

SAILPLANE & GLIDING

VOL. 70 NO.5



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MEMBER OF THE ROYAL AERO CLUB AND THE FEDERATION AERONAUTIQUE INTERNATIONALE



 **THE MAGAZINE OF THE BRITISH GLIDING ASSOCIATION**
OCT/NOV 2019 VOLUME 70 No 5

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COVER STORY
This beautiful Minimoa, D-1480, was built in 1939 and destroyed by fire in 1960. In 2012, new owners Otto Bacher and Christian Mathieu took on a five-year restoration project. The Minimoa is pictured here taking part in this year's VGC International Rally at Tibenham.
(Alex Gilles)

DEADLINES

Dec 19/Jan 20
Articles, Letters, Club News: 4 Oct
Display advertisements: 21 Oct
Classifieds: 6 Nov

Feb/March 20
Articles, Letters, Club News: 4 Dec
Display advertisements: 20 Dec
Classifieds: 6 Jan

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> On 2 September 2018, the Perlan 2 reached a record 76,000ft – the highest altitude ever reached by a glider. As we go to press, the team is back at El Calafate, Patagonia, with plans to beat this record. In the non-wave season Airbus Perlan Mission 2 took the opportunity to prioritise desirable upgrades to its systems. The aim is to reach heights of up to 90,000ft. SkySight's Matthew Scutter has joined the team again in Argentina to help in the search for wave.

> For the first time in his career, Poland's Sebastian Kawa damaged a glider in a hard landing, on a steep slope in Pavullo, Italy. The field chosen when the engine of the GP14 he was flying failed had an uneven slope that was invisible until the last moment. Sebastian said: "Fortunately, the GP14 is a light and very strong glider, so it helped to get away with only a little damage." See next issue for advice from Sebastian on landing out in mountainous areas and landouts with (turbo) engines.

> FAI awards for 2019 include a Paul Tissandier Diploma for David Phipps. Dick Bradley is awarded the Lilienthal Gliding Medal. Congratulations to both.

> Congratulations to the 2019 national champions: Standard Class – Jez Hood; 15m Class – Matt Cook; 18m Class – Kim Tipple; 20m Class – Matt Cook; and, for an unprecedented third time, Junior National Champion Jake Brattle.

> Bob Bromwich is the winner of the UK Mountain Soaring Competition. The height competition was won by Martin Phillimore.

> Ed Downham has set a new national record for the UK Open Class Triangle Distance and Free Triangle Distance by flying an EB28 around an 837.5km task on 21 June 2019 from Dunstable. You can read about the flight on pages 28-31.

> A gliding radio channel card listing gliding-related sites can be downloaded at <https://members.gliding.co.uk/library/pilot-briefing-airspace/gliding-radio-channel-reference-card/> Many thanks to Paul Ruskin, who updates the information. Other airfield frequencies are listed on the 1/2 million chart.

> 'Gliding Basics' leaflets have been published, which aim to support student pilots as they progress towards solo. See <https://members.gliding.co.uk/gliding-basics-elementary-gliding-theory-for-student-pilots/>

> **CORRECTION:** The 2020 18m and 20m Multi-Seat Classes are being held at Lasham 8-16 August – not July, as previously published.



Tim Peake takes the controls of the BGA glider simulator at RIAT

PROMOTING GLIDING

IT WAS great to see astronaut Tim Peake enjoying a training flight in the BGA glider simulator at the Royal International Air Tattoo (RIAT) at Fairford under the instruction of glider pilots Lucy Clark (back seat) and Maddi Roberts.

Tim first experienced gliding, aged 14, when he joined the Cadet Force at school and has been quoted as saying:

"The moment I sat in a glider I knew I wanted to be a pilot".

It's been a busy summer for the BGA's Events and PR team, who've been out and about promoting gliding to new audiences.

Members of UK Junior Gliding chatted to potential glider pilots at RIAT and have been monthly visitors to The Shuttleworth Collection in

Bedfordshire. Appearances at the LAA Rally at Sywell were also popular, where the PR team engaged power pilots in discussion to explore the possibilities of unpowered flight.

The New Scientist Live show saw thousands of people visit the BGA stand to discover more about gliding and to be signposted to their closest club.



The BGA Events and PR team at the LAA Rally

LEADING THE WORLD

IT'S been a summer of success for UK gliding teams. After two weeks of hard flying at the European Gliding Championship at Prievidza, Italy, Tom Arscott took the Gold medal in the Club Class, having consistently led the field. Team mate G Dale also flew brilliantly to take the Silver medal (see pages 16-18).

At the Junior World Gliding Championships in Hungary, Team GB's Jake Brattle became the new World Champion in the Club Class, with team mate Finn Sleigh taking Silver. Simon Brown and Pete Carter finished with strong positions in the Standard Class (see pages 19-21).



Jake Brattle (centre), Junior World champion, with Silver medallist Finn Sleigh (left)

The last issue reported on the Silver medals won by Steve Jones and Garry Coppin in the 20m Class in Hungary.

Think ahead and have a plan

THERE is some really interesting and adventurous gliding taking place around the UK and further afield. An excellent video is now available, with BGA Training Standards Manager Mike Fox talking to a couple of well-known gliding adventurers about their approach to managing the risks and so keeping it fun.

Do watch the video and hear the advice of Portmoak's John Williams and Denbigh's Chris Gill. It is important to always think ahead and have a plan. As John Williams says: "Nothing is completely without risk; it's about managing those risks properly."

You can watch the video at: www.youtube.com/watch?v=h5il2HIFfQg

DATES

NATIONALS, REGIONALS AND OTHERS

Women's Worlds	Australia	3-17/1/20
FAI SGP practice	Denbigh	18-24/5/20
15m Class Nationals	Hus Bos	13-21/6/20
Standard Class Nationals	Hus Bos	13-21/6/20
Open Class Nationals	Hus Bos	13-21/6/20
Competition Enterprise	Milfield	4-11/7/20
Club Class Nationals	Nympsfield	4-12/7/20
Worlds	Germany	19-31/7/20
Open, 18m and 20m multi-seat classes (Stendal-Borstel)		
18m/20m Class Nationals	Lasham	8-16/8/20
Worlds	France	8-22/8/20
15m, Standard and Club classes (Chalons-Ecury sur Coole)		
Junior Nationals	Aston Down	22-30/8/20
Two-seater comp	Pocklington	23-30/8/20
UK Mountain Soaring Champs	Aboyne	6-12/9/20
10th World Sailplane Grand Prix	Turkey	TBC

Glider aerobatic competitions

National aerobatic competition dates in the next issue

WINNERS OF 2019 REGIONALS

BIDFORD REGIONALS

Andy Balkwill

SHENINGTON REGIONALS

Fletcher & Fletcher

BOOKER REGIONALS

Dennis Campbell

BICESTER REGIONALS

Open: Mick Webb
Sports: Andy Elliott

HUS BOS CHALLENGE CUP

Richard Large

INTER-SERVICES REGIONALS

Club: Danny Richmond
Sport: Jon Arnold

LASHAM REGIONALS

Jones & Kay

DUNSTABLE REGIONALS

Blue: Malcolm Birch
Red: Mark Newland-Smith

Premier of the e-Glide comp

THE first contest for gliders with an electric MoP took place in Pavullo, Italy, during the first week of September. It included an opportunity for pilots to use a limited amount of stored energy during the race: to avoid a landout, recover from a low spot, or to enhance the glider's performance during the flight or on final glide.

It was won by FES inventor Luka Znidarsic in a Ventus 3 FES/18m. Second was Markus Uhlig (Germany) in an HpH 304 eS. Schempp-Hirth's Tilo Holighaus came third in his Discus 2c FES 18m.

The event ran alongside the third 13.5m World Gliding Championship at Pavullo, 1-14 September. This was won by Italy's Stefano Giorzo (Diana VersVS). Germany's Uli Schwenk was second (Mini LAK), with third place going to Italy's Thomas Gostner (Diana VersVS).



Winners of the first e-Glide competition

Looking at how to retain pilots

THERE will be a focus on membership retention at the Club Management Conference, looking at pilot development pathways, including those for prospective instructors. Ways of better supporting pilot development and creating good club management conditions to help people to remain in the sport will be discussed, along with strategy planning. You can share experiences with other club delegates, BGA volunteers and staff during breaks. The conference is on Sunday 17 November at de Vere Staverton, Northampton.

■ **BGA Club Management Conference, Sunday 17 November 2019 at de Vere Staverton, Northampton**
■ **BGA Conference and AGM, Saturday 29 February 2020 at the Belfry Hotel, Nottingham**

PERSISTENCE PAYS OFF

Flight Lieutenant R E Fisher RAFVR(T) (Retd) sent *S&G* a fascinating history of 611 Volunteer Gliding Squadron and of his introduction to gliding. An extract is published here and I highly recommend following the link at the end to read the entire document.

IN JANUARY 1941 Captain A A Rice MC, helped establish squadrons of the proposed Air Training Corps in Norfolk. By 5 February 1941 seven squadrons had been formed and were operational, and a further 17 units were in the process of being formed around the county. Gliding became an ATC activity in 1942. Equipment originally issued when a gliding unit was formed included suitably modified ex-barrage balloon winches and obsolete Beaverette armoured scout cars to be used as retrieve vehicles.

The gliders available at this time were very basic; there was no windscreen or cockpit cover to protect the pupil from the air flow and instruments were non-existent. With no dual control gliders available to teach basic flying skills, all cadets attending a gliding course had to ensure they knew how an aircraft would respond to the various movements of the control column and rudder pedals. The training sequence was broken down into five stages: ground slide, airborne slide, low hop, medium hop and high hop.

During the winter of 1947, my friend and I decided that we would like to try gliding. With so many cadets, our chances of being picked for training were virtually non-existent, so we decided to see if we could volunteer for 'ground crew' duties at the local gliding school.

I somehow succeeded in persuading the gliding school Commanding Officer (Flt Lt Norman Craig) that he should accept us as ground crew. By the end of



Ray Fisher in Beaverette

the first day our enthusiasm for doing the more tedious jobs ensured that we had been accepted.

My gliding training began in June 1947; my 'flights' were given as a reward for work put in during the day. In January 1948 I eventually had the thrill of climbing to around 300ft and remaining airborne for the minimum 30 seconds after releasing the cable. I had now obtained the coveted BGA 'A' gliding certificate, as well as my ATC Gliding Proficiency, in a very elementary glider without the benefit of instruments or a windshield.

After completing that special flight I was told that my time at the gliding school was at an end. I turned up the following Sunday, trying hard to keep a low profile. When the CO (Flt Lt Alfred Warminger) wanted a driver to tow out a glider, I said I could. For the first time in my life I had charge of a motor vehicle and was expected to tow a glider. After that first day, by default, I had become a staff cadet and so began a learning curve of all the duties needed for the efficient running of the unit. Because I already had my 'A' certificate, the CO decided that I should train for my 'B' certificate.

Having never had the benefit of any dual instruction, much of the first circuit consisted of guesswork, self-preservation and the intelligent interpretation of the instructor's briefing in order to complete four 90 degree turns and land more or less where the launch began. I became the first ATC cadet in Norfolk to be awarded the BGA 'B' certificate and so began my flying career.

I continued to assist with the operation of the school until I received my call up for National Service with the RAF in 1948. I eventually had my first dual flight in January 1950 when Alfie Warminger gave me three check flights in a T-21 the school had received. I was considered to be competent to fly the T-21 solo and was sent off with a car tyre in the second seat as ballast. Unfortunately, the all up weight was not sufficient and I spent the circuit trying to stop the glider from continuous stalling, but, hey ho, I was at last flying with instruments and spoilers.

To read the full article, visit www.sailplaneandgliding.co.uk/current-issue



Stained glass window in Salisbury Cathedral

Stained glass tribute to the Glider Pilot Regiment

I WAS particularly interested in Dr Pasley's article about the Glider Pilots' Regiment (*Remembering 'total soldiers'*, pp16-18, Aug/Sept 19).

In Salisbury Cathedral, where I work as a volunteer guide when not at The Park, we have a stained glass window by H Stammers (1950) dedicated to the pilots of that Regiment who gave their lives in various campaigns between 1942 to 1945.

I believe the Regiment was stationed at Tilshead on Salisbury Plain during the war and, therefore, Salisbury Cathedral was an appropriate place for a commemoration of their vital role in the final defeat of the Axis Powers.

The window is adjacent to another window dedicated to the Army Air Corps, which the Regiment morphed into somehow. Wreaths are laid every year on 11 November.

Chris Basham, BWND

SEAGULL PROMPTS FOND MEMORIES

OUR garden is hardly worthy of the name; scarcely large enough to swing a cat, not that we encourage that in any way. In fact, it is a typical Brighton town centre retreat which few birds visit, except for the odd pigeon with the ability to take off vertically. Nevertheless, a few years ago a small bundle of feathers bounced onto a pot of flowers before squeaking endlessly for help. A baby herring gull had fallen from the roof and its parents were unable to retrieve it. We fed it on a mixture of sardines and bread for several weeks and it was inevitably becoming tame, so we arranged to take it to a sanctuary where they prepared it for independence.

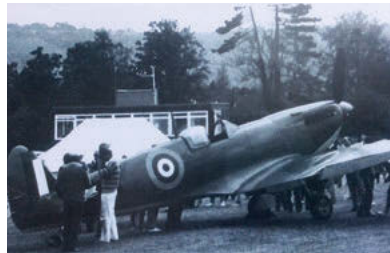
In the film *The First of the Few*, Spitfire designer R J Mitchell was captivated by the superb flying abilities of the seagull. In an aviation age of struts and braces, he sought to build an aeroplane where wings and fuselage were all of a piece. Staring up at the birds over Beachy Head, he said to his companion: "I want it to fly like that seagull, gracefully, fast and able to turn on a sixpence." Eventually the Supermarine company gave way and

Mitchell was allowed to work on the project that was to have such a decisive role to play in 1940.

A few years passed and then there came a knock on our garden window. There stood a fully fledged herring gull complete with a sanctuary ring on his leg. We sent the info to the RSPB and it is as near certain as possible that Beaky has returned to his place of birth.

He comes around once a week and somehow manages a very near vertical take-off. The only herring gull ever to visit us during 50-odd years of occupancy. We shouldn't encourage him, but when I think of Mitchell and the idea that spawned the Supermarine Spitfire, perhaps there is room for a little nostalgia?

Peter J Holloway, Southdown GC



Supermarine Spitfire at Southdown in 1993 and (right) Beaky, around two months old



Service clubs retain radio frequency

I NOTICE in the recent (August) *BGA newsletter* that all the "Service" clubs retain a frequency allocation in the old 25kHz Communication Radio Channel spacing. Admin oversight? Exemptions? Or did thousands of us spend thousands of pounds to upgrade our radios unnecessarily? (Is this the time to tell the GA population that had frequency allocation been done on an EU/EEA wide basis we need not have upgraded radios at all? The entire USA gets by on 720 channels and, to put it into perspective, that decision was made in the early 1990s. I was developing 8.33khz

radio installations in the mid-1990s for airliners, and the "effectivity" of the new frequencies "descended" in terms of operating altitudes over the years.

David Innes, Deeside GC

BGA CEO Pete Stratten responds: *This is presumably because the MoD and others didn't get their act together, or the cash is needed to pay for other things. State aircraft are currently exempt from equipping with 8.33kHz radios and contact with a number of State airfields is allowable using 25kHz channels. The UK AIP ENR1.8 refers.*

SAILPLANE & GLIDING



Andy Davis
Competition flying



Paul Whitehead
SLMG



Howard Torode
Airworthiness



Derren Francis
Tugging



Mike Fox
Instructing



Dr Frank Voeten
Medical



Andy Holmes
Winch operating



Neil Goudie
Airspace



Alison Randle
Development



Bruce Stephenson
Vintage gliding

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

EXPERT ADVISERS

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

AWESOME RESULTS FOR TEAM GB...

BGA Chairman **Andy Perkins** reflects on some remarkable achievements for Team GB internationally, with a haul of Gold and Silver medals, and looks ahead to next year – the BGA's 90th anniversary.



WHAT

an incredible haul of medals! Congratulations to the British Gliding Team. This year has seen some remarkable achievements internationally. In the European Championships a Silver for Garry Coppin and Steve Jones in the 20m, Gold for Tom Arcscott and Silver for G Dale in the Club Class, followed at the Junior World Championships with Gold for Jake Brattle and Silver for Finn Sleigh in the Club Class. AWESOME...

To attain such results is testament to the dedication and training that all team pilots have undertaken. It would be remiss not say a huge well done and thank you to the many more pilots and crew members that support these elite competitors. Without support none of these pilots would have been able to achieve these accolades and it is great to see the UK at the top of the medal tables internationally.

The pathway to being part of the team of course starts at grass roots with gliding at club level with cross-country courses, regional, national and enterprise contests. National champions so



Team GB at the Europeans in Prievidza, Slovakia (Tom Arcscott)

far this year: 20m and 15m Class – Matt Cook, Open Class – Andy Davis and Standard Class – Jeremy Hood. Congratulations guys, great result.

The strength of this network and the diverse range of activities across BGA clubs is, in my opinion, essential to the longevity of our sport. Having facilities, diverse opportunities and great people that are willing to encourage and engage with members is essential if we want to see more participation and more flying happening. As well as competition flying, vintage gliding, aerobatics and initiatives that encourage different groups within society to join us are crucial to our long-term success. The engagement this summer by clubs to involve young people from all walks of life, and to partner with local government and educational charities will assist with this long-term success.

There are, of course, many challenges behind the scenes that continue to place pressure on our ability to enjoy our sport without restriction. The decision made recently with regard to the judicial review about Farnborough ACP gave a disappointing outcome. Lasham are looking at their options as I write this, so it would be churlish for me to say anything specific. What I will say is that the BGA is committed to working with all clubs and club members to ensure our sport flourishes. The BGA exists because of all of you and we will do what we can to develop and enhance our sport. Political and local government links and tie-ups will offer some solutions and a platform to ensure our voice and requirements are heard. Together, I believe we can show how gliding is an important part of the success of UK aviation and, therefore, the UK economy, as well as being a great way to enjoy our country, the outdoors and sporting endeavour.

Whilst talking about challenges, insurance claims are on the increase. Insurance is something we all hope we will never have to use. Although led by market forces, we are in conversation with the insurance industry to ensure that viable options remain long-term to give the cover we all desire at affordable prices.

Finally, as we approach the end of 2019, the 90th anniversary year of the BGA begins. This is an important milestone in our history as a sport. As well as looking at what has been achieved in that time, it is imperative that we look to the future. How we evolve the sport to ensure we remain attractive and relevant to current and future participants is an Executive Committee focus. It is your BGA, so please contact any of the Exec members and help us shape your sport.

