on the committee for 25 years until it disbanded around the time of the April/May 1986 issue of S&G.

Tailfeathers became a regular feature of S&G in the October/November 1980 issue. Thirty years later, the October/November 2010 issue of S&G carried the final column from Platypus. That's an estimated 600,000 words from Platypus and a 50-year relationship with S&G.

In addition to his numerous gliding achievements, Mike was the deserving recipient of several awards. In 1986 the Royal Aero Club presented him with a Certificate of Merit, awarded to those who have "served the cause of Aviation in general, or Sporting Aviation in particular, by their work, devotion or initiative". He also received the Royal Aero Club's Nexus Sporting Aviation Journalist of the Year Trophy in 2007. In 2011, Mike was awarded the BGA Gold Medal "for exceptional service to gliding".

An exceptional man of many talents, Mike will be greatly missed.

Susan Newby

S&G editor



**AN EXTRACT FROM
TAILFEATHERS**

I AM SEATED here bashing out this piece of trivia while fat cloud-streets, against a background of brilliant blue, gloat at me through the window of my London study overlooking the Thames. Ostrich-like - can you imagine a cross between a Platypus and an ostrich? I have dealt with that humiliation by drawing the blinds. The damn cloud-streets are still there, though. I can hear them quietly sniggering at my rage. I am not flying as I believed the forecast. The combination of a two-hour round trip and a poor forecast generally makes me plan other ways of using my day, such as charity work. Which is what I call churning out words for the BGA's organ.



Farewell Platypus. Cartoons by the late Peter Fuller

BGA BADGES

No.	Pilot	Club (place of flight)	Date
Diamond Distance			
1-1292	Anthony Kendall	Wolds (New Tempe)	16/01/2019
Diamond Goal			
2-2618	Thomas Willson	Kestrel (Lasham)	25/08/2018
2-2619	Robert Harris	Heron/Seahawk (South Africa)	07/02/2019
Diamond Height			
3-1857	Mark Bradford	SGU	14/02/2019
3-1858	Stuart Black	Borders	17/02/2019
Gold Distance			
Christopher Moore	Kestrel/Portsmouth Naval	(New Tempe)	06/02/2019
Thomas Willson	Kestrel (Lasham)		25/08/2018
Robert Harris	Heron/Seahawk (South Africa)		07/02/2019
Gold Height			
Anthony Kendall	Wolds (New Tempe)		17/01/2019
Trevor Cook	Highland		22/02/2019
Gold Badge			
Christopher Moore	Kestrel/Portsmouth Naval		06/02/2019
Silver Distance			
Bonan Zhu	Cambridge		13/09/2018
Peter Harvey	Dartmoor (New Tempe)		06/02/2019
Mark Bradford	SGU		14/02/2019
Robert Harris	Heron (South Africa)		07/02/2019
Robert Harris	Seahawk (South Africa)		07/02/2019
Ryan Millen	Peterborough & Spalding		11/08/2018
Silver Duration			
Martin Willcox	Derbyshire & Lancs		24/03/2019
Silver Height			
Beatrice Ashley	Borders		15/02/2019
Adam Wilson	Borders		15/02/2019
Peter Harvey	Dartmoor (New Tempe)		06/02/2019
Ross Sibbald	Borders		16/12/2018
Ramsay Leuchars	SGU		31/12/2018
Mark Adams	SGU		11/03/2019
Silver Badge			
Bonan Zhu	Cambridge		13/09/2018
Robert Harris	Heron/Seahawk		07/02/2019
FAI 100k Diploma			
30	Damian Roux	Southdown (New Tempe)	22/01/2019

JOHN PARRY (1953-2019)



JOHN Parry, JP to all his friends, was diagnosed with multiple myeloma in April 2018 and died after a short final illness on 20 March 2019.

John joined Midland Gliding Club in 1984 and went solo there in 1987, becoming a Basic Instructor just a few years later. He met his future wife, Ann, at the club in 1989. They married in 1993 and moved the following year to Wentnor, a small village at the foot of the hill, to be closer to the club they both loved so much. He remained a stalwart member.

In 1999 he and a few others hatched a plan to bring a motor glider into the club fleet, owned by a private syndicate with the club as a shareholder, and JP set about getting a TMG license in order to be able to fly it. The syndicate bought a Falke and he and Chris Ellis flew it back to the Mynd from Lasham in August the same year. It is still at the Mynd though now owned by the club.

John's dedication to the club was not confined just to flying. He was on the committee for many years and club secretary for a lot of them. He and Ann edited the club newsletter from 1997 to 2010. He got involved very early on with the club task week, developing excellent scoring and mapping software and remained the club expert to the end, as well as personally providing much of the computer and PA equipment. John eventually took on the role of director as well.

He arranged for the club to have a fuel bowser on site and attended a five-day fuel transport training course with regular refresher courses in order to get the bowser refilled off site, towing it with the Discovery that he used for gliding. He helped to run and score the Enterprise event in 2010, was one of the organising committee for the first Wenlock Olympian Gliding Games at the Mynd in 2012, regularly flew and scored Rockpolishers inter-club league weekends, crewed for other members at regional and national competitions and would regularly drop everything, including dinner parties, to go on often very tricky retrieves.