THE STRENGTH OF THIS NETWORK AND THE DIVERSE RANGE OF ACTIVITIES ACROSS BGA CLUBS IS, IN MY OPINION, ESSENTIAL TO THE LONGEVITY OF OUR SPORT

Andy Perkins
Chairman
British Gliding Association
September 2019

British Gliding Association

Sporting Conference and AGM

90th Anniversary

Saturday 29th February 2020

Topical presentations

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Glider Exhibits

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Book tickets for the Evening Dinner & Awards Ceremony at

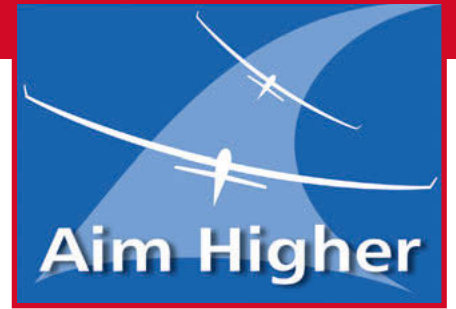
<https://members.gliding.co.uk/event-category/conferences/>

Artwork by kind permission of Antoine Crespin



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

#8 CENTRING: WHICH TECHNIQUE?



Tony Cronshaw asks Aim Higher's lead coach, Kevin Atkinson, if "all roads lead to Rome" when it comes to thermal centring techniques



Sharing a thermal near Reading (Steve Lynn)

■ **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.**

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

ASK EXPERIENCED pilots how they centre thermals and we hear many different answers, confusingly including advice to "dig the wing into the surge" or "open out in the surge". Tony Cronshaw talks to Kevin Atkinson about the merits of different centring techniques.

TONY: *In a previous article [1] a number of well-known techniques were grouped under three headings (figure 1, far right). What advice would you give to pilots newly developing their centring skills?*

KEVIN: First of all we need to be clear about terminology: "Surge" here refers to an upward VERTICAL "seat-of-the-pants" acceleration, not to be confused with HORIZONTAL gusts on the ASI caused by outflows from the core.

Let's talk about about the centring process in two steps. Whilst an experienced pilot will often be nearly centred after one turn, a less experienced pilot may initially be circling half in, and half out of a thermal. In which case, our first step must be a SIGNIFICANT movement of the circle away from the poor/sinking air towards the core: Significant, because we don't want to circle a second time through bad air.

TONY: *How do we know where the core is?*

KEVIN: To locate the core, I recommend the technique shown in the third group in figure 1. This exploits the fact that various indicators indicate sink with minimal lag and the trend towards poorer air is obvious. So when we observe the worst vario reading, this is the moment when we are tangential to the core: Our inner wingtip will actually be pointing at the core. Assuming we are well banked, we continue to circle for about four to five seconds (we need to travel nearly a quarter circle) then BRIEFLY reduce bank then reapply the bank. Note

that the timing is critical: We have less than a two-second window to make this correction and move the circle accurately towards the core. Alternatively, if we need to move away from a protracted period in dreadful sink, then we will actually STRAIGHTEN UP for one to two seconds before re-applying the bank.

TONY: *As a result, we should be nearly centred, but perhaps the lift is not equally strong all the way round.*

KEVIN: This is where we need the second step, which is a series of small nudges to move the circle towards the core. I call this "conventional centring" because all centring methods eventually converge on the same idea, namely a steeply-banked continuous turn in the core, with small modulations of bank (or modulating the speed in some situations) to nudge the circle repeatedly during the climb.

TONY: *There are, however, two schools of thought about how to nudge: "Open out in the surge" or "dig in to the surge". At first sight these two methods seem contradictory, but, as the diagrams show, both can succeed in moving the circle towards the core.*

KEVIN: That may be true at altitude, but if searching for lift lower down (or following a winch launch) it's vital to hang on to lift by turning promptly on finding lift. If the lift is strong, use a steeply banked turn, or a bit less bank if it's weak. If lift falls off, as it often does on the first circle, opening out slightly is a logical choice followed by digging in again when the surge/lift returns. This will nudge the circle progressively towards the core.

TONY: *By comparison at higher altitudes, it can pay to delay before turning, or as G Dale [2] recommends, bank gently towards the better air in a "searching turn", which can be quickly converted in to a steeply-banked turn when the core is intercepted.*

Method: Dig the wing into the surge/lift

Basic steps:

1. On feeling the surge (or increasing lift*) tighten up. If in steady lift, keep turning tightly in the core. If vario decays, go to step 2.
2. Reduce bank for a wider circle back to the core. Go to step 1.

* Don't wait for vario to peak.

Method: Open out in the surge/lift

Basic steps:

1. On feeling the surge (or increasing lift*) use shallow bank. Go to step 2 or 3.
2. If the vario readings decay again, tighten up to get back to the core quickly. Go to step 1.
3. If vario shows steady lift, turn tightly in the core.

* Don't wait for vario to peak.

Method: Vario minimum

Basic steps:

1. If passing in and out of the core, straighten up momentarily about 90° after vario** shows minimum. Go to step 2.
2. As soon as the wings are level, recommence a tight turn. If not in steady lift all the way round, go to step 1.

** At min vario, inner wing points at core.

KEVIN: Banking steeply too soon at altitude is a mistake made frequently by inexperienced pilots. Equally, using too little bank when the vario indicates an obvious climb is also a mistake, as the thermal is never a mile wide!

TONY: *How does knowing the structure of thermals help?*

KEVIN: It's a real advantage to understand thermal structures so that we can spot clues telling us where we are in relation to the core, especially by feel. For example, on approaching the thermal we often pass through sink. We may then notice a turbulent zone on the edge of the thermal, the "cobblestones". Then there may be gusts on the ASI and deflections of the yaw string indicating outflows from the core. It's well worth reading up these details [3]. Ground school (eg Aim Higher courses) would also address: how to read cloud shapes, darker areas and tendrils; how to interpret bird behaviour and work with other gliders to share a thermal efficiently and safely.

TONY: *Does the type of glider affect our choice of centring technique?*

KEVIN: There could be huge differences in how a particular glider handles and feels depending on its type (eg wood versus glass) and its configuration (unballasted or ballasted).

Different pilots may also have different abilities to sense the vertical surges, and varying levels of training, knowledge and experience to "visualise" where the core is located. These variations may explain why there are so many different centring techniques. These techniques are written up in gliding texts as listed in [1]. You may need to search club libraries to find out-of-print books.

TONY: *It reminds me when I asked Mike Fox for his recommendation on centring techniques. Mike simply said: "I work out where the thermal is, then position the glider there."*

KEVIN: Absolutely right! In that sense, all roads lead to Rome; some routes will be quicker, but require perception and experience of where to go. Other routes will be well signposted by clues and by following rules, so that you are less likely to get lost, but you'll get there more slowly.

■ Scan this QR code to read the full article *Solutions to thermal centring part 3* from *S&G* June/July 2017, or visit www.sailplaneandgliding.co.uk/current-issue

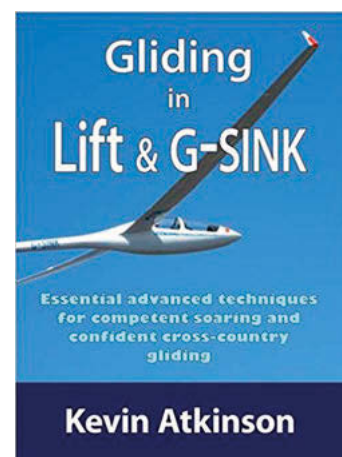


Above: figure 1 (illustration by Steve Longland)

[1] *Solutions to thermal centring part 3*, *S&G* June/July 2017, pp16-19

[2] *Solutions to thermal centring part 2*, *S&G* April/May 2017, pp8-11

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



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



Andy Wood recounts the terrifying tale of how his Shark ended up 'magically' caught in the trees after stalling

THE lead up to Saturday 2 February 2019 was spent looking at the forecasts for northerly winds with my usual expectant excitement for a day spent on our glorious South Downs ridge. I've loved flying this since my hang gliding days in the 80s and for the past 20 years that I've been gliding from Parham.

I'm a long way from being an expert and I'm not going to attempt to tell people the best methods and tactics to fly the Downs, but I would ask that you take heed of the rather dramatic warning sign that was delivered to me.

I consider myself a competent pilot and a reasonable instructor. Having been incident free for all the time that I've been flying, I have always looked at other pilots' incidents and accidents with a level of "there but for the grace of God go I". I figured that any chance of an incident for me would be the result of a tricky or poorly selected field landing. I never dreamt that I would have an airborne incident. I believe that I'm a cautious pilot and, with regards to flying the Downs, I've always chosen enjoying the view and being comfortable rather than attempting Southdown's Harry-Harting trophy for speed. Now for the but...

So there I was, after an uneventful self-launch in my Shark MS304, 'sniffing the air' on the home ridge. Throughout the flight, the LX was reading between 330 and 340 at about 20kts. I pushed west to the Harting turnpoint. They weren't the best conditions, but I made Harting and back with a bit of topping up in Bignor Bowl. The flight to Chanctonbury, with top up to make the four-mile crossing to Truleigh, was also fairly straightforward, as was the Lewes Northwest turnpoint and back to Truleigh.

Heading back west from Truleigh, I expected a challenge with the into-wind component. I managed to achieve about 1,400ft before setting off and found a nice line of energy for the crossing. Approaching the easterly spur of the first bowl at Chanctonbury, I was

WHEN YOU FOR



Above: Andy's Shark is balanced precariously in trees Far left: the rescue begins (all photographs by Eddie Mitchell)

pleasantly surprised to see that I was at about 800ft. I felt comfortable, rather than having to scratch my way back up. Continuing up the spur I gained another 100ft with an airspeed of over 60kts. Again, I felt very comfortable where I was – a good height and position should I encounter any sink – and was contemplating my next actions, ie to top up height around the northern face of Chanctonbury and head on back to Harting.

I was heading NW along the face of Chanctonbury at over 60-65kts at about 900ft. I first of all had a tail upset, rather similar to being nudged out of a thermal. I corrected for this and levelled off comfortably, but then my airspeed plummeted from over 60kts to off-scale anticlockwise. There were no unusual

attitudes (from me or the glider) up to this point.

I am now staring directly at the tops of the trees on the slopes of the bowl after the glider dropped to fully nose down. I had time to recognise that I was stalled and I even stopped myself from pushing the stick forward as I was already nose down and knew that I would have no clearance to recover over the trees. Instead, I pulled hard back on the stick. I can hear tutting but, believe me, it felt the right and only thing to do in this situation, even if it was an exercise in futility.

What did happen was that I just about flattened out as I hit the tops of the trees, with a sickening deceleration. As the left wing caught the higher trees on the slope, I was then rotated around to the left. All I

I HAD TIME TO RECOGNISE THAT I WAS STALLED AND I EVEN STOPPED MYSELF FROM PUSHING THE STICK FORWARD AS I WAS ALREADY NOSE DOWN AND KNEW THAT I WOULD HAVE NO CLEARANCE TO RECOVER

**CAN'T SEE THE WOOD
THE TREES**

I'D BEEN IN THIS POSITION MANY, MANY TIMES BEFORE, WITHOUT EVER ENCOUNTERING ISSUES. IT WAS ALSO THE SAME OR SIMILAR POSITION, SPEED AND HEIGHT THAT MANY OTHER EXPERIENCED MEMBERS HAD BEEN FLYING ON THE SAME DAY. I THINK THIS IS WHERE MY PILOT ERROR FLAG NEEDS TO BE RAISED

■ This article first appeared in *Southdown Soaring*

■ Andy will tell the story of his helicopter rescue from the tree in a future issue of *S&G*



Andy Wood has been gliding for 20 years at Southdown Gliding Club and is an Ass Cat. He has two Diamonds, with 900 hours. Andy flew hang gliders in the 1980s



Andy Wood is relieved to be safely down to earth in one piece (Eddie Mitchell)

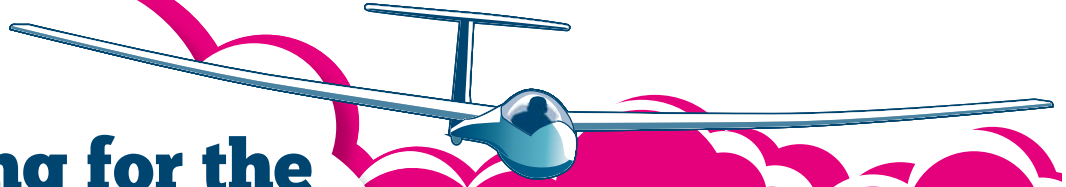
✂️ felt at this time was being very cross that I was damaging my beautiful glider. I have no recollection of the resulting downward travel towards the ground; the next thing I know is that I have stopped, hanging about 50 to 100ft above the steep slope, with the glider 'magically' caught in the trees.

I'll come back to my predicament another time. What I can confidently state is that the incident was attributed to an unexpected stall resulting from a significant wind speed/direction change. I was a few hundred feet above any terrain and at what I considered a safe speed for what I was doing. After all, I'd been in this position many, many times before, without ever encountering issues. It was also the same or similar position, speed and height that many other experienced members had been flying on the same day. I think this is where my pilot error flag needs to be raised.

Whilst I was aware that there was a noticeable westerly component, it was still NNW and I felt that our ridge had no real nasties to be particularly wary of. Any ridge faces that weren't directly into wind are just going to give me reduced sink and, with the performance of my glider and my escape path away from the hill, will ensure that I can ride through any upset. How wrong I have been! The ridge certainly has given me many years of pleasure and, on the whole, they've been incident free. However, I would urge against any complacency, because, like any part of our wonderful sport, there are times when those Swiss cheese holes all line up and bite.

Looking at a satellite view of Chanctonbury Ring, that first bowl at the westerly end has a NW to SE face to it and the wind direction on this day was directly across it. I'm sure that anyone flying from a mountain or other hilly site would comment that "what on earth would I have expected?". A text book example for potential rotor. Several people, including myself, have analysed the LX data and the conclusion has been that it was suspected rotor and perhaps a 'perfect storm' of thermal activity, combining to give the drastic wind direction change. From the data readout, I had a 50kt forward ground speed when the IAS dropped from 67kts to less than 20kts.

What I would urge now is for anyone flying Southdown's ridge to take another think about how they tackle those lovely ridge days that we benefit from. Please consider the effects of rotor and imagine what the wind is doing at each face of the ridge. I have got away with this for 20 years and I believe that many others have also. Time to have another read of Dick Dixon's superb guide to soaring the South Downs and please, please, take heed of his cautionary remarks. Particularly, think about how you treat Chanctonbury Ring and also the transition north from Bignor Bowl around to Seaford College in any wind west of north. The other complex area is moving from Devil's Dyke to the Jack and Jill ridge. There are other potential areas to catch out the unwary if we continue to fly it as many of us have been.



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Photograph by Roman Leporis

G Dale reports from Prievidza, where he and Tom Arscott won Gold and Silver for the UK, flying in the Club Class



Gold medal for Tom Arscott (left) and a Silver for G Dale, competing in the Europeans

SO WHAT'S interesting about yet another European gliding championship (EGC)? Well, the team worked well together and flew well, and we had a great result in the Club Class, with Tom Arscott in first and myself in second, which is the best we've done for a while. We found that the new Club Class handicap system is a success, providing close racing across the handicap spectrum. FLARM issues receded a bit, which was encouraging. And we got through it all with nothing broken, nobody frightened... OK, so I got a bit scared once or twice. Mainly in the start gaggles, and why wouldn't you?

Prievidza in Slovakia is a terrific competition venue. The airfield is the home of Aerospool; you've probably heard of them because they refinish gliders. It's also the home of the Dynamic. This is a modern lightweight Rotax-powered two-seater that can be used as a towplane. It's up to launching fully-ballasted 15m gliders because it's happy flying fast. The airfield operation are very experienced at running competitions. We did a World Gliding Championship (WGC) there a few years ago, which was brilliantly put together, but they

also host the Flight Challenge Cup (FCC) every spring, a great season opener for Club and Standard Class pilots. And what a task area. The airspace is deadly, of course, but that's normal just about everywhere these days, and the competition organisation are ingenious about making use of what they can get. The terrain is a mixture of rolling wooded hills, bigger mountains in the north east of the task area and flat lands to the south, with the occasional damp river valley thrown in just to keep pilots focused. We did have a fright a couple of months before the competition due to a big military exercise threatening to more or less shut us down – but skilful negotiations kept the threat at bay. Well done to those who helped with that.

The soaring conditions were challenging throughout the competition. We flew on three practice days and 12/13 competition days and we were lucky enough to have a few good, fast racing days. However, the mountains are big enough to cause problems for the flatland pilot; if the wind is blowing then it will wave aloft, and if it's waving then wave effects can dominate the convection underneath. The flow across the hills is going up and down even at low levels; you can

obviously ridge soar, but the down-slope side of the hill can be just atrocious in a way that a flatland pilot just isn't expecting. Solid hard sink and broken thermals. The passes between ranges can also be sink holes, as the air accelerates across the col to get from one valley to the next. It's all text book stuff (Hah! I should know!), but really easy to get caught out. And, of course, there is the ever present challenge of not hitting the hill that you're trying to climb from; tricky when you're presented with a shallow slope and a flat, rounded hilltop covered in trees. Stay sharp, because the first mistake you make could be your last.

I think it's fair to say that, due to the environment, tensions were pretty high at the start of the week. The team members were myself and Tom Arscott in the Club Class, Howard Jones and Paul Fritche in Standard, Tim Scott on his own in 15m, with Annie Laylee as team captain. Fritchie is a newcomer to the mountains, Tim hasn't done a lot of mountain flying either. Howard was more much familiar with Prievidza, having flown there in the WGC a few years ago. Myself and Tom? Well, I've done a load of mountain flying and a lot of flying out of Prievidza, so I was like a pig in poo – loved it. And Tom came out with me to fly the FCC this spring as a training camp. We had a lot of fun and did just fine, with exactly the same result: Tom first, myself second and even the third place competitor the same as in the EGC – Uwe Wahlig from Germany.

We had high expectations and, of



course, we didn't have such a good first day. However, as the competition progressed all the team settled down. In the Club Class it was becoming obvious that the new handicap system seems to work quite well, with a variety of aircraft coming out at the top each day. In particular, there was a very skilful Frenchman – Adrien Henry – driving a Cirrus hard to give us some grief. It's amazing just how fast a Cirrus can go! Uwe in his LS3 was hard to beat, looking like a potential winner right from the start.

In the end though, consistent team flying wore the opposition down; we managed to

Team GB at opening ceremony (Tom Arscott)

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RESULTS OF 20TH EGC, PRIEVIDZA, SLOVAKIA 7-20 JULY 2019

Club Class

- 1 Tom Arscott, UK, LS7
- 2 G Dale, UK, ASW 24
- 3 Uwe Wahlig, Germany, LS3

Standard Class

- 1 Pavel Louzecky, Czech Republic, LS8
- 2 Robert Schroeder, Germany LS8 neo
- 3 Miloslav Cink, Czech Republic, LS8b
- 15 Paul Fritche, UK, LS8
- 17 Howard Jones, UK, Discus 2a

15m Class

- 1 Sebastian Kawa, Poland, Diana 2
- 2 Maximilian Sels, France, JS3
- 3 Jan Omsels, Germany, Ventus 3T
- 13 Tim Scott, UK, ASG 29

- www.egc2019.sk
- www.britishglidingteam.co.uk



G Dale in his ASW 24 'E2' over the smaller ridges to the north of Prievidza (Tom Arscott)



Paul Fritche in LS8 'L4' running south along the ridges between Martin and Prievidza



Very good conditions in the flatlands near Hungary from Tom Arscott's cockpit



■ **Gerrard Dale – “G” to his friends – has been gliding since the age of 20 and was trained at Dorset GC. With about 12,000 hours gliding in Europe, the USA, Japan, Australia and New Zealand, he currently coaches for Narromine GC in New South Wales, for Lasham in the summer, and at Serres in the French Alps. G has been a member of the British Club Class team for a while now, having flown international competitions in Italy, Slovakia, Finland, Lithuania, Poland and the Czech Republic. This is his best result so far. G has written two soaring text books: *The Soaring Engine Volume One; Ridge Thermal Flatland and Mountain and The Soaring Engine Volume Two; Wave and Convergence*. He's hard at work on Volume Three of the series, which explores the world of high performance flying and competition flying. These can be purchased from www.navboys.com or www.bgashop.co.uk**

to be pretty reliable and crawl our way up through the field over a long and tiring competition, even surviving the nightmare that we were presented with on the final day. Imagine, you're winning the EGC, the weather is forecast to be unreliable with big showers and guess what? A two-hour AAT with a restricted start window so we'd be back in time for the prize-giving ceremony that night. Really? Really? Let's just roll the dice then shall we?

Given our position we decided to try for a low-risk strategy – ie start early-ish and get around even if it's slow – and if you look at the results you'll see we both finished well down the field as a result. But Uwe and the others didn't manage to take enough points out of us to get past, so we hung on to our podium places. Phew. Stressful, but I guess that's the point of flying competitions.

The Standard Class team had an interesting week. Howard Jones is an experienced international player and Paul Fritche is a great pilot, but newer to the international scene, having spent most of his gliding career flying in the UK. Now it's different over there; for a start, it's a much bigger field than you'll find in the UK. This changes the nature of strategic flying. Then there is the weather; different again, with faster conditions, better visibility and a greater depth of convection than in our soggy little island.

The essential take home message is quite simple though: “You'll often do OK in the nationals if you start early, but never start early in an international competition. Never. Just don't, OK?” It was fun – for the first few days – to listen to Howard persuading Fritchie

to wait. Sometimes you have to wait for ages – an hour or more of just hanging around in the gaggles – and it takes discipline. Mind you, he caught on pretty damn quick, they were very effective as a team throughout the comp, finishing 15th and 17th with little points difference between them. And if that doesn't sound too great, just go and try it for yourself. It's hard.

Our 15m pilot, Tim Scott, had the disadvantage of having no team mate. None of the other selected pilots wanted to take up the place in Prievidza so he was stuck flying on his own. This is a major problem when you're flying at this level and he did well as a singleton to get a reasonable result at 13th. He did come back with some really entertaining (scary!) stories though; that's a mountain flying thing, as some of you will know only too well.

So, overall, a great competition. No accidents, barring the odd little bingle in a field for one or two. No injuries, no mid-air collisions, no hassles with the organisation, great weather, fun fast flying and a good result. We all enjoyed the hell out of it. Thanks to the BGA – and, by extension, to the rest of British glider pilots – for supporting our effort. Thanks to our team sponsors: Naviter for the free software and Navboys for the constant help and support. We appreciate it. And my personal thanks to Vertigo Covers for their help.

Now for the Standard Class Nationals (3-11 August); Tom and I are flying together again and I want to find out if my “new” ASW 24 with the fancy winglets (thanks, Hank!) can take on the mighty LS8 and the Discus 2a. Watch this space.

JUNIORS ON TOP OF THE WORLD

Team GB shares highlights from Hungary, which gave us a new world champion

WHEN we arrived in Hungary, we were buzzing. Finn Sleigh and Jake Brattle had just come off the back of an incredible two weeks competing in Issoudun, France, where they finished 2nd and 3rd respectively, behind coach Brian Spreckley. Pete Carter and Simon Brown had not been so lucky with the weather during their training, but nonetheless had enjoyed some excellent flying in Hahnweide, Germany, earlier in the season, where Pete finished on the podium in third place.

The Junior Worlds immediately followed the European Championships, where the British Team pilots had triumphed in Club Class – we were feeling the pressure to get some silverware in Hungary!

What was your most memorable moment of the competition?

PETE: Returning home on final glide on the last day. Climbing onto final glide in the blue, I was joined by Finn and Jake and we all climbed onto glide together. Coming home as one on the final day was a special moment; it seemed a fitting end for the team, even if I had to find the climb for the Club Class boys!

SIMON: On day five we had been set a two-hour AAT and were launched late into a dying sky. Having taken every climb we found on task, I left on final glide at 5,000ft with 60km to the finish. For the next half-hour, Matthew Scutter (our team captain), sat with a polar curve and a ruler and played remote control glider; telling me exactly how much to speed up or slow, as my wind component changed during my final glide, to optimise my L/D. Eventually, I made it and landed in a field just inside the finish ring!

FINN: The first half of our flight on day three tops it all. We played start games with the LS4s and eventually managed to send them on their way. We left it as late as we dared,

then set off to chase them down. Just before the first turnpoint we had caught up with, and then led out in front of, the gaggle. Jake and I both chandelled in formation around the TP to receive a face full of fierce-looking LS4s now chasing us down!

JAKE: Every day of the competition was a challenge, but day 9 brought the greatest; low, weak climbs with high cover and no cumulus. The organisation set a 144km racing task over a mix of farmland and forest and warned us of an early cut-off to the day.

No one wanted to start first, knowing those that did would be swiftly overtaken the moment they were faced with the inevitable tricky moments. This meant after a particularly menacing pre-start, we all started way too late and ran into the forecast cut-off halfway around the task! From this point, it was about just staying airborne and aiming for maximum distance.

We started to get low over a clearance in ㄹ

RESULTS OF 11TH JUNIOR WORLDS, SZEGED, HUNGARY 28 JULY - 10 AUGUST

Club Class

- 1 Jake Brattle, UK, ASW 20
- 2 Finn Sleigh, UK, ASW 20
- 3 Maximilian Dorsch, Germany, LS4

Standard Class

- 1 Simon Schröder, Germany, LS8
 - 2 Simon Briel, Germany Discus 2A
 - 3 Tomasz Hornik, Poland Discus 2A
- 19 Pete Carter, UK, LS8
20 Simon Brown, UK, LS8

■ www.jwgc2019.hu

■ www.britishglidingteam.co.uk

Below: British junior gliding team, left to right: Pete Carter, Simon Brown, Finn Sleigh and Jake Brattle (Ben Hughes)





Above left: view of Finn Sleigh and airfield in front of the city of Szeged

Above right: team captain Matthew Scutter (centre), with Jake Brattle (left) and Finn Sleigh (photographs by Ben Hughes)



STOP PRESS:

■ Congratulations also to Jake Brattle for an unprecedented third time as Junior National Champion.

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✍ the forest and, despite being less than a minute from a potentially costly landout, I felt at my most comfortable and composed in the glider, like I was wearing those bendy ASW 20 wings! My entire focus now was on coring a new bubble that we found from low and getting us out of trouble. Despite this focus, I distinctly remember smelling the odour of manure that was being sucked up with the thermal from the fields below!

What was the biggest lesson you learnt?

PETE: I learnt so much at the Worlds, but my biggest learning experience came from flying with the very fast gaggles. I learnt about managing my position and decision making within the gaggles, and experienced first hand that you risk coming off badly when you make a rash decision to leave a gaggle at the wrong time and go on your own.

SIMON: I learnt to deviate more. Consistently, the people at the top of the table seemed to be deviating much further to follow good energy to get to their next climb than I had previously considered.

Flying aside, the competition was a lesson in mental resilience. It was essential to be able to perform at the peak of your ability day in, day out, while continually concentrating only on the flight ahead and forgetting about the past.

FINN: The biggest lesson for me was the reminder of how consistent you have to be; not just in the air, but also in routine on the ground, with sleep and the task planning. All these little things really make a big difference over such a long comp.

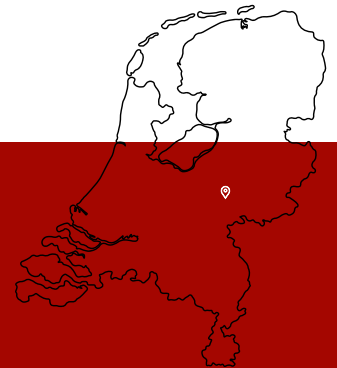
JAKE: I came to the realisation that international competitions are seldom won by pilots that make a big decision to do something significantly different or extraordinary from the others in the air. At this level, the competitors are such a high standard that often they are already making the best decisions in the sky and your best chance of winning overall comes from unrelenting consistency over the two weeks. My teammate Finn often had to tell me over the radio: "We just need to follow them now we've caught them, Jake – we don't need to win twice!"



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Left: picking fields with the Germans on mass landout day

What was your funniest memory?

PETE: Henry attempting to climb up the central support pole in the events tent during the final night party, while being cheered on by all. Even though he didn't quite make it to the top, it was great to see such widespread international support for Henry's continued passion for drunken climbing. Cheers Henry for being such a great crew!

SIMON: A hedgehog kept on coming to our tent, we claimed it as our team mascot; we nurtured it and treated it as one of our own. He or she(?) became a vital member of the team and I'm sure that its presence was instrumental in the success of the team.

FINN: When you get to spend so much time with a group of your best mates, there are a lot of funny moments; most not fit to be published in *S&G!* On the morning of the last competition day, the Dutch team stole the US flag and drove around the grid with it hanging out their car window. The director started shouting "50 penalty points!" and the US team were particularly angry while posturing: "Next time you get

invaded, let us know!".

JAKE: Some of the most fun moments of the week for me were had when we were trying to make the post-flight interview videos with our media manager Ben Hughes. After many long, draining hours in the cockpit, it was a real struggle at times to articulate vaguely coherent sentences to describe our day. There were many fits of laughter in the process, but fortunately we managed to produce just enough useable content to allow Ben to do his magic!

Results

The competition was a huge success for the whole team. In Club Class, Jake and Finn locked out the top of the podium, making Jake a Junior World Champion and giving Finn a hard-fought Silver medal.

The Standard Class team had a couple of landouts, which cost them dearly, but despite this still managed strong overall positions: Pete finishing in 19th place and Simon 20th.

This meant that the team also secured a Silver medal in the overall team cup.



THANK YOU

THIS success was testament to some serious effort and preparation put in throughout the season by all the pilots, with indispensable assistance from the dedicated crews, our team captain Matthew Scutter, our coach Brian Spreckley and our Club Class gliders' donor Shaun Lapworth.

The incredible support shown to us by the very generous crowd-funding donors, who helped us raise more than ever before – a staggering £7.5k, went a long way to funding most of our expenses and training leading up to the Worlds.

We also owe a huge thank you to all our incredible sponsors. As usual, we could not have been so well prepared without their support:

- Sydney Charles Aviation Insurance
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- LXNAV avionics
- Naviter software
- SkySight forecasting software
- Glideandseek.com - glider tracking and tactical tool.

We have been incredibly humbled by the support we have received this year and are so grateful for all the messages of support, leading up to and during the competition. You helped keep us motivated and feeling confident, even after the tough days!

The 12th FAI Junior World Gliding Championships take place in 2021 in the Czech Republic, where we hope for further success for the new Junior team.

Left: Team GB – pilots, captain and crew (Ben Hughes)

KEEPING SAFE AS PILOTS AGE

BGA Medical Adviser Dr Frank Voeten advises that, although there is no evidence that older pilots are more likely to be involved in accidents, it is important to avoid becoming complacent

WE HAVE seen them all come and go for years, decades, ages; the youngsters uninhibited by experience – both in life and aviation – gradually being shaped into young aviators getting their flying qualifications and experience.

Admired for their quick reactions and agility, we smile at their antics. We were, of course, no different and started exactly the same way – bold, knowing we were invincible and, above that, knowing it all.

Now we are older, wiser and more experienced, we may have lost some of our sharpness, but we are as good as ever and well-honed and trained fliers.

But are we?

Yes, on the whole, the gaining of experience stands us in good stead when we get a bit slower and lose some of our edge. There is no evidence that older, experienced pilots are more likely to be involved in incidents or accidents. Looking at the experience on the

roads it is, indeed, clear that experience counts for something; less involvement in accidents and, where older drivers are involved, the severity of the accidents is usually less.

However, we need to avoid becoming complacent and ensure that we are self-aware and honest with ourselves about our fitness to fly. This responsibility is all the greater for us as glider pilots as we often can fly without having to undergo any formal assessment of our fitness; as long as we can hold an ordinary driving licence we are good to go.

It is incumbent on us to use this freedom sensibly and before every day that we set off to go gliding, and indeed before every flight, to check with ourselves are we indeed good to go.

The IMSAFE acronym is great (see facing page). If you have doubts about your fitness, then there is no doubt, postpone that flight.

Vigilance

Equally important is that we are vigilant to changes in our physical and mental health. Yes, for gliding it is definitely not necessary to be able to run a half marathon (or more!), but if you notice that going up the stairs or doing the walk with the dog is becoming more of a challenge it may be time to have a chat with your GP.

Prevention

Talking about walking, regular walks – it is suggested three times per week – do as much for your physical fitness as going to the gym. And walking has also proved to be great for retaining your mental agility; it staves off dementia, the mechanism by which this protection works is not yet clear.

As a cohort of older pilots, we are benefitting from ageing slower than previous generations; 60 is the new 40 we are constantly told and, if we compare ourselves and our fitness with that of our parents, we can see that this is true.

To make sure we benefit from this maximally we can help our bodies by stopping smoking if we do, undertake gentle exercise regularly (walking, swimming,



We are ageing slower than previous generations; 60 is the new 40 (Max Kirschner)

cycling – no lycra required!), lose those couple of pounds, eat a healthy and varied diet and moderate alcohol intake.

Regular exercise is also beneficial to your brain. Although there is no rock-hard evidence that mental exercises reduce the incidence of dementia, those studies that have been done in this field tend to suggest it does; and let's be honest, what have you got to lose? So, stay abreast of the news, do some crossword or sudoku puzzles and engage in discourse with friends, family, fellow pilots.

And if the latter are contemporaries, do speak to them about the ways that they remain fit and up to the job of flying.

Safety in numbers

Talking about meeting up with fellow pilots, use the camaraderie and companionship to its advantage: fly together, either as solo pilots or indeed in two-seaters. At my gliding club, a number of pilots have decided to sell off their glass super ships and club together and buy modern two-seaters equipped with engines, so they don't need to land out, and with state-of-the-art avionics.

Other things to do together include helping with rigging and to use the presence of knowledgeable others to double check that the glider is rigged safely and ready for flight.

What if you are not sure?

There will be times that we are not sure whether we can be confident that the IMSAFE questions can all be answered confidently with a yes. If that is a temporary issue, such as a cold, then it is of course entirely reasonable to wait for this to pass over, give it a bit longer and then resume flying, if necessary after a check with an instructor or otherwise suitably qualified pilot.

However, if the issue is of a more permanent nature do speak to someone; speak to your GP and discuss your concerns with them. Ask an instructor or a CFI about their honest opinion about your flying performance. Ask them to go up with you for an assessment, they will be delighted to oblige and, last but not least, do speak to your nearest and dearest. They are much more sensitive than any clinician, any blood or other test in sensing that there may be changes in your well-being or mental agility. Heed their concerns and do take their views into account.

The change challenge

As we get older various body parts 'wear out' at a different pace and different people



will age at different rates. Much of that will depend on what we do and what our genetic make-up is, but we can help, as previously mentioned, to manage the ageing process by looking after ourselves.

Which parts are particularly involved in change and relevant to flying?

> **Eyes** – many reading this article will do so by using some form of reading specs or, if we are not quite there yet, will have switched on the reading light. Due to the loss of pliability of the eye's lens we are finding it more difficult to read smaller print.

By making sure that our spectacles are up to the job of giving us the best possible vision at all distances we use during flying (distance for lookout, intermediate for the panel and near for reading the map or tablet) we help ourselves. By using electronic conspicuity devices, such as FLARM or ADS-B, we aid our lookout and reduce the risk of midair collisions.

So, a regular eye-check, at least every two years, is advisable. The standard of opticians in the UK is very good and they do routinely offer excellent assessments, including measuring the intra-ocular pressure and so detect glaucoma, which is a symptomless threat to eyesight.

Above the age of 60, and for anyone with a first-degree family member with glaucoma, the comprehensive eye examination is free of charge, courtesy of the NHS!

> **Hearing** – if your family/friends or significant other moan about having to repeat everything, it may be time for a

Use the camaraderie and companionship of gliding to its advantage: enjoying the 2019 Camphill Vintage Rally

I'M SAFE Acronym

- I** - Illness
- M** - Medication
- S** - Stress
- A** - Alcohol
- F** - Fatigue
- E** - Eating

AS A COHORT OF OLDER PILOTS, WE ARE BENEFITTING FROM AGEING SLOWER THAN PREVIOUS GENERATIONS; 60 IS THE NEW 40 WE ARE CONSTANTLY TOLD AND, IF WE COMPARE OURSELVES AND OUR FITNESS WITH THAT OF OUR PARENTS, WE CAN SEE THAT THIS IS TRUE



■ Dr Frank Voeten has been gliding for more than 40 years, is an AME for the UK CAA and US FAA. Until recently he has been working for the CAA Aeromedical Section, dealing with Aeromedical Certification for all classes of pilots (including LAPLS). Frank advises the BGA (together with Dr Tracy Hiles and Dr Steve Gibson) on matters relating to EASA, and does the same for the LAA. He runs two AME clinics. Apart from gliding, Frank holds a number of other licences, including an FAA CPL/IR. His other work includes General Practice.

👂 hearing check! Don't miss out on the opportunity to have hearing loss spotted early. If you are too late you may not regain hearing, even with hearing aids.

> **Heart and lungs** – if you have been blessed with a good pair of lungs and a healthy heart you have a good start, but keep looking after the machinery as age is the greatest predictor of developing cardio-vascular disease. Keep fit with the measures mentioned above and do seek help if you have concerns.

> **Skin** – although not an organ which will likely give any functional problems impeding the ability to fly, it is important that we realise that as pilots we will have been exposed to more sunlight on our skins over the decades we have been outside and are therefore more at risk of developing skin changes due to this exposure. If you develop lumps and bumps, changing spots or non-healing skin areas, do get them checked.

> **Medication** – with the climbing of the years it is more likely that medication is required to manage medical issues; a few to mention are blood pressure, diabetes and arthritis.

Most medication is well tolerated and, if so, does not have to be of great concern when taken for common conditions. However, it is always worth keeping in mind that the underlying condition may well have implications for fitness to fly and that your GP may not know you are flying. Do discuss the implications from both with your

treating physician.

If you are not sure, remember that the BGA medical advisers are no further than an email away and further aeromedical advice can, of course, also be obtained by consulting an aeromedical examiner.

And at the end?

Eventually the day will come that we have to answer the IMSAFE questions with a 'no' and realise that it will remain 'no' for ever more. We have to hang up our pilot in command wings. Either we have come to that conclusion ourselves, or someone has suggested it and we have to concede that they are right.