JP was renowned for his very dry sense of humour and love of puns and bad jokes. Just before the end, he lost his voice

completely, scribbling messages on a pad. To one visitor he wrote 'estimated time on route two-three days'. John will be sorely missed by colleagues, friends and family.

Jon Hall, Chairman, Midland GC

MICK FURSEDON (1950 -2019)



WE ARE very sad to report the recent death of Mick Fursedon.

Many of you at other clubs will know Mick from expeditions, and from his sterling

work over the years as a member of the Shenington Regionals team. Mick would serve you breakfast with a cheery smile then dash out to the grid to help organise the gliders, followed by some energetic glider launching and then, perhaps, a bit of handywork around the clubhouse.

Over many years we at Shenington have seen Mick in lots of other roles – as our chairman, as an instructor, as our local Mr Fixit, especially our 'electrician' sorting out the heating and sometimes the plumbing. Mick was first part of a K-6E and then a Discus syndicate, but also enjoyed teaching students and flying with others in the club gliders.

In fact, searching through our photos it is very clear that Mick was a 'doer', always contributing and helping out and seldom seen inactive or without a smile. He won many SGC prizes including 'Clubman of the Year' and the 'Richard Cranium' award, and had a fine line in fancy dress, with the emphasis on the dress! He could put his hand to most things and was in great demand around the airfield as helper, adjudicator, humourist and friend. It is telling that so many friends have summed him up with 'what a lovely bloke'.

Away from club, Mick was also a keen runner, putting the rest of us to shame with his levels of fitness. As with gliding, Mick got fully involved with his running club, managing the clubhouse, directing a race events and coaching other runners.

We have missed him greatly during these recent months of his illness, and he leaves a massive Mick-shaped hole at the club. We send our condolences to his wife Maggie and his sons and families – Andrew and Helen, Jim and Jo and grandchildren Dexter and baby Milo.

Tess Whiting, Shenington GC

RON DAVIDSON (1932-2019)



FROM his first days on a course at Lasham in 1969 to the day of his passing in April at the age of 86, Ron lived and breathed gliding, inspiring and guiding others.

He learned to glide at Lasham after a decade as a racing cyclist of distinction, then soloed at Hus Bos in 1969. Acquiring his lovely 1930s Petrel in 1973 he became a founding member of the VGC at its inaugural meeting at Hus Bos in May that year. That historic week he flew it to Dunstable... where he took another launch and then flew it back, cheering up VGC founder Chris Wills no end. Typically, he threw himself into the sport, becoming an instructor and rising to become CFI for three years in 1978. At the age of 50, he sold his business and became – as he put it – “a full-time gliding bum”, becoming a Regional Examiner and glider inspector along the way.

Ron knew very well that while flying is great fun, getting it wrong can be painful

in more ways than one. He recognised his responsibilities in keeping people safe – instructors, pupils, and their passengers alike. Transgressions were clearly explained, and woe betide anyone who failed to understand, or ignored his advice.

He enjoyed flying in competitions – Competition Enterprise suited his style – where he made many friends. He also travelled widely in Europe, Australia and New Zealand, passing on contacts that would help others who followed.

Ron also played a large part in organising the wonderful Pilcher Centenary at Stanford Hall in 1999, to commemorate Percy’s unfortunate death on the cusp of solving the problem of manned flight.

He owned several gliders in syndicates, plus an SB5b, which he owned for 30 years, generously allowing others to fly it. Just two weeks before he passed away he stepped in to advise with its annual inspection.

Ron also built a Quickie light aircraft on his own, then a Europa with others. He was also an expert in Helicoil.

With many fascinating tales and valuable advice, Ron was always ready to help a fellow enthusiast. He will be sorely missed.

Keith Nurcombe, The Gliding Centre

INSTRUCTOR RATINGS

Basic

Martin Allen	Gliding Centre	21/02/2019
Andrew D’Arcy	Midland	08/03/2019
John Thomas	SGU	22/03/2019
Daniel Palmer	Wyvern	25/03/2019
Mitchell Skene	SGU	27/03/2019
Stefan Bort	Kent	27/03/2019
Graham McKiddle	Lasham	01/04/2019
Graham Stallard	Lasham	01/04/2019
Mark Bradford	SGU	11/04/2019
Graeme Cooksey	Wolds	11/04/2019
John Douglass	Shalbourne	11/04/2019
Alexander James	Shalbourne	11/04/2019
Peter Jude	Trent Valley	11/04/2019
William Harrop	Staffordshire	11/04/2019

Full

Vincent Earl	Essex	08/03/2019
William Amor	Cranwell	27/03/2019
Michael Newton	Peterborough & Spalding	27/03/2019
Luke Dale	Cranwell	01/04/2019

Congratulations to everyone listed achieving badges and instructor ratings

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

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

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

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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**.

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