It may well be the most difficult aviation decision we ever have to make, but we owe it to our gliding comrades, our gliding community, our nearest and dearest, but above all ourselves to make the right decision when the time is there.

Not to do so would put us in jeopardy and risk putting a stain on an otherwise unblemished record.

Stopping flying as a solo pilot does not, of course, have to mean cutting the ties with gliding. On the contrary, with the knowledge and experience we have built up we can help our association, our club, our friends and more junior pilots. Both with practical help, as well as letting them benefit from our wisdom and experience.

And long may it last!



Spin refresher training with Wrekin's Terry Walsh

TOP TIP CHECKLIST - HELP YOURSELF

- Honestly assess your ability – plan to arrive well rested and well prepared
- Adjust your activity – plan shorter flights/cross-countries
- Drink regularly to stay well hydrated
- Ask for help with new tasks or new equipment
- Write things down rather than relying on memory alone
- Plan carefully and plan 'the easy way around' avoiding difficult scenarios – have a plan B/C/D
- Use checklists – not just in the cockpit, consider having one for other safety critical tasks, such as rigging
- Use all available tools to check the weather, NOTAMs, airspace restrictions
- Be realistic about ability, skills, recency, currency and plan accordingly
- Make sure gliding remains fun. Avoid pressurising yourself.

RAeC Trust trustee, Kieron Shaw, reports on bursary awards

HELPING YOUTH PROGRESSION

THE Royal Aero Club Trust has awarded 35 bursaries in 2019 to enable young air sport enthusiasts to develop and advance their qualifications. Almost half of these were awarded to glider pilots. The awards were made under the Trust's flying for youth scheme.

The Trust awards more bursaries to young persons involved in air sports than any other organisation. The significant increases in recent years in the number of awards made follow a decision by the Trust in 2014 to widen the age range for eligibility and to introduce follow-on awards to enable previous award winners to continue to make progress in their chosen air sport.

The "named" bursaries and other special awards given to glider pilots include:

- Patron's Scholar: Alistair Cunningham, Deeside Gliding Club
- The Bramson Bursary: Daniel Weston, Lasham Gliding Society
- The John Downer Bursary: Daniel Comerford, London Gliding Club.

Glider pilots awarded a bursary include:

- Emma Lees, 15, Bidford Gliding Club, to achieve Bronze
- Shayan Hassan Bigi, 16, Surrey Hills Gliding Club, also aiming for Bronze
- Daniel Comerford, 18, London Gliding Club, working towards Silver
- Jordan Thomson, 21, Cairngorm Gliding Club, aiming for Cross-Country Endorsement
- Ellis Durden, 14, Chiltern Gliding Club, to achieve Bronze
- Henry Moriarty, 16, RAF Cranwell Gliding Club, also working towards Bronze
- Edward Newland-Smith, 18, London Gliding Club, to achieve Silver
- Joshua Setford, 16, Southdown Gliding Club, also working towards Silver
- Tom Hesp, 15, Norfolk Gliding Club, to achieve Bronze
- Alistair Cunningham, 20, Flying lessons



Fifteen-year-old Emma Lees has been awarded a bursary to help her progression to Bronze

Scotland (Strathaven), working towards a Tailwheel Endorsement for club tug duty.

Advanced bursaries have been awarded to:

- Thomas Willson, 22, Kestrel Gliding Club, to qualify as a Basic Instructor
- Daniel Weston, 20, Lasham Gliding Society, member of the UK 2019 World Advanced Aerobatics Team
- Anthony Landau, 23, Bicester Gliding Club, to qualify as an Assistant Instructor.

David Bills, the trustee responsible for the administration of the bursary scheme, commented on the high quality of many of the applications received in 2019. He also observed that he was very pleased to see applications submitted from those who are involved in a wide range of air sports. David stressed the important part played by the Trust benefactors, without whose keen support the scheme could not operate. Details of how you can become a Trust benefactor, or a friend, are published on the Trust website.

■ www.royalaeroclubtrust.org

■ The Trust is most grateful to its benefactors, including the Royal Aeronautical Society, who do so much to encourage young people to develop their potential through air sports.

Her Majesty The Queen acts as the Patron of the Patron's Fund. The Peter Cruddas Foundation awards, the Bramson Bursaries, the Breitling (UK) Ltd Bursaries, the George Farha Bursary, the John Downer Bursary and the Brownsword Bursary have been of enormous help in making it possible for the Royal Aero Club Trust to make these awards to worthy young people who wish to progress in their chosen air sport.

A new bursary, named the Jim Crocker Bursary, has been awarded to acknowledge the enormous contribution of the late Jim Crocker, who served latterly as the chairman of the Royal Aero Club Trust, and who was a past chairman of the British Parachuting Association.



This page, anti-clockwise from top centre:
This is either Swoop or Low, one of Surrey Hills GC's resident swallows (Steve Codd)

On reflection, perhaps we should have packed up earlier! Surrey Hills on 20 August before the skies cleared again (Steve Codd)

The magic of evening wave. Glider 258, flown by Alistair Gilson and Robert Kameny, descends through FL10 around the Welshpool area at 21.00 local time (Robert Kameny)

Wrekin's Alan Swan high over Lac de Serre-Poncon in the French Alps during a 2019 Sisteron exped for Army, Royal Air Force and Royal Navy glider pilots

Facing page, clockwise from top:

Welland GC's Grob Acro lands out on the last day of the Wolds two-seater comp, near Ampleforth. The finest gliding minds in morning briefing the next day were unable to work out how the pilot did it, as was Mark Rushton when he arrived on site with the trailer. Dave Arblaster finally revealed that the hay baling only started 10 minutes AFTER he landed! (Mark Rushton)

Alastair Mackenzie enjoys some basic aerobatics in Burn GC's K-21 on 20 July

Mike Bond lands DG-800 at Rufforth just in time following a 330km flight on 6 June

Reflection of a glorious July sunset in the canopy of Devon & Somerset's Perkoz (Mark Courtney)

■ 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







VIEW TO A THRILL

This was Stephen Kingham's view during a very special flight that broke the UK FAI Triangle Distance record

If you're P2 in EB28 '13', what better time than with Ed Downham during a record-breaking flight? Stephen Kingham reports...



Approaching the Humber beneath spreadout

THE 21st June 2018 was a brilliant day for cross-country pilots in the UK, not least for Tim Jenkinson, who broke the UK free three turnpoint distance record. Exactly a year later, fellow British Airways 777 captain and London Gliding Club member Ed Downham also had a record on his mind. After getting the day free at short notice by swapping a Madrid out-and-return with a trip to Delhi, he needed some ballast for his ASH25 EB28 '13', which is where I come in.

I had been contemplating attempting my Silver distance when I arrived at the gliding club, but everyone at Dunstable knows that, however good you think you are, you don't turn down the opportunity to fly in '13' if it arises. Ed assured me that he was going "a long way" and a look at the task made this quite clear.

The plan was to motor out to a remote start at Newport Pagnell, start high and drift downwind to Stradishall in Suffolk during the weakest part of the day, then use the stronger conditions and forecast convergence to run up the coast to Whitby. Southwest through the gap between Manchester and Doncaster airspace to Hay-on-Wye, then use the westerly wind during the evening to get us back to Newport Pagnell. Just 837.5km, a new UK FAI triangle record if we (he) did it.

We launched just after 09:30 and motored to NPT, where, after shutting the engine down, we started just below 4,500ft. A 50km straight glide took us just past Gransden Lodge to below cloudbase. Unfortunately the locals had not yet started flying, so we had to find our own thermal. At 1,800ft we took our first climb, which was unsurprisingly

weak given it was only 10:15. After 50 mins on task, we dived in and out of the blue hole surrounding the first turnpoint.

As we turned north the thermals got slightly stronger, but cloudbase remained steadfastly at around 3,000ft until past the Wash, meaning Ed had to stop regularly for thermals. Lakenheath allowed us through their airspace while the typically American controller gave us traffic information on the wave of US C-130 Hercules taking off from Mildenhall.

With cloudbase rising only slowly, Ed took some cloud climbs in 7-8kt thermals to speed progress up, getting us up to 6,000ft. This was my first experience of flying in cloud, and it was amazing to see how much extra height can be gained if you are capable of doing it safely.

Going north, we were generally managing to avoid the large patches of spreadout, but around northern Lincolnshire there was no avoiding it. We bumped into a thermal directly over a container ship on the Humber, which helped matters and took us to further strong climbs. So far there had been no signs of the forecast convergence along the coast so we had been tracking along about 10km inland. Near Scarborough the tell-tale signs of convergence encouraged us onto the coast and we ran along the coast and round the turnpoint 45 mins earlier than Ed had predicted. We now had 477km to go and well over five hours of thermals left. At our current speed of 93km/h the record attempt was still on, with the best forecast conditions still to come.

As we headed southwest through Yorkshire and towards the Pennines the conditions improved, with a 5,000ft cloudbase and strong climbs allowing us to cruise at 90kts. We saw only three other gliders airborne the whole day, and the one circling near York was not climbing quickly enough for Ed, so he rejected that thermal and found a much stronger one nearby.

Not long later, someone on the cross-country frequency was proclaiming doom and gloom about conditions at Talgarth, which was only 10km from HAY, but we were over 160km away.

As we passed Camphill, the spreadout again became impossible to miss, but a line of cloud in between areas with very different cloudbases allowed us to fly 35km with a L/D of 233 near Uttoxeter. Not far from the Long Mynd, we ended up in a long valley and below the working height band of the lift. Thermals at this stage were proving difficult

to centre in, often requiring flying upwind to re-centre. By the time Ed had extricated us from this part of deepest Shropshire the sky was looking progressively grey to the south and west, with very little sunlight getting through the clouds.

Another cloud climb was required to get us round HAY and towards the fast disappearing sun some distance away.

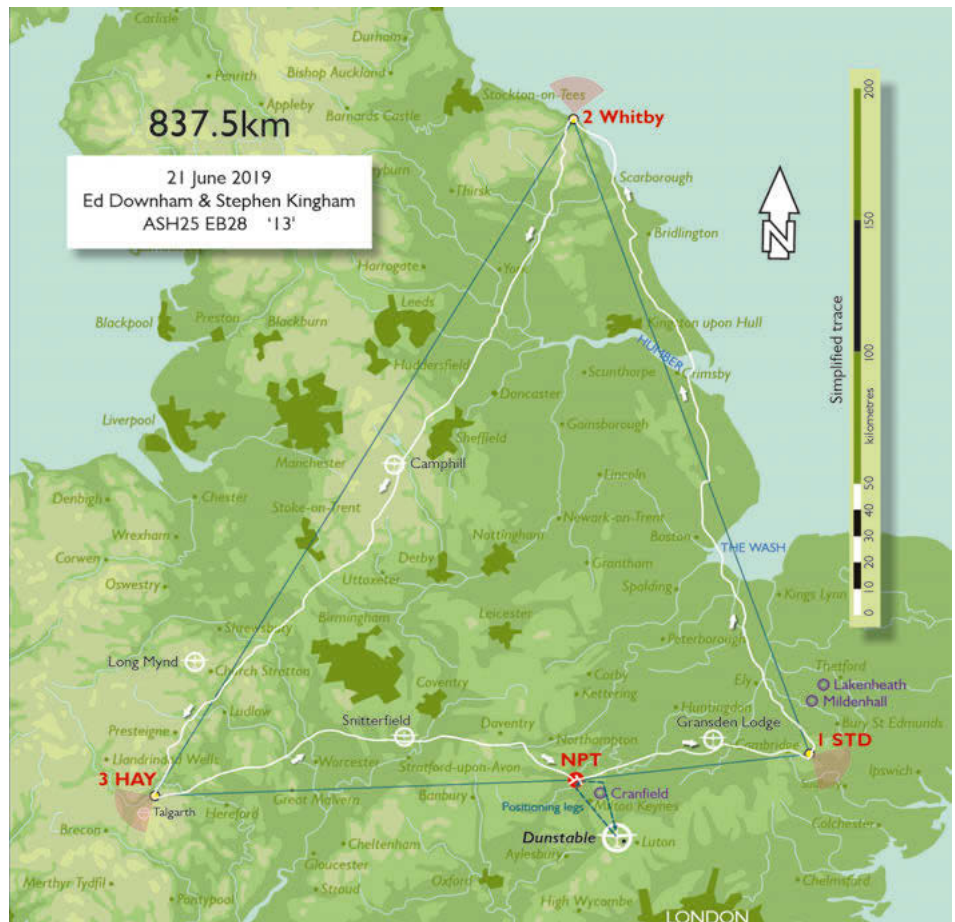
Once round the turnpoint and heading east, the sky to the south of track was hopeless with thick cloud cover and only cracks of sunlight to the north. Needless to say, the east-west cloud streets that had been everywhere on the northerly leg had completely disappeared.

Ed had mentioned earlier that you should head more than 30° off track only if you were desperate to stay airborne. Not long later the LX was telling me that we were heading 45° left of track towards Birmingham, which could only mean one thing. I didn't have a clue where to even begin looking for lift.

The Birmingham controller warned us that Snitterfield were still active, but as we flew overhead the only sign of life was the winch trundling across the airfield. Yet again the locals had decided it was unsoarable 🐉

THIS WAS MY FIRST EXPERIENCE OF FLYING IN CLOUD, AND IT WAS AMAZING TO SEE HOW MUCH EXTRA HEIGHT CAN BE GAINED IF YOU ARE CAPABLE OF DOING IT SAFELY

Below: Ed Downham took both the UK FAI Triangle Distance and Free Triangle Distance records with his 837.5km flight in EB28 '13' with Stephen Kingham from Dunstable on 21 June 2019 (Illustration by Steve Longland)





Left to right: motoring past Leighton Buzzard to the start line; flying out of cloud over Lincolnshire; looking at nearby airspace on the 'up north' chart

ED DOWNHAM COMMENTS:

THE plus points were that it was the longest day of the year with a reasonably unstable airmass, but put against that was the high likelihood of spreadout and mid-layer cloud. Setting an achievable task required a little more thought than usual and I went through many variations until arriving at one that took advantage of possible convergences, but avoided the middle of the country, which in my experience can over-convect significantly in these type of conditions. The temptation was to go for a larger distance, but in retrospect I'm glad I didn't succumb to it.

In terms of the flight, it was really useful to have someone to explain my reasoning to as that makes you review what you've decided and possibly change it if it doesn't make sense when verbalised. The first couple of hours we were operating in reasonable conditions, but in a rather shallow height band, which required a delicate balance between pressing on and avoiding a grovel. Tactically, I generally avoid cloud climbs as you lose the picture for a while, but quite a few times I took them as crossing large areas of overcast would have slowed us down and/or had us arriving at a marginal height at the next possible lift source.

I'm glad I looked for possible convergences at the planning stage as we were pretty much forced on to the coast near Scarborough due to the North York Moors looking very spreadout and uncertain at the time (confirmed by Tim J as he had the mother of all grovels there). Just as I was contemplating a slow and careful trickle in and out, a low-level wisp indicated the presence of a just-forming sea breeze front, which we ran to the turn. There was also some kind of pseudo sea breeze in the middle of the Cheshire Plain, which we gratefully utilised.

Up to the last turn at HAY, it hadn't been super easy, but with a decent cloudbase it was possible to connect the dots without too much drama. That changed on the way home and what was supposed to be a tailwind romp back turned into a fight for survival. There was lift around, but it was so widely spaced and fickle that you had to take it one step at a time and grind it out as high as it would go. Each thermal died a bit lower and we were in the classic situation of always being below glide. Luckily, the last climb did the job and we were able to float to the finish off it. Here's hoping the next 21st of June delivers too!

↳ when we needed them most.

The only thermals to be found were where there was a crack of sunlight between the clouds warming the ground beneath. These were all 1-2kt thermals and the wind had dropped to around 3kts, giving us very little help getting home. We flew from one crack of sunlight to another, taking any thermal we could find. Those that were around were very difficult to centre in. Finally, we found a 4kt thermal and began climbing, but we were directly under the final approach to Birmingham and the controller who had been helpful earlier couldn't allow us above 3,500ft. This got us to some more lift and after 10 minutes scraping about in a 1kt thermal near Daventry we were on a 40km final glide at what for '13' was a very slow 55kt cruise.

We crossed the finish line at 18:52 after 8:59 hours on task. With not enough height to get back to Dunstable, and no sign of lift in the sky, we flew towards Cranfield to start the engine. Their controllers had already begun their weekend so we started the engine in an empty circuit and motored back to an equally deserted Dunstable.

Before we started, Ed had said given the length of the soaring day and the performance of the ASH25 EB28 there was no need to take risks. His flying demonstrated this, picking clouds that guaranteed a decent thermal, rather than trying ones which might have produced a very strong thermal, but might have had none. The last leg was a real struggle, with 163km flown under a completely overcast sky with an average thermal strength of 1.6kts.

It was an almost perfectly set task. The last thermal we took must have been the last of the day and we went right to the top, which just about got us onto final glide. A couple





Crossing the finish line at Newport Pagnell (photos by Stephen Kingham)

of minutes later we attempted another, but in exactly a minute we gained precisely 23ft. This must be pretty close to unsoarable, so a longer task would have been impossible.

We took a total of 49 thermals, with an average glide distance of 18.2km and a mean L/D of 68. The new UK triangle distance record of 837.5km beats Ed's previous record of 808.9km from 2012. Our flight was completed at 93.3km/h, and is Ed's second UK record set this year, after completing a

750km out-and-return at 93.6km/h in May.

What made the flight particularly valuable for me was Ed's explanation of every aspect of his thinking and decision making. He didn't appear to mind my repeated questions of "why did you pick that cloud?" and "how did you know there was going to be lift there?" After nine hours of learning, I really wished I had brought a notepad and pen to write it all down. All in all, it wasn't a bad trip for only my second cross-country flight!



Stephen Kingham started gliding at Dunstable in 2017 and has his Bronze and Cross-Country Endorsement. He has around 90 hours and is still waiting to do his Silver distance. Stephen enjoys aerobatics and flying gliders without a canopy.

BGA Club Management Conference 2019

Sunday 17th November at de Vere Staverton in Northamptonshire



Chairmen's Conference
Treasurers' Forum
CFI Forum
Juniors' Conference
Club Technical Officers Session



Strategy ♦ Membership retention ♦ News ♦ Networking ♦ Clubs ♦ Sharing information and ideas

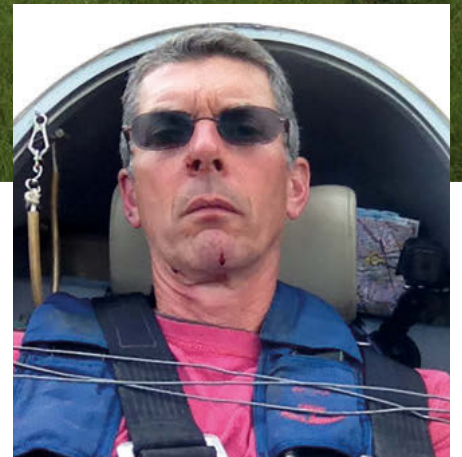
Information, updates and bookings via www.gliding.co.uk/events



BEWARE BIG



FIELDS...



A big field with no visible obstructions and an open gate seemed ideal, until Jon Hill spotted an unseen fence. (Inset) the photo Jon sent his retrieve team with a request for wire cutters

Jon Hill reflects on an enterprising landout that could well have ended in disaster when his chosen field revealed a hazard

DAY ONE of Competition Enterprise 2019 at Sutton Bank had around 30 competitors flying alternately north/south across an east/west line through SUT to BGA turnpoints of the pilot's choosing, scoring points for each new turnpoint. A light north-westerly provided reasonable soaring conditions and cloudbase was around 3,000ft.

With two TPs in the bag, I flew south from Helmsley towards Sutton-on-the-Forest to gain some distance points. Trying to fly faster than I usually do in my Cirrus, routing between promising looking clouds and intending to operate between 2,000-3,000ft, I

made reasonable progress, but I couldn't see behind me. A large blue hole had opened up just south of SUT and, arriving near Sutton-on-the-Forest around 2,000ft, the sky above stopped working and became flat and grey. Looking around into the distance didn't fill me with hope.

The TP is a disused airfield with the

Winch and aerotow launches seven days a week?

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2:1 trainee to instructor ratio?

All glass fleet?

Where else?

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Cambridge Gliding Centre



runways removed and pig and poultry farms occupying the space, but with a very large flat green field west of one of the old runways. Close by is the village of the same name above which I scratched for some time; ½ up... ½ down... ½ down and so it went on with no improvement in the sky. The village didn't work so I tried above the pig farm sheds, more down than up again, but I had my field: size – big; slope – none; surface – flat and no variation in grass or crop colour; stock – none; obstructions – none... visible from above and, yippee, an open gate on the eastern boundary. Scratching above my field I had plenty of time to survey it thoroughly so at 800ft, accepting the inevitable, I commenced a conventional circuit.

Finals over the boundary were deliberately higher than normal owing to the exceptional size of the field ahead and, as I intended to finish near to the open gate, I squeezed the airbrakes closed for a while to stretch the glide. I then opened them again, executing a fully held off landing, when I saw the fence.

I remember my fingers moving towards the brake lever, saying, "Oh no", hitting the fence at speed, the canopy exploding around me, rapid deceleration, then silence.

I sat awhile, pinned firmly by strands of wire in the cockpit unable to open the canopy, or what was left of it. Thankfully I could access my phone; amazingly there was a signal. I WhatsApped my crew with the picture (p32) and the caption: "Got any wire cutters?" Sustaining minor cuts and bruises, it didn't warrant three nines, so I ate my banana and pondered my situation.

Satisfied I'd followed procedure, what could I have done differently... as subsequently advised by some of gliding's great and good?: land in the first available part of the field to minimise collisions with unseen obstructions and apply the wheel brake immediately to stop ASAP.



Thanks must go to Mark and Paul for cutting me out and retrieving my glider to Sutton Bank where many hours were spent completing accident forms, speaking with the AAIB, police and insurers. YGC staff were brilliant providing all those forms... with plenty of sympathy to ease the pain. My bruises have faded and the Cirrus is away for a new lid and some sticking and gluing.

The moral of the story – farmers don't subdivide small fields.

■ 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

Jon Hill's canopy exploded around him on impact with the fence

I SAT AWHILE, PINNED FIRMLY BY STRANDS OF WIRE IN THE COCKPIT UNABLE TO OPEN THE CANOPY, OR WHAT WAS LEFT OF IT

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FLYING AFTER DIABETES...

Dropping off the duty list when the club was short of instructors prompted David Innes to 'come out' when he was diagnosed with Type 2 diabetes



A readout of 4 is a realistic baseline – official advice is to not drive below that number and to take corrective action, or seek help

I WOULD like to apologise for the title since a diagnosis of diabetes is normally for life, barring miracles or really major interventions. Some may go into remission, but the threat is always there. You probably have to live with it for ever, coping with the tests, inconveniences and changes in diet and lifestyle... That is if you want to get better, or at least avoid the worst of the consequences. Ignoring it, or non-compliance with your new "regime", can easily shorten your life or cause major complications or limitations.

My motivation for writing this piece is to share my experience and give others early warnings or hope for potential outcomes. I deliberately "came out" at the club, to some extent to justify why I dropped off the duty list when we were short of instructors. I

was amazed at the number of members – some far younger than I, who looked far fitter than myself, who were also afflicted, but were previously silent on that issue. This made me realise, yes, we have an epidemic in UK, and the more we share, the better chance of avoidance for others.

I am in no way medically qualified, so don't take what I write as anything other than my observations and experiences. *Diabetes.org.uk* provides much information covering all types and severities of diabetes: we don't all have GPs as buddies.

The omens - (clues I ignored)

I had a real problem reading signs while arriving at an airport one night after a long trip. I thought it might be that I had grabbed the wrong spectacles or just was fatigued at the end of the flight, or perhaps unwell due to airline food – any or all the above.

After getting back from vacation, we had an unusual spell of fine weather and I was working outdoors quite a lot, coming in tired

and very thirsty, and on reflection visiting the toilet quite a lot. As I was to discover, all these are key symptoms of diabetes. But I passed my LAPL medical not long before and that simple test was clear – so beware, like an MoT, the test is only accurate for that day and is only useful for "gross" indications; it doesn't take long for things to change. So self-awareness and asking professionals when things change is essential.

The first week (after diagnosis)

I have to admire the speed of response of my local health service. Back home after the "Dinner Diagnosis" (below), I had a chat with a GP Monday morning, blood tests that afternoon, results by Wednesday. The labs were so concerned with my results that they phoned rather than mailed my GP.

We had another chat with said GP and a consultant later the same day, and Thursday afternoon saw me in hospital for tests, briefings, issue of test gear (multiple blood samples per day), and my wife Fiona and I departed with an initial care plan – low carbohydrate, low calorie diet and lots of exercise. It was all a shock, almost overwhelming in its scope, but it did explain many of the above issues. I applied and continue to apply my full focus to the task. It's one project which must succeed, and keep on succeeding, if I want to collect and enjoy my pension for a reasonable time.

I went cold turkey. The initial numbers were far too serious to mess around with a gentle transition. In a previous major medical event, I applied myself 1,000 per cent and the results surprised all parties (multiple fractures and one dislocation; one GP friend thought I would be left with a flipper, ie a wasted arm with hand movement only. Most people don't realise I have physical limitations, except when putting on some parachutes). OK, diabetes is far more complex than multiple broken bones, and cannot be cured by one's effort alone, but I'm damned if it will get the better of me due to lack of diligence on my part. The rest is in the hands

of the medical staff and pharmacists.

We cancelled an imminent caravanning holiday for two reasons. First was to be available for any appointments and tests, to attend each as soon as possible, and the second was to give us time to figure out and settle into the new diet. The constraints of caravanning at remote locations would have added to the difficulties while we “got our act together”. It turned out just to be a minor delay, since all immediate appointments took place in the first week, and we soon figured out how to manage meals/store supplies with a limited refrigerator, etc.

Flying aspects

I grounded myself that very Thursday afternoon, informing both our CFI and Regional Examiner (I had some flying planned with Colin). My AME was on vacation so perhaps I over-reacted, but on the safe side. However, I had already booked my “hour with an instructor” to keep my PPL valid for the next day (Friday) and, after a discussion that night, we did the flight anyway. Other than a morale booster, which I really needed, it was far easier to perform that flight (converting to a differently-engined EuroFOX) than delay until there was a final medical outcome, and after that have to repeat the full GFT skills test. I was nearly outside the two-year “window”.

While the hospital staff were discouraging about personal flying, they were OK with me driving. I confirmed with my AME, on his return from vacation, that in my circumstances* I could fly solo, on a self-declared basis. Note that while there can be events such as blurred vision or change in prescription, cold feet, etc, Type 2 does not usually lead to the sudden incapacitations associated with “lack of sugar” (Hypoglycemia) ie with Type 1. Oh no, Type 2 is much more insidious – it can ruin eyesight, cut blood flow to peripheries, internal organs, etc, all long-term issues. It is just as serious an illness with its potential long-term impacts.

By the way, wearing varifocals disguised my eyesight issues. To focus with varifocals, you subconsciously tilt your head. It was only when I wore my fixed focal length sunglasses that I realised my eyesight had changed. I had been changing my head tilt

*Type 2 diabetes diagnosed (ie not Type 1), Normal Range Blood Pressure, and no related medication had been prescribed, so there was no need even to inform DVLA.

angles automatically. Don't go and get new glasses (provided you can see safely) until the condition is under control.

On my next duty day, a few weeks after the diagnosis and when my glucose levels were back in a normal range, I turned up, since I could still authorise the BIs and fly with post-solo pilots. Indeed I did so, acting as an idiot “trial flighter” to coach one of our BI candidates. I could also tow while the tuggy – another BI candidate – flew with one of the Full Cats.

It was great to be back in the saddle, but it wasn't until my fifth tow the following weekend that I began to relax. On the first tow, the oil temperature was rising above the green band with a Puchacz behind me. That often happened when towing the Capstan, but not to my recollection ever with a glass ship. To add to my issues, while I could see no rain-bearing cloud, fine drops started to appear on the windscreen. I assumed a coolant leak, and waved off the glider – P2 was converting to aerotow; we were at 1,800ft, so this was good practice for him. I descended and landed in a glide, parked, check for leaks, etc. There were none – it had been raining at height and (believe it or not) the high ambient temperature in Northern Scotland had resulted in the minor overheat.... Yes, my confidence had taken a hit, but again I erred on the safe side.

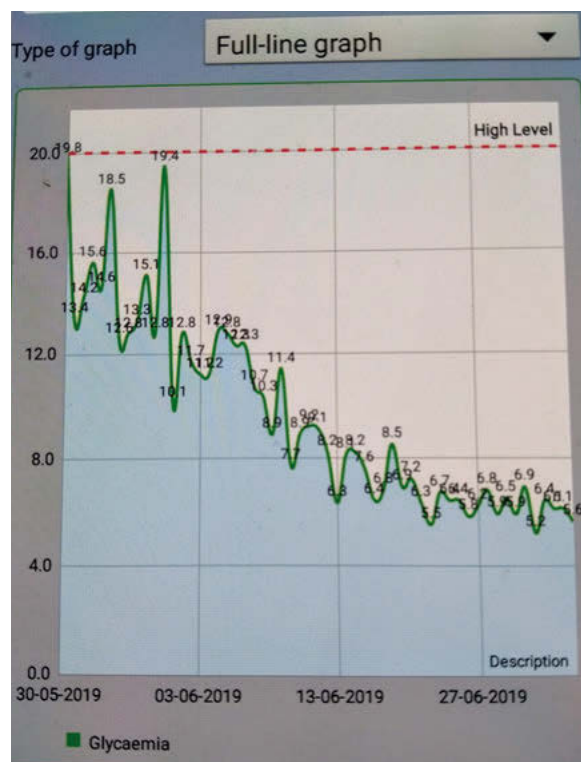
Type 1 diabetes

I have no experience of Type 1, but it brings many more constraints on most. But under recent developments, patients who manage their Type 1 condition well can have their pilot ratings restored.

My progress?

I lost 7kg in the first three weeks, and my weight continues to drop. My chin count is down to 1½. Our dog is perpetually worn out due to numerous walks. Narrower trousers, long consigned to storage, were retrieved. Belts had an extra hole punched. Blood pressure is lower. Sleep is easier and I have more energy. My diet and exercise have resulted in blood sugars dropping to the upper range of acceptable limits for diagnosed diabetics, within two weeks,

I PASSED MY LAPL MEDICAL NOT LONG BEFORE AND THAT SIMPLE TEST WAS CLEAR – SO BEWARE, LIKE AN MOT, THE TEST IS ONLY ACCURATE FOR THAT DAY, AND IT DOESN'T TAKE LONG FOR THINGS TO CHANGE



David Innes' blood sugar log, from diagnosis to a month later. This was all achieved by major diet changes, as agreed by physicians. It should be emphasised that not all will have the same experience, nor timeframe, nor, unfortunately, ultimate results.

■ STOP PRESS: Three months after his diagnosis, having lost 16kg+ and revising food choices, David regained his medical, and has been set free to terrorise students again. "Early diagnosis, discipline and a large serving of luck."



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

↪ which tends to point to diet as the major factor. Ketones (remember the pear-smelling fluid from school science?) were and are low, so I'm not "consuming muscle". The implication is that I may have dodged the bullet, but we won't know for sure until a definitive test at three months post-diagnosis. (An assessment of mature red blood cells gives a good indication of long-term control (or otherwise).) So no pre-solo pupils for me at least until then. But I can still tow, run the airfield and teach on our simulator.

So why did I get it?

It's entirely my fault. Away on business for very long periods, eating out a lot, substantial hotel breakfasts since client-hosted lunches were often more to local tastes, an essentially desk-bound working environment, stressful job, an aversion to most exercise except around the airfield, and having a sweet tooth does not help and consolidated my bad

habits. I fear that the club "tuck shop" may soon go bankrupt.

Genetics also matter. I am the spitting image of my father, and he too developed diabetes in his 60s, controlled (more or less) by diet alone, until quite late in life.

What's next?

Continue the diet and exercise regime. Monitor blood sugar levels daily. I'm taking Statins as part of the standard treatment. Review at three months and periodically thereafter. Try to delay the need for further drugs. Occasional treats (steak pie this weekend!) as a reward for achieving or maintaining goals, but preceded with and followed up next day with extra blood tests to assess the impact. But, to paraphrase the Proclaimers, "Mars Bars no more, Fry-ups no more", etc.

My thanks to:

Dr Peter Whitehead, former flatmate and also former chairman of Eden Soaring, for sharing some papers – specifically concerning a new proven method of tackling Type 2 diabetes. It was not on offer at our local NHS trust, but Fiona and I used the papers to approximate the methodology – while informing, and with consent of, my local medical team, of course.

Dr Sandy Mitchell, my AME of many years, a retired BA 747 captain and one of my earliest gliding instructors, for all his advice... we go back to 1973.

Dr Gordon Wilson, who, observing me during a meal with our wives, suggested I had diabetes... We have been buddies since age 14.

And last, but by no means least, Fiona, my wife and a retired health visitor, for her knowledge, unending support, imaginative recipes to minimise the dietary transition stress, and just being there for me. May I tender my sincere apologies for not trusting her earlier opinion that I had diabetes. I had my LAPL medical for instructing not long before that and the diabetes test was negative. But I won't forgive her for, when opening a birthday present from our older daughter, she automatically chomped down the enclosed chocolate bar...

More later as matters develop.

■ **PS:** *Sitting in the waiting room of the specialist clinic opened my eyes... by which I mean really scared me, since I could see some of the ravages of diabetes on several of my fellow, but far less fortunate, patients. I have been lucky, but the price is continuous vigilance and ruthlessly sticking to the exercise and diet plan. Be self-aware. Seek early advice.*

The BGA comments...

THE account as shared by the writer is a very open and honest depiction of his experience.

I was asked as BGA medical adviser and AME to comment on it from an aeromedical point of view.

The notion that there is something not quite right can take, for all of us, some time to sink in, just as it did for the author. Please do heed your body's signals and do speak to a clinician if you think something is afoot. As we are getting older, we do become more susceptible to conditions which affect our fitness to fly.

The writer has to be commended for his forthrightness in getting on with his newly-diagnosed diabetes. He made use of the various options of remaining in the air, making use of the current regulations and using an upcoming revalidation flight to get back into the saddle.

Getting back into the air is an urge we all know very well. I usually recommend pilots who have experienced a life-changing event, such as being given a diagnosis of a condition such as diabetes, to refrain from flying even though they would be quite legal to do so. It takes our brains some time before we have come to terms with the changes both from a physical, but also a mental, point of view, before we are back to fully functioning again. And by giving ourselves some extra time, be it

a few extra days or weeks, we are not going to lose anything.

The writer clearly had the benefit of some medical friends which helped him with the diagnosis and on the first steps of the road to the management of his diabetes. With the pressures on the NHS, individual experiences may well vary. Part of that variation may be due to the fact that 'normally' those with Type 2 diabetes, who require no medication which can cause a low blood sugar level, are not issued by the NHS with a meter and equipment to check blood sugar levels. You may have to fund one yourself, as home blood sugar monitoring is not part of the management of Type 2 diabetes without that kind of medication.

Reading the DVLA guidance on the management of diabetes for drivers is very helpful and give further insights. Their information can be found here:

■ www.gov.uk/diabetes-driving

Remember that if your flying includes flying as an instructor or with non-flying passengers you have to adhere to the higher requirements of medical certification as laid down by the BGA. For those validating a licence with an EASA medical, please contact your AME for further guidance for retaining your EASA Medical Certification.

**Dr Frank Voeten BGA Medical Adviser
EASA AME UK CAA and Senior AME
US FAA**

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HAPPY R



The VGC 47th International Rally and its Rendezvous returned to the UK for unforgettable gatherings at Tibenham and Husbands Bosworth, reports VGC President Andrew Jarvis

LAST TIME we arrived at Tibenham, in 2010, we were ushered in by Air Cadets. Sadly, the uniformed cadets are all gone, but we were de-trailered by two keen juniors, Tom and Jack, one of whom was still too young to solo. We were directed to a very efficient registration desk, 'manned' by the bilingual Birgit, who provided the rally pack and information. Noel Coward famously said, 'very flat, Norfolk', and how right he was. No levelling wedges needed for the campervans and this, Britain's largest private airfield, could be called the National Space Centre!

The rally opened on Saturday 27 July, with an eloquent speech by Graham Ashworth, Norfolk GC's President. As VGC President I responded, thanking our hosts for their unique contribution to vintage gliding – having now hosted three International Rallies over 19 years. The airfield is huge, but the club is small and the organising team had worked extremely hard. Stormin' Norman Clowes seemed to be everywhere in his hi-vis jacket, while Steve Flowett-Hill seldom left his

RETURNS

Rendezvous at Hus Bos



Colourful scene at the VGC Rendezvous at Hus Bos, 22-25 July (Rolf Pietema)

FOR those who had attended the Long Mynd Wood Week in July, the contrast between the two sites was extreme. After the precipitous descent from that magical hilltop kingdom – the land of the bungee launch, sheep and heather – came an undramatic arrival at the croquet-lawn smoothness of Husbands Bosworth Airfield, where the BGA 18/20m nationals were still in progress. Somehow their organisation had to change gear, from goals measured in hundreds of km, to the vintage business of ‘staying up’ for 20 minutes if you’re lucky!

The Rendezvous opened with a briefing and welcome from rally organiser Tony Lintott. The briefing room was full, with many familiar faces and some new ones too. Tony welcomed us back to the VGC’s 1973 birthplace and, as soon as he set out his plans, we knew things would run smoothly.

Rigging and launching soon got under



Robert Vroegop, with the Dutch Slingsby Prefect (Rolf Pietema)

way. The westerly wind and long field easily gave launches of 1,500ft. I thought the four-cable set-up worked very well, but we were politely told the next day that slow VGC pilots were the limiting factor in the launch rate! The only thing missing, under a promising sky, was proper thermals...

On the Monday evening, the opening ceremony was attended by Councillor (Mayor) Barbara Johnson, her consort and her grandson. Councillor Johnson gave a beautiful speech. We were impressed by the research she had done, including studying the VGC website. As VGC President I responded, pointing out a historical symmetry: last year, the Rendezvous at Anklam was in the hometown of Otto Lilienthal, and now we were in the environment of our own gliding hero, Percy Pilcher.

The rally continued efficiently and safely until the closing ceremony on a very hot Thursday afternoon. Twenty-four visiting pilots flew at the Rendezvous. It was a pleasure to welcome Jennie and Dave Goldsmith, visiting from Australia; they had some good flights during the rally, when the thermals came back. I must also mention the irrepressible rally co-organiser, Rolf Pietema, whose lively briefings and innumerable T-21 flights brought a great sense of fun.

Hus Bos has a vast experience of all kinds of gliding and, looking forward to the VGC’s half-century in 2023, this Rendezvous should prove to be an excellent rehearsal for a much bigger meeting then.

Andrew Jarvis

computer. CFI Mark Wright discreetly maintained ‘law and order’.

A fickle atmosphere had decided that this, of all weeks, was the time to break the long drought. Wind and rain washed out flying for the whole weekend. Were we downhearted? Well, slightly! However, with an ever-growing row of unusual trailers, and even a film-making team, it was still an interesting weekend.

Monday 29 July proved to be an unforgettable ‘vintage’ day. With unsettled weather returning soon, there was no time to be lost. Old hands rigged before a speedy briefing, and soon the wonderful assortment of gliders – no two alike – were being transferred from the launch queues to the boisterous early thermals. There was a unique choice of tow-planes: either a nimble Rotax Falke, or a big, rumbling, radial-engined Yak 12, which apparently uses less fuel than a Robin towplane.

Perfect outing

I was launched by the Rotax Falke in the Oly 463. It’s surprising how soon you can be alone in a busy sky. I set off along the A140 to Stowmarket, flying IFR (I follow roads and railways!), then turning north-east to the seaside at Lowestoft, where some dramatic curtain cloud was forming in the sea-breeze front. Mostly around 4,000ft, and eventually up to 6,000ft, this was a perfect outing in a loveable glider. We had to land rather early, as the famous International Evening was scheduled and what an evening it was to be! Before that, however, there was a special event: FOUR Minimoas were briefly lined up. This was the very first time that four examples of Wolf Hirth’s gull-wing masterpiece have been seen together since the 1976 VGC rally at Dunstable.

At the International Evening, each country represented sets out a table of national food dishes and often very powerful beverages. The British table, brilliantly organised by Peter Boulton, was quite outstanding. It featured



Cromer crab, cheese from Lofty Russell's Stilton Syndicate, Scotch whisky from David Weekes, and still more temptations.

A swirling depression arrived on Tuesday, and the strong winds prevented meaningful gliding for two days. Happily, things soon settled down. By Thursday the wind veered, the sun came out and winching legend Pete Salisbury (Mr Skylaunch), with his assistant, Ed, were providing silky-smooth launches on the long airfield. Thursday, Friday and Saturday all provided that amazing spectacle of dozens of vintage gliders in a glorious tapestry of different colours and shapes. It's sad that the media don't seem interested – we did do press releases – and so these pages provide one of the few published records of a glorious week of painted wood, craftsmanship and sheer beauty in the Norfolk skies. One hundred pilots attended, with 60 gliders coming from all over Europe. Time was somehow found for a fish and chips evening, large model flying, and a lively race night.

The rally closed on the evening of Saturday 3 August. Speeches were made, medals presented and awards announced. After that, our ceremonial bell was rung and the rally was closed. A splendid BBQ and a Dixieland jazz band rounded off this very happy event. Tibenham Airfield, built for the 445th Bombardment Wing of the United States Air Force, now really feels like a home to the Vintage Glider Club. I'm quite sure this won't be our last visit. Thank you, Norfolk Gliding Club!

Right: The unique Harbinger 2, co-designed by Waclaw Czerwinski and Beverley Shenstone, who also co-designed the Spitfire! Flown here by its owners, Jed and Sue Edyvean

Facing page, bottom left: Skylark 4 owned by Tim Mason

Below left: 100 pilots, with 60 gliders, attended the International Rally

Below right: The sun sets on a successful rally at Tibenham (photos by Alex Gilles)





Above: a gust front dust storm goes to about 7,000ft AGL and travels at about 70mph and (right) showers, at the opposite end of the size scale

GOING AFTER THE BIG ONE

Damian le Roux travels to South Africa in search of the weather conditions to help achieve an elusive 1,000km



Damian le Roux flies 1,000km in a JS1b at Soaring Safaris

THERE are a few gliding gods who have achieved 1,000km in the UK, but I'm not in their league so I need to resort to going where the gliding conditions can be amazing – South Africa.

To give some background, I have visited Soaring Safaris in Bloemfontein three times now and had a fabulous holiday every time. Soaring Safaris was started by Dick Bradley, a very nice guy and gliding grandee, currently treasurer of the International Gliding Commission of the FAI. He runs Soaring Safaris with a number of others, including sometimes his daughters, one of

them being Southdown's own Claire Durston, who often helps out there during the four-month season. They are all thoughtful and helpful people, which makes for a nice atmosphere.

In many ways South Africa (SA) seems to have been made for gliding. In the morning, Dick Bradley phones ATC to say we would like to go gliding, and they immediately close large areas of their controlled airspace so it can be used by gliders!

Can you imagine that happening here? The terrain is flat and the farmers create

vast open fields, which are easily landable and easily recognisable as such from a distance because of their dark brown colour contrasting with the uncultivated terrain. Then the dark brown fields are excellent thermal generators, so when getting low and heading towards landable areas, you are also heading towards the best thermals... usually indicated by dust devils. It just could not have been organised any better.

The soaring weather tends to run in cycles of a number of similar days, varying between showers and blue with a batch of exceptional days occurring every now and then. I was lucky with the weather on this trip in January 2019; I was there for 23 days of which there was no flying on only one day, because of strong winds.

For the first 10 days I flew in a lot of low blue conditions, which is easier than blue in the UK. In SA low means the lift is only going to 5-6,000ft AGL. Given that the ground is 4-5,000ft ASL, then in 'low' conditions oxygen is sometimes needed! On days when there are cumulus clouds it is not unusual for convergence lines to develop, but on my trip virtually all my flying was classic climb and glide. I rarely found even a bit of a street to follow.

Flying in the low blue was useful

experience. With the terrain being so flat and featureless, anything which sticks up is a thermal trigger: a tree here, a farm building there, a moving vehicle. I became practised at picking up thermals at low level – low being below 2,000ft AGL – and found being down in the heat and dust not a problem. What I was not so satisfied with was that I felt I was wasting time finding the best lift, so was not achieving as high an overall speed as I should.

On my 12th day, the forecast was good and I declared a 1,000km task for the first time ever. The conditions were good, but I wasn't going fast enough, so when the last 60km to the final turn point looked dead, I gave up and headed for home.

There are three main reasons why you can encounter large dead areas over the flat lands. Firstly, if a cumulonimbus builds up, its anvil can be spread out a long way by the upper winds and its shadow cuts off heating. Secondly, large wildfires can produce big areas of shadow from the smoke and reduced surface heating. Thirdly, and less obviously, rain showers bring down cool air which spreads out in a thin layer across the land, creating a low-level temperature inversion cutting off convection to higher altitudes.

See photo top left of p42 as an extreme example of the cool air situation. This was my fifth day and a monstrous thunderstorm about 100km to the east must have produced an enormous downburst. The gust front dust storm in the photo goes to about 7,000ft AGL, but the flow of cool air behind then subsides to less than 2,000ft deep. The gust front was travelling over the

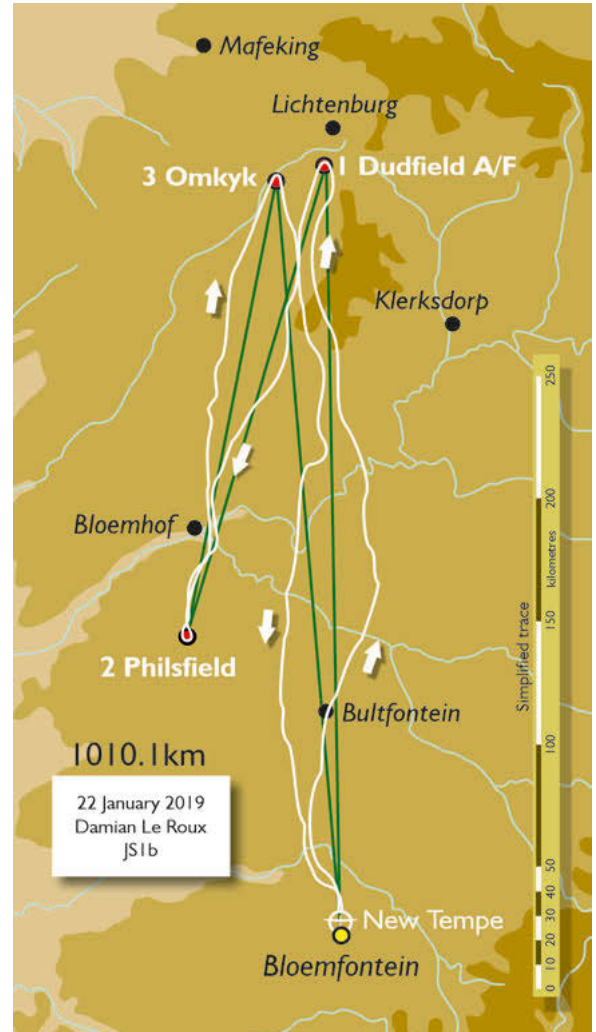
ground at about 70mph! It kept going for at least 250km, but luckily almost everyone was able to climb above it with enough height to glide home; just one glider safely landed out.

And for good measure the photo top right of p42 is of showers from the opposite end of the size scale.

The day after my first 1,000km declaration, I declared 1,000km again. This time I was too slow to the first turn point 373km away, so although I had amazing flying with cloudbase up to 19,000ft ASL, at the end of the day I was feeling a bit despondent. I felt I was just not finding the strong thermals quickly enough and was wasting time in the process.

The following day, I sought out Mannie McLauchlan for some advice; he is Dick's son-in-law, who helps run Soaring Safaris. He is an excellent instructor and fast XC pilot and gave me a good briefing on how to find the best lift without wasting time. I then set out on a declared 750km out-and-return and was able to successfully put Mannie's advice to good use. It was wonderful to feel up to speed again. One of the most memorable moments of the whole trip occurred on this flight; at one point when I was climbing through 12,000ft

A briefing on how to find the best lift without wasting time resulted in Damian's 1,000km flight on 22 January, 2019 (Steve Longland)



Bloemhof reservoir is enormous and affects the weather



A small thunderstorm seen from ground level



Cloudbase over 17,000ft ASL, and 12kts on the averager!

I HAD A LOOK AT THE STATISTICS PAGE ON THE LX9000 AND IT SAID I HAD COVERED 177KM IN THE LAST 60 MINUTES – THE MOST I HAVE EVER SEEN WHEN NOT ON A FINAL GLIDE



Superb soaring conditions as far as the eye can see

✍ with 12kts on the averager I had a look at the statistics page on the LX9000 and it said I had covered 177km in the last 60 minutes – the most I have ever seen when not on a final glide. What a staggering and amazing moment of realisation of how good the conditions were.

Four days later was another good forecast. This day was a possibility for 1,000km because the thermals were forecast to start earlier than usual. The soaring day is not as long as the UK in mid-summer so it is not easy to do 1,000 km in the time available. The maximum possible speed needs to be achieved at all times throughout the day.

This was also to be my first flight in a different glider. I had been flying a JS1c with a jet turbo, but that had to be put into the container with other gliders due to be shipped back to the UK. My new steed was a JS1b, tail number ZZ, which is a pure glider. I had a busy morning setting up its LX9000 to my profile and studying the weight and balance documents to work out how much water to put in the wings and tail to bring her up to the 600kg maximum weight... 170 litres in the wings and eight litres in the tail in fact. The JS1 is South African made and looks and performs very much like every other single-seat 18m span flapped glider.

When before launching I noticed water dripping out of the tail tank of ZZ I had no time to do anything about it. I could console myself only with the thought that having a forward C of G was more efficient in fast flight, and I was expecting to be spending most of the time in fast flight. It was important to think positive and keep a positive mental attitude.

Tim Hurn from Lasham had worked out the 1,010km task with Mannie's advice and Tim launched first at about 10:15. We both started the task shortly afterwards, about two hours earlier than usual. My radio and FLARM were not too good, so most of the day I had no idea where Tim was.

The first two hours were mostly blue and quite tricky. Initially I was stopping to climb in anything, then being a bit more selective after finding a four-knot climb. However, over the following 50 minutes I found only one good climb and, pressing on, ended up below 2,000ft AGL with no

ideas. I felt annoyance and despair rising, but a quick 'pep talk to self' restored the calm positive attitude. After all, I had three thermal triggers lined up to fly over, every field looked landable, and not once this trip had I released from tow above 1,600ft AGL, so there should not be anything to worry about. The first trigger gave nothing, but the second delivered and I was relieved to climb away from 1,600ft AGL at 3kts, which later developed into 4kts.

Selective

After two hours on task, only 200km had been covered. With the time at 12:40 and 800km to go, if the conditions did not improve rapidly there would be no 1,000km today. Fortunately, the day did improve and I became progressively more selective with thermal strengths so by the middle of the afternoon I was trying not to stop for anything less than 7kts, and also managed to avoid any more low points.

Cruising between thermals when the conditions are that good takes a bit of getting used to. I was flying at 100-110kts Indicated Air Speed, with max rough air speed being 110kts IAS in this glider. Flying at a constant speed rather than slowing down in lift makes for a higher average speed and releases mental capacity, which can be used for studying the sky ahead. The effect of the altitude means you are cruising at 120-130kts True Air Speed. It's amazing to think I was flying between thermals at the speed I would normally beat.... err, I mean fly a low approach and go around at Parham! One downside of the speed and altitude is that the vario becomes far more sensitive to horizontal gusts and fluctuates wildly. It is necessary to train yourself to react only when there are other indicators, such as a G surge, or the "cobblestone" turbulence feeling.

Those who went to Kevin Atkinson's XC talk last year will have heard him talk about the "cobblestone" feeling of air around a thermal, but I have to confess I have never noticed it in the gentle UK thermals. In SA the "cobblestones" are very obvious when you are used to them and are an excellent indicator of being near a thermal.

Heading towards the last turn point, the day was getting on, but I kept saying to myself "Don't give up, don't give up". On turning the last point and looking in the direction of home I regretted that sentiment. I was 300km from home, the time was 16:15 with the day usually dying between 17:30

■ This article first appeared in *Southdown Soaring*

and 18:00, and the sky ahead looked like it was already dying. In addition, I was now below 10,000ft ASL and in danger of losing contact with the clouds. My thought now was, "Oh Damian, what have you done?!"

Being 5,000ft below the clouds late in the day is not a good place to be, but I could not find a strong climb! Eventually, after half an hour of pressing on, I had to settle for 5kts and stick with it to get back up. I was sadly resigned to not making it home; my target now became to make Bultfontein, a town with a nice public use airstrip about 90km from home.

Having slowly wound all the way up at 5kts, some of the few clouds in the sky happened to line up in the direction I was going and good progress was made. I was then elated to be able to switch my target back to getting home to New Tempe airfield.

Realistically, the last chance of making it home is to be 10,000ft AGL and 100km out by 18:00. So here I was, at 17:45, 130km out, 9,500ft AGL and no clouds, nothing but a dead looking sky ahead. It did not look good, but I set off at 70kts, which is slightly over max glide speed at maximum weight. The LX9000 was saying the required glide angle to finish was 50 to 1 with zero reserve height set, which in theory was possible. In reality, with sinking air about, even achieving 35 to 1 can sometimes be difficult. However, fortune smiled and little wisps kept appearing in front of me. While there was nothing I could climb in, it meant I was achieving the 50 to 1 glide overall and not losing out. I knew it could not last and I

would have to take a climb to get home, so I dumped the water to make sure I would be able to climb in even the weakest lift.

Then the inevitable happened, sink, and 600ft wiped off my glide height in a few minutes. So near to making the 1000km, but not near enough, how very disappointing. But then, a weak thermal, only 1.8kts but what a relief to be climbing. After only 1,000ft the climb stopped, but now the glide angle to finish was 38, giving a possibility of finishing at last if only there was no sink. Unfortunately, there was sink and an achieved glide also of 38 meant it was looking very marginal.

Nail-biting

A 1kt climb for 300ft lifted my spirits, only to be dashed again by more sink. What a nail-biting marginal finish. Finally, at 20km out, a pull up in some good air gave a required glide angle of 30 so I knew I was home and could relax. Phew, that was a nerve-racking last hour!

Rolling to a stop near the hangar at 25 minutes before sunset, I couldn't quite believe I had actually flown over 1,000km and in a pure glider at that. The time on task had been 8:09, giving a task speed of 124km/h. Needless to say, ZZ is now one of my favourite gliders, having achieved so much on our first flight together!

It just goes to show how lucky I was to get good advice when I needed it, and to get good enough weather after I had improved my XC speed. But, as the golf saying goes, the more you practise the luckier you get.

I BECAME PROGRESSIVELY MORE SELECTIVE WITH THERMAL STRENGTHS SO BY THE MIDDLE OF THE AFTERNOON I WAS TRYING NOT TO STOP FOR ANYTHING LESS THAN 7KTS



Damian le Roux learnt to fly hang gliders in 1978, and went solo in a glider on a snowy day at Dishforth in 1985. Since then he has been a member at several clubs around the UK, including Southdown GC since 2006. He now enjoys soaring cross-country to new places, and sharing knowledge and experience with those trying to learn.



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British Glider Aerobatic Team competing at the Saltby Open, from left to right: Joel Hallewell, Daniel Weston, Will Jones and Carl Cox (Keara Isteed)

TAKING AEROS TO NEXT LEVEL

Dan Weston reflects on a successful introduction to the Advanced category at the Saltby Open



■ For full results of the Saltby Open see www.aerobatics.org.uk/contest/result/160

THIS time last year I was writing about my first aerobatics competition flying at Sports level in the K-21. I am now writing about my first competition flying the MDM-1 Fox in the Advanced category.

Like last year we arrived well before the competition started (5-7 July), picking up the Fox from Lasham airfield on Wednesday evening and then driving the not-so-short three hours to Saltby (Buckminster Gliding Club). Arriving in the early hours of the morning, we put up our eight-man tent in the pitch black with the only available light coming from Joel Hallewell's car. The next morning we woke up and rigged the Fox and Paul Jennings' Pilatus B4 and towed them online for some much-needed practice and site checks.

I took advantage of Saltby having no airspace restrictions and took two 5,000ft aerotows to practise some Advanced unknown sequences. Thursday flew by and it was good to see some of Buckminster's members again. It was also good to get enough practice so that I felt as ready as I would ever be to compete at Advanced. That evening a trip to the pub with 20 people from the gliding club was in order.

Friday came around and we were up for

an 8.30am registration where we needed to show our licences and proficiency cards to demonstrate that we are safe to compete at our chosen level, along with our medicals. This year we had eight entries for the competition, which was unusually low, but all entrants were experienced pilots and worthy opponents. We decided to try and finish the competition in one day as we had only two flights per pilot to complete. Chris Cain, the contest director, printed out the flying order and we decided on a start time of 11am. At the 9am briefing we were given our two unknown sequences. The majority thought our first sequence was easy enough, but I didn't agree!

We headed out to the launch point to get the Fox ready for Joel Hallewell, as he was first to fly, and made sure the wings were bug free as they hinder performance. I was third in the flying order so didn't have a huge amount of time to get ready, or at least that's what I thought. It turned out that the cloudbase was only 2,800ft – 1,200ft short of what we needed. Joel and David Gethin, the second pilot, were lucky and found big enough gaps in the clouds to get the sequences in between the gaps. I on the other hand... well, I strapped into the Fox,

went through the checks and launched to 4,000ft flying along the tops of the clouds as we climbed up to height. I called the judges to establish communication and to tell them I couldn't see them in between the clouds. The chief judge told me it was my call when to start. For context, if you start and they cannot see you, you get a mark of 0, so it's a bad idea to start if there are lots of clouds around you in close proximity. I took the painful and expensive decision not to start my sequence and then opened the airbrakes for a rapid descent. I am putting it out there – that has to be one of the fastest flights from 4,000ft with no soaring, cross-country or aerobatics; the Fox "falls" out of the sky at 80+kts with full brake.

We decided to break for refreshments and come back a bit later when the cloudbase had risen. Around an hour later the cloudbase had gone up, but not enough so we decided to do splits (where you chose where to break the sequence halfway through). I chose to break after the stall turn and before the tailslide. The first four figures went OK, although those on the ground will tell you I wasn't happy with performance as I was adamant I could have done better! I had to launch again to 2,800ft to complete the sequence and start 'cross box' with the tailslide. I had never started 'cross box' before, especially at 120kts. I pulled off tow and took a diving 270 turn to gain speed whilst rocking my wings and positioning myself for the slide. "Well I think that worked," I exclaimed to myself as I was in the vertical up-line waiting to slide backwards. The last three figures went well, with my rolls on heading and finishing at the required height. On to the second sequence.

Scribing

Since we reverse the flying order, I was now the 6th pilot to fly, so I headed to the judging line to scribe for chief judge Paul Conran. I always think scribing is a good way to learn what the judges are looking for and especially what they don't like! In between everyone's flights I was walking out my new sequence, which had a 180 inverted turn followed by a roll that reversed as soon as you got back level. These were both things I hadn't done solo in the Fox before, so the nerves were high. I wasn't even thinking about positioning in the competition I was simply concentrating on doing my flights well.

"Dan, you're next" exclaimed Roger, our professional competition launch point controller. Time to go! The cloudbase was

now non-existent as it had gone blue. All I had to worry about was my positioning for the judges as the sequence had a downwind entry. As I rolled into the inverted position on the 45 downline and pushed out ready for the 180 inverted turn, I was thinking to myself "Don't get lost, don't get lost". I pushed round the turn and saw the end of the runway, bingo! Right on the correct heading. Next was the flip flop roll – again the roll was on heading. My only critique, also that of the judges, was that my hesitations in the four-point roll were too fast (something to practise!). The rest of the sequence went well, with minor mistakes, and I was happy that I didn't flick the Fox on the push out after a vertical up-line! Rocking the wings to show that I had finished the sequence, I then flew out of the 'box' overhead the judges.

The results

Later on in the evening, the judges added up the day's scores and handed out everyone's individual score for the first sequence. I managed to get 72 per cent for my first Advanced competition flight. After the first sequence, Szymon Bartus was leading with 73 per cent and I was hot on his heels with my 72 per cent. The rest of the team were close behind. We were able to persuade the judges to add up the second sequence scores the same evening. This time I managed to get 74 per cent, which was a lot higher than I was expecting! This meant they could also announce the results of the competition.

Fifth was Szymon Bartus at Advanced, with 65 per cent overall; fourth was Carl Cox at Advanced, with 66 per cent overall; third was Julius Carter at Intermediate, with 70 per cent overall; second was Paul Jennings in his first competition, with 72 per cent at Sports – well done, Paul! And myself, first, at Advanced with 73 per cent. The full list and write-up can be found on the British Aerobatics website.

I would like to thank all at Buckminster Gliding Club for their kind support and hospitality. The club's management, facilities, bar and catering are second to none! Thanks also to Martin Aldridge and George Rizk for towing us with their Robins. And thank you to Paul Conran, Rod Herve and Andy Cunningham for judging, and to contest director Chris Cain.



■ I would like to thank our team sponsor LX Avionics for their kind generosity in providing us with our new Softie parachutes. If you need any new equipment, check them out at: <https://lxavionics.co.uk/>

THAT HAS TO BE ONE OF THE FASTEST FLIGHTS FROM 4,000FT WITH NO SOARING, CROSS-COUNTRY OR AEROBATICS; THE FOX 'FALLS' OUT OF THE SKY AT 80+KTS WITH FULL BRAKE



Daniel Weston (above) started gliding in 2015 at Bath, Wilts & North Dorset. He has 150+ hours and now flies aerobatics at Lasham. Daniel has his Bronze and Cross Country Endorsement and is working on practising Advanced Aerobatics in the MDM-1 Fox

WHAT IS CLUB CULTURE?

THE 'culture' of a club is generally unspoken and persists over time, having been spun and built up over many years from the myriad of individual interactions. It is often the reason someone will join your club instead of the one nearer to their home – your club just 'feels right' for them.

Club cultural values might include:

- If it is flyable, we fly
- We report incidents without fear of blame
- We take time to explain things to new members
- We help one another to launch.

Once written down it is easier to see how a club's cultural values inform individual club members' decision making about how they will act in a club situation. Continual individual interactions and experiences mean an organisation's culture is never static, causing the need for monitoring and evaluation.



The best plans are living, dog-eared and coffee-stained documents, adapted in response to changing conditions and needs

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

DEVELOPING YOUR CLUB'S STRATEGY

IT'S good to have a plan; it gives direction to a committee's work, helping to make sense and complete tasks whilst navigating a path through the mix of priority and complexity, ideally with a degree of flexibility.

The best plans are servants of the club and are living, dog-eared and coffee-stained documents, adapted in response to changing conditions and needs. Shorter plans are preferable to the long, beautifully presented documents – often the product of one or more away days – which sit untouched on a high shelf somewhere.

As with anything elegant and succinct, groundwork research is essential, as is good quality communication. Ideally all club members will have the opportunity to contribute and will be able to see the whole picture, such as the financial situation and how decisions have been made (ie transparency and good governance).

There are lots of ways to develop a written strategic plan, and the topic is more fully discussed in the latest edition of the BGA's *Effective Club Management*. There are couple of lesser-known tools that are useful in a voluntary setting: the participation analysis; and the culture document.

A participation analysis (PA) looks at how involved groups, individuals and organisations are in a specific work area and helps identify who is needed to help make a project work. These might be internal, such as 'the instructors' or be outside the club, such as 'the local Parish Council'.

Set the boundary of the exercise by setting out the project and asking the question that you want to answer at the top of a sheet of paper. Then fill in a six-box grid with (across the top) 'organisation'; 'interest group'; 'individual' and: 'active'; or 'inactive' down the side. Is everyone in the right place to give the project the best chance of success,

or do you need to change the levels of involvement? Remember, you may need to shift some groups from active to inactive. You can do a series of PAs based on the phases of a project, which will see stakeholders moving between the 'active' and 'inactive' rows over time. Or you can shift the boundaries, widening or narrowing focus of the PA question. There are no fast rules – it is simply a mapping tool to help gain understanding of the context and influences around and within a project.

The culture document consists of a collection of up to 10 headline statements, often with a short paragraph of explanation for each. Together they summarise who your gliding club is for and how (and why) things happen around here. This should be more accessible and instinctive to people than a mission statement. It can replace a mission statement, or sit alongside one, but developing mission statements often takes a great deal of energy for minimal relevance, especially when the club's purposes have already been nicely set out in the governing document. A good culture document is developed collaboratively. It may take time for the full version to emerge, as members get more involved and take time to really think what the club means to them.

Let's side step a minute into business management. There is a move, by some, away from traditional structured management hierarchies to self-managing teams, to make use of the natural leadership that emerges from a group according to the tasks being tackled. Back to our long-lived, volunteer-run gliding clubs and we can see that we're already streets ahead on this one, which should make it easier to play to the club's strengths when developing strategic plans.

Managing in a voluntary setting is often a matter of good quality collaboration. It may feel like a rocky road at times, but the benefits of everyone understanding why something is happening and how they can support developments, are definitely worth it.



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

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

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

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

Thank you.

In conjunction with the





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This page:

1 Astir at the Scottish ICL with a jet modification that burns Irn-Bru! (Jordan Thomson)

2 Daughter Darcy takes her first flying lesson with Dad, Wrekin's CFI Ian Gallacher

3 Herefordshire's David Johnstone receives his RAeC Certificate of Merit from Baroness Vere (here and now photography)

4 Stirling Melhuish and Emma Kendall are sent solo at North Hill

5 London's Richard Brown at the VGC International Rally at Tibenham, awaiting launch in a Prefect watched by the owner, David Adams

6 Wrekin hosts a group for the day from the National Express National Control Centre in Birmingham

Facing page:

1 Peterborough & Spalding member Neville Robinson cuts his 90th birthday cake following a flight with Paul Davey

2 Four wild Minimoas spotted at the VGC International Rally, Tibenham. It's the first time four have been seen together since the 1976 VGC Rally at Dunstable (Jordan Thomson)

3 Martin Langford flies his 91-year-old mother-in-law, Elsie, in Chiltern's K-13. She gave it eight out of 10, but Martin was competing with Elsie riding pillion a few weeks previously on a Triumph Rocket motorbike!

4 Southdown's Angus Buchannan completes his 10,000th aerotow on 2 July, 2019

5 90-year-old Madge Hulme celebrates her birthday with a flight from Wolds culminating in a loop. Instructor Patricia Ridger took Madge on her flight, bringing back memories of when Madge first flew solo at the club at the age of 67 (Michael Drayton)

6 At the Derby & Lancs vintage week Ozzie gave talk on night flying. It was a hoot! (Dave Martin)

7 Cadets at Rattlesden

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



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6



CLUB NEWS

AGC WYVERN (UPAVON)
WWW.ARMYGGLIDINGCLUBWYVERN.COM
511712N 0014700W

THE tempo has continued with post-solo development of our juniors, Wiltshire Army Cadets getting a taste for flying, and the Air League sponsored course for 10 wounded and injured Servicemen. The latter saw Talan Skeels-Piggins solo with the K-21 hand rudder – a great achievement. After many months of negotiating, we are on the cusp of getting a longer-term lease for Upavon, with intent to take over the existing Air Cadet hangar when they vacate to a different facility. One more five-day Wyvern course this year and Upavon hosts a Navy Gliding Development Week, both in September. It's busy, and not just in the air.

Paul Jessop

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

THE main event to report was the Inter-Services regional gliding competition. The competition ran smoothly, thanks to lots of help from club members, some of whom also flew in our two K-21s. The Club Class was won by Danny Richmond, Sports Class by Jon Arnold. Jon also came third in the 20m nationals at Husbands Bosworth in the club Duo 16. Continuing with competitions, Bob Bromwich was fifth in the Husbands Bosworth Challenge Cup. Congratulations all.

Alison Arnold

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

SINCE the last issue we have chalked up a number of successes: Dan Weston came first at the Saltby Aerobatics Open and Tim Fletcher won the Shenington Regionals. Meanwhile, Steve Lambourne achieved his Diamond 500km. Mike Fox from the BGA gave us a very useful talk on how to stay up longer, which followed an excellent BBQ provided by Chris Roberts. John and Julie Hull provided another very successful Saturday BBQ for which many thanks. We were greatly saddened to hear of the death of one-time CFI Alan Milne. Finally, my apologies to Alastair MacGregor, whose height gain at Portmoak was given as 1,600ft in our last issue when it should have been the rather more impressive 16,000ft!

Chris Basham

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

THE Bicester Regionals was enjoyed by all, even though we only had four task days; three for the Sports Class. That was a bit of a change after last year's seven. The event was enjoyed by all thanks to the great organisational team effort. Two new initiatives: mentoring and mutual retrieving, were well received. The Open Class was won by Mick Webb and the Sports Class by Andy Elliott. In other news, Matei Duta and David Spragg went solo, making a tally of eight so far this year.

Rod Connors

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

OUR Bidford Gliding competition was disappointing, with only two competition days. The highest placed Bidford pilot was Bill Inglis at 2nd whilst Dave Findon was 8th. Despite the weather, the competition ended on a high with competitors well fed and watered and entertained by our CFI Dave Vale and Richard Maisonpierre. Angus Martin flew his first solo on 10 July and Ollie Paxman went solo on his 14th birthday. We congratulate Emma Lees on completing her Bronze. Our juniors are all doing well and a special day was held for them in July.

Mike Pope

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

VISITING pilots are welcome to attend our five-day gliding courses: Beginning Gliding, Going for Bronze, and Mountain Soaring. These courses have proved extremely popular this year. We expect to run the same courses next year. Places fill up quickly, so please keep an eye on our website. We're open, with instruction available, seven days a week to the end of October. Expeditions and individuals welcome. You're assured of a warm welcome, spectacular scenery, fantastic soaring opportunities and short launch queues. Please phone the office to book your visit. The club fleet is at full strength. Single-seat club gliders include a K-6, Junior and ASW 19, providing plenty of scope for progression in a club glider to suit you, regardless of experience and aspirations.

Mike Codd

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

THOSE who went on the club's expedition to Klippeneck in South Germany had an excellent holiday, although the weather was not as stunning as in previous years. Then the Booker Regionals provided a lot of fun despite less than ideal weather. Excellent forecasting from Nils Wedi enabled us to make the most of opportunities for tasks. We have also flown two rounds in the ICL against Lasham. They fielded a European and a UK champion, so we had to concede and they will go through to the final. We provided a better breakfast and BBQ though!

Jane Moore

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

LOTS to celebrate at Chipping over the summer even though the weather hasn't always played ball. We have had first solos, a new home-grown Basic Instructor (congrats to Matt Price), badge claims and successful Cross Country Endorsements. Visitor flying remains very popular and we are working hard to convert more of those guests into flying members. We also recently had the great pleasure of welcoming back one of our founding members, Malcolm Eaves, now in his nineties, who took a flight in one of the club K-13s with CFI Ian Ashton and was able to demonstrate that he hadn't forgotten his winch-training skills either.

Richard Turpin

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

SUMMER flying disappointing so far, but still some notable flights to Snowdon and the Isle of Wight. Other memorable achievements include: our first sponsored cadet Oli Summerell became a BI, Ben Payne completed his Silver and competed in the Juniors. Harry Bloxham won the UK Paragliding Championship and completed his first 300km only a little too fast, hence his Silver remains elusive. The Wooden Plate was collected from Lasham, but reclaimed shortly after. Good club representation at the Club Class Nationals and Bicester Regionals. Sid's task week ran successfully. The EuroFOX trial concluded with report to follow.

Greg O'Hagan

(Left to right): BWND's Steve Lambourne after his 500km; cross-country for course member Jo in Booker Duo Discus; solo for Buckminster's Jo Church; Benie Ambler, 16, successfully achieves his motor gliding rating, as well as becoming Burn's newest BI



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

JULY made up for June. Peter Rhodes and John Church both soloed, Emma Burns got her Cross Country Endorsement and Silver distance, Phil Harvey Cross Country Endorsement and Jack Vincent his Silver height. Bowland Forest completed its annual visit with soaring and tea drinking. Our new CFI, Lyn Ferguson-Dalling, has been busy running Monday to Friday courses. Many thanks to John Sentence for his management of club operations. Mathew Barnard revamped our website, and Mike Claxton arranged for road sweepers to spruce up our hard runway. The club has gained some new members and the three expeditions are all booked up.

Danny Lamb

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

CONGRATULATIONS to Benjie Ambler, who recently passed his motor gliding TMG rating at Enstone's Motor Glide UK in June, as one of the youngest people in the UK to do it. He gained his LAPL(S) too. Benjie has also just become Burn's latest Basic Instructor at just 16. He did the majority of his training for his BI rating at Burn, but also did some at Pocklington with the regional examiner. He is now looking forward to taking members of the public on their first gliding experience. Well done to Alan Hopkins, who did his solo flight recently, having only joined the club in April after a 20-year break from gliding.

Russell Walsh

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

CONGRATULATIONS to both Tony Creswell and Stewart Hills on completing their Cross Country Endorsement. The club recently had a fantastic AGM with a positive-looking year behind and discussions of future developments in the pipeline for the years ahead. Paul Myers has organised several flying weeks that have been very successful, and there's another in September. Ian Carruthers was set to carry out the Robin maintenance during August. We have had a great flying season during these summer months, and there has been less rainfall than is usually expected! Our next big event is

Octoberfest: come and fly with us. Contact our club Secretary Phil Hawkins for bookings.
Jordan Thomson

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

IT'S been an active summer so far, both in the air and on the ground. We celebrate several members who have soloed in the past two months: Eleanor Lim, Glendon Giam, Mark Jackson, Neville Howarth, Ryely Brangwyn, Ted Course and Xinyang Li. The Scouts held their annual air activities weekend, and our social events included a hangar party complete with Ciroc dancing and Mexican food. Weather caused the cancellation of the Cambridge leg of the ICL, but the final will be held at Gransden on 31 August/1 September. And, at the time of writing, we are preparing for the Cloud Rally, now in its fifth year, which will be run in August.

Chris Davis

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

IT'S the competition season and to date our pilots have taken part in the 18m and 20m Nationals, Sherington Regionals, Competition Enterprise, Rockpolishers plus the Inter-University competition, for which Mike Randle provided considerable support. As in previous years we allowed the south part of our airfield to be used to host a round in the National Spartan fitness event. Holiday courses are proving very popular and we have reintroduced Friday evening flying. In September we'll be hosting the Hot Air Balloon Nationals, but it won't affect gliding since they launch at 05:00! Finally, congratulations to Robin Birch, who now has his tug pilot rating.

Frank Birlison

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

THE best weather throughout this season happened during the week. However, there have been quite a number of cross-countries and badge attainments. We have had to say a temporary goodbye to some of our younger members who've gone to pursue their future careers: Toby, Dan and Josh. We wish them well and look forward to their return at some future point. We continue to

attract new members and it's encouraging that they are enjoying their newfound sport! Finally, thanks to Tim Davies and his team for the tree clearance and repairs around the fuel compound (brings a whole new meaning to logging on!) allowing us better access to the facility.

Zeb Zamo

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

THE club has been providing community support by organising Friday night flying sessions. Three local Scout groups have taken part, allowing them to earn aviation badges. Some groups have combined this with overnight camps, helping to run the airfield the following day and having a thoroughly good time. On 20 July a very successful BBQ was held for the presentation of the 2018 awards. Members would like to thank Craig and Teresa for organising and cooking the food. On 24 July a group from Sportability came out for their annual gliding session. They had a very enjoyable day with every one of them soaring. I would like to thank members for making this a very special and enjoyable day.

Barry Patterson

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

THE arrival of a new winch and starting to build the new MT shelter have been the highlights of our physical club development this season. We have also developed a steady increase in membership as we move towards the end of the season. We are pleased to report our average flight time seems to be increasing; we are putting this down to increased skill of our membership, obviously, but we have had some really great weather locally that helped! Good news and bad news – the new cross-country club distance record is 492km, but Richard was aiming for the first 500km from our club in his Discus b. Next time...

Richard Roberts

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

ROY Wilson did 755km in wave in July. Congratulations to Malcolm Robertson, who has gone solo. We have had our Perkoz for over a year now and it has opened up the



(Left to right): Members of Sportability flying at **Darlton**; first solo at **Devon & Somerset** for Jack Raybould; also for **DSGC's** Sam Flory; Mark Millard is sent solo at **Edensoaring** by John Castle; Gary Shepherd after his resolo, with **Essex** CFI Alex Harris (Dave Jones)



✈️ delight of advanced aerobatics for our members. We hosted a successful fly-in for power pilots from throughout Scotland, no doubt influenced by the free BBQ and no landing fees on offer. We have flown more than 36 scouts to give them a gliding experience. We were saddened to hear of the passing of a previous CFI, David White, and our thoughts are with his family at this time.
Glen Douglas

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

WE should be well into wave season now, so keep an eye on the ladder for what we've been up to! We will be offering cheap winter trailerage again this year, so get in touch if you're interested. This will allow you to turn up when the weather is good, we are Tarmac, so you shouldn't even get your boots muddy!
Chris Gill

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

CONGRATULATIONS on solo to Andy Mills, and Quinn Cameron-Faulkner, 14; also to Paul Smith for resoloing. Congratulations also to Mike Armstrong for winning Competition Enterprise at Sutton Bank, to Mike Stephens flying in the Bidford Regionals, and Alex Green for renewing his BI. The Vintage Rally was well attended and although not blessed with the best of weather, was enjoyed by all again (see p63).

Dave Salmon

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

WE'VE had a good run of solos, with congratulations to Jack Raybould, Sam Flory, Emma Kendall and to Stirling Melhuish. Our hog roast to thank members and their families for their volunteering efforts was enjoyed and well supported. A large contingent competed in Competition Enterprise at Sutton Bank and, despite the tricky weather, congratulations to Team Eagle who excelled following a wing recovering. They were awarded the John Cadman Trophy for an outstanding flight to Scarborough for the seaside bonus and then landing in a field near Kirkbymoorside, the home of Slingsby Gliders where the Eagle was made 62 years ago.

Jill Harmer

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

THE club is facing a potentially uncertain future after the airfield lease runs out in November 2020, as the owner of Eyres Field has put it up for sale as part of a larger estate. We are currently trying to raise sufficient funds to purchase the airfield. Donations made to www.justgiving.com/crowdfunding/save-dorset-gliding-club would be gratefully received. Dave Poole has recently completed his Basic Instructor qualification and Charlie Waygood has begun a programme of training to follow suit. After a lengthy absence, our EuroFOX has finally returned following repairs to a damaged tail section. The club has finished its annual task week, which ended with a BBQ and assorted amateur musical entertainment.

Allan Powell

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

WE find ourselves celebrating our 90th year, founded in 1929. Are we the oldest, or one of the oldest in Britain? We look forward to the next 10 years and our 100th. Runway improvements progress with local farmers donating slurry, etc, which has been spread onto the gravel causing a spectacular transformation with the grass growing and binding the gravel. The result is a much-improved surface. The runway will now need cutting, so we have invested in a self-powered flail which saves us the expense of a tractor as it can be towed by the quadbike or car. Our K-13 trailer has had the club logos put on and we are taking it to various events to promote the club.

Andrew Crowson

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

WE have seen an upturn in activity with the appointment of two AIs, Rob Cray and Jon Stiles, to our team along with new BI Joe Middleton. Congratulations also go to two of our juniors, Omari McNammee-Black and Nathan Stone, on their first solos. Work on improving our airfield has reached the point where the northern 30 acres has been completed. The work was to insert a chalk runway, land drains, landscaping and seeding

with grass. Between now and the start of the 2020 season we will move our operation to this part of the field.

Mike Jeater

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

IN 2019 we now have more members than ever before, including six juniors. A recent Facebook marketing campaign has revitalised our 1DC and trial lessons market. What has become an annual juniors training week was again run in August. Our six junior members enjoyed two to one instruction all week. We have also sent Mark Millard solo. We really do welcome club expeditions, groups and individual visitors. Come and share our fabulous ridge and soar the Lake District; it's easily accessible from our Skelling Farm airfield. Bookings for 2019 expeditions are strong from both previous and new visitors. We have even taken a return booking for 2020. Are you coming this year?

John Castle

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

WE have two new BIs: Matt Jones and Cathy Dellar have joined the instructing team. Congratulations to Gary Shepherd, who resoloed after a long break. Our simulator is nearing completion and should be impressive when ready, thanks again to everyone involved. We have flown two of our task weeks, experiencing some good and very bad weather! Between the downpours, some had excellent flights. Our friends from Sportability visited on a very hot day in July and we hope to see them again before the season ends. At the time of writing we are looking forward to our third and last flying week. Fingers crossed for great weather.

Cathy Dellar

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

ON Friday 21 June the club enjoyed dawn till dusk flying making the most of the longest day with 114 flights, from first launch at 04:11 to the final one at 21:22. A total flying time of 67:47! The views at sunrise were stunning. We hosted our annual open weekend with a good turnout from the local community. On the Saturday we had the Catalina fly in

(Left to right): Ian Orpe is sent solo at **Herefordshire**; David Rees at **London** after first solo; David Cooper from **Ringmer** achieved his Bronze and Cross Country Endorsement while on a recent course at The Mynd; Jasmine Day converts to the K-8 from K-13s at **Nene Valley**



from Duxford and it was quite a spectacle. One hundred flights were conducted over the weekend and subsequently we've had a couple of new members join! Preparations are being made for our leg of the Inter-club League. Congratulations to Adrian Pikula and David Stroud, who have both been sent solo.
Edward Smith

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

WE have managed a busy flying programme, despite mixed weather conditions. Congratulations go to our members Ian Orpe on his first solo, Nick Robinson on completing his first closed circuit cross-country at an Inter-club League event at Aston Down and to David Johnstone, who has been awarded a Royal Aero Club Certificate of Merit, presented by Aviation Minister Baroness Vere. Our junior members' development programme continues, with involvement in a range of aspects of the club operations. Completion of the first phase of the construction of the new club hangar is reaching a conclusion. Once again, the opportunity to promote the club and gliding generally was taken at the recent Shobdon 'Food & Flying Festival'.

Nigel Snee

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

HERON GC are getting used to the new surroundings of RNAS Merryfield – a satellite to Yeovilton. We have been generously loaned a winch from the RAFGSA, which is allowing us to expand our operation and begin offering more evening flying sessions to service personnel throughout the summer. By the time of this publication, we will have run another successful course for potential young officers who have an interest in military flying; this is always one of the highlights of our year. Well done to all of our club members who have qualified for winch launches and winch driving!

Sam Franklin

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

THE club mounted a small expedition to Pocklington, where our five pilots received a warm welcome (the weather was up to

36°C!). Our southern counterparts were helpful and inclusive – it was worth the 800-mile round trip, we will be back! Congratulations to Adrian and Rob, who have converted to the Junior. We hosted the 2019 Scottish ICL weekend and, although our team did not win, they did well. Feedback from our visitors indicates that they had a great time, citing good food and good company. Another successful and informative safety evening was held in June; these will become an annual event.

John Thomson

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

WE have a new Robin for tugging, to complement our renovated Pawnee. Thanks to John Hoolahan for use of his aircraft and help during the transition. Our courses and trial flights have proved very popular again, with ab-initios making good progress through our training programme, and our experienced pilots capitalising on the mixed weather. At the time of writing, we are looking forward to our cross-country week over and around the beautiful local countryside and some good flying on our now annual trip to Shenington. We are looking forward to our fireworks and Halloween spectacular at the end of October and our annual dinner at the end of November.

Mike Bowyer

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

A MIXED summer at Lasham means we haven't seen the brown dry landscape that we saw last year. Nevertheless we've seen the first 500km triangles flown for over a year and a barrage of badge claims that have kept the official observers busy. Our congratulations to Andrew Hughes on becoming a Basic Instructor. The British Team have done exceptionally well in the Club Class with Tom Arcsott and G Dale taking Gold and Silver at the Europeans in Slovakia recently and the British Junior Team have, at the time of writing just started their two weeks at the Junior Worlds in Hungary, best of luck to Jake, Finn, Simon and Peter. Finally, we look forward to imminently hosting the Lasham Nationals and Regionals 2019.

Jordan Bridge

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

CONGRATULATIONS to David Stern on his first solo, Jared Thomas and David Lord on converting to winch, and Jeremy Abbott on converting to aerotow. David Rees completed his Silver with a five-hour soaring flight. Congratulations also to Ed Downham on the UK Open 750km O/R speed record with P2 John Reed. We have been repairing and redecorating parts of our Grade II listed clubhouse. The last of our K-21 fleet has been refinished in Poland. Dunstable was well represented at the VGC International Rally with T-31, T-21B, Prefect, Minimoa, Rhonsperber and K-6cr enjoying excellent conditions at Tibenham.

Andrew Sampson

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

THE club open week, run by Jeff Green, was a great success. Poor weather scrubbed both days of our ICL. We were the subject of a BGA technical audit and given a clean bill of health with only minor adjustments. We are struggling for lack of instructors, but greatly appreciate instructors from The Park, North Hill and Heron for helping out. We welcome Guy Jarvis to our permanent instructor crew. Our chairman, Rod Coombs, has resurrected our newsletter and it's proving a very useful way to keep members informed. Work proceeds on installing solar panels, thanks to Henry Ford and the team.

Barry Hogarth

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

WOOD week was again popular. We had visitors from Holland, Germany and Australia. It was a good opportunity to use our new auto-bungee system. We now have four new Basic Instructors: Dave D'Arcy, Mark Wakem, Ian Walton and Mark Jerman. Mark Jerman is now working towards his Half Cat rating. Congratulations to Morgan Matthews on his first solo. Congratulations also to David Cooper from Ringmer, who achieved his Bronze and Cross Country Endorsement while on a recent course at The Mynd, and to Holly Harris on completing her Bronze. Meanwhile, our Rock Polishers team made two firsts and a second at the recent round at Aston Down.

Steven Gunn-Russell



(Left to right): first solo at **Rattlesden** for Kostas Kostalampros; also for Tom Arnold; **Shenington** Regionals' winners Paul and Tim Fletcher; Derek Bennett (right) congratulates Geraint Davies at **Usk** on his first solo; **Southdown's** Paul Fritche flying for Britain in the Europeans in July



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

MEMBERS were disappointed by unkind weather for the annual expedition to Eden Soaring. Our task week is about to start and I am sure our CFI will be setting tasks to have us all working hard. The roast on Sunday will help ease the pain! Early September sees us hosting our annual Open Weekend, which is usually busy and successful. See our Facebook page or website for information. Later in September we welcome student pilots to start training. We work with the local comprehensive with no cost to the students. Huge congratulations to Ben Deacon, 15, who has recently soloed.

Sharon Ponsonby

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

AUGUST 3rd heralded the successful conclusion of the International Vintage Rally at Tibenham. With over 100 pilots and 60+ gliders of all designs and nationalities gracing our skies for much of the week. Four winch and two aerotow lines running flat out most days, the launch point resembled a well organised ants' nest. One 300km was completed with another 296km. Various evening socials were run, from vintage cars to horse racing (on a screen). Following the Saturday closing ceremony, we finished with a BBQ and a jazz band. Although the week started with uncertain weather, it made up for it later, with approximately 250 launches in total. (See pp38-41.)

Adrian and Barbara Prime

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

WHILST the summer of 2019 hasn't delivered as many exceptional days as 2018, launches and kms are both up on last year. Thanks to a donation by a benefactor, we are proposing to upgrade the winch and are looking at other fundraising opportunities. We held a very successful open day. Thanks to Dave Bray and all who helped or supported it. Our members made an exhibition of themselves at the village fete on the hottest day of the year. We look forward to further planned social events to draw the season to a close.

Norman G Nome

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

THE past couple of months have been busy with club flying and conducting several week-long courses. We also flew students from Jack Hunt School (sponsored by The Air League), which is an annual event providing students with an experience they normally wouldn't be able to enjoy. We celebrated longstanding member Neville Robinson reaching the grand old age of 90. We've completed two open weekends, which proved popular, and flown many trial flights. We thank the BBMF for supplying a flypast each day, in particular the Spitfire with Sqn Ldr Mark Sugden, who first learned to fly gliders at PSGC.

Roland Pitch

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

ON top of our normal flying on Wednesdays and weekends, we have been trialling bookable flying for trainees on a Tuesday so busy members can turn up, fly, then leave. This has proved very successful. We have also been running a post-solo/pre-Bronze group and that's gone well too. On top of this we've been flying corporate groups most Wednesday evenings and trial flights and courses on Fridays. We have had two more first solos – well done to Kostas Kostalampros and Tom Arnold; also a big well done to Colin Ashman for completing his instructors course.

Gary Western

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

OUR early summer crop has yielded first solos for Angelo D'Angelo, Lee Geddes and Adam Forrest. This year our cadet week has been the best that we have had (so far), with many badge claims – Bronze, Silver and Gold – preparing the way for advancement in cross-country flying and training as instructors. The open day was a success, lots of folk dropped in (some from the adjacent parachute drop centre). The club raised the local profile and we gained a fistful of new members. Many thanks to Gerry Marshall and all club members involved in the hard graft required to present the club at its best (and also to arrange the good weather).

Chris Robinson

SEAHAWK (RNAS CULDROSE)
WWW.SEAHAWKGLIDING.CO.UK
500509N 0015120W

THE weekend weather over the past three months has much improved, allowing some good soaring flights and training to take place. Tony Hogg soloed at Ashton Down for the first time and Jake Mathews also completed his Ass Cat B Module there. Back home, Joseph Meridew has passed his Bronze C and Cross Country Endorsement and Dene Hitchen, from Dartmoor GS, visited to finish his Cross Country Endorsement. Then, in June, four members went to Ashton Down for a rather damp, but enjoyable, week's expedition and two others to Spain for a much drier two weeks! At last our refurbished Puchacz has arrived back, looking very shiny.

Chris Bryning

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

WE'VE all made the most of the summer. SUGC has had a busy few months, enjoying the Nymphsfield leg of the Junior Winter Series, joined by Pete in the Janus. Much fun was had by all and the Janus even brought back a souvenir in the form of substantial part of Usk airfield after a rather boggy aerotow retrieve. SUGC also enjoyed taking the Vega to the Inter-Unis in July. We welcomed the loan of Denzel (DZL) the SUGC/Lasham K-8, while ours is undergoing repair. Congratulations to Andrew and Jonty for gaining their BI rating. Also congratulations to Martin for completing his five-hours. As always, many thanks to everyone whose hard work helps keep our club running smoothly.

Claire Willson

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

CONGRATULATIONS to Rob Felton for completing his Cross Country Endorsement, and to Lucy Wootton for gaining her AI rating. The 2019 Shenington Regionals went well, with five days of good flying. This year's winning team was Tim and Paul Fletcher in their DG-500, presented with the Meagher trophy. We had lots of evening activities, culminating with brilliant fancy dress costumes. It's a great opportunity to meet up with old and new friends. We like visitors, so if you want to join us get in touch with Carole in the office.

Tess Whiting

(Left to right): winning **Stratford** pilots at the Bidford Regionals (Dave Martin); first solo at Welland for Dirk Myers; also for Paula Archer; Zak Sturdy (left) is sent solo by **Wolds** instructor John Paskins; Liam Bowring (right) is sent solo by **Wolds** instructor Alan Rands



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

THERE was plenty of heat this summer, but hardly ideal soaring weather. Nevertheless, our Longest Day celebrations coincided with a decent forecast and we flew from dawn till dusk. Eighty flights were logged, several long cross-countries recorded and the evening was rounded off with a scrumptious BBQ. Ex-British Airways Captain Angus Buchanan completed his 10,000th immaculate aerotow, Paul Fritche was selected for the British Team and Josh Setford, 16, completed Silver C. Geoff Stilgoe handed over his responsibilities as safety officer to Paul Isaacs after 14 years in the post, having worked hard to keep us out of trouble.
Peter Holloway

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

WE congratulate Will Gould and Geraint Davies on their first solos, and Tom Gwilliam on his first solo aerotow. Many younger members progressed during our first summer course. More senior member Rita Jeffries, who first flew gliders in 1949 and still flies (albeit in a two-seater now), was recently presented with a splendid 90th birthday cake, decorated with a fully detailed icing model of one of our Grob two-seaters. This was made by fellow member Rob Stevens, who has also recently resoloed, and was presented during an enjoyable pizza evening using our club's wonderful home-made outdoor pizza oven.
Stuart Edinborough

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

A NUMBER of Stratford pilots competed at the Bidford Regionals. It was a very successful competition for us, with many being awarded trophies. Congratulations go to the following: Dan Brown for winning the best junior trophy, Barry and Sharon Kerby for winning the Open Class, and, finally, Andy Balkwill for picking up the 18m trophy and being the overall competition winner. Other notable achievements at the club include Richard Hodgetts completing all elements of the Silver badge and his 100km diploma part 1 in a single flight. Also, congratulations go to our Junior pilots Ben Edkins and Ben Lyth on completing their Cross Country Endorsements.
Peter Capron

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

THE membership is increasing almost weekly, which is great for the club going forward. Congratulations go to Marc Corrance, who came 8th in Competition Enterprise, with Mark Kidd not too far behind. Steve Codd came 2nd in the much-curtailed Bicester Regionals, where the weather meant lots of cancelled tasks. But, of course, most congratulations go to Tom Arcscott on his fabulous 1st place in the Europeans with the British team – Tom first learnt to glide at Surrey Hills and the whole club is very proud of what he has achieved. On a sad note, we recently lost a valued member of the club, Michael Pointon. He died suddenly after a short illness and is sadly missed by us all.
Chris Leggett

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

THE benign weather has allowed good training progress and I'm pleased to report that Paula Archer, Connor Bing, Dirk Myers, Mark Ricketts and Dave Stringfellow have all been granted freedom of the (local) skies. The inspection team is to be sincerely thanked for returning our Acro to the air, so our fleet is once again at full strength. Our industrious chairman, Andy Bennett, has expanded his armoury of skills by qualifying as both a Basic Instructor and an inspector! Meanwhile, Mike Taylor is working hard behind the scenes to launch our flying log into cyberspace.
Andy Burton

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

THE club is now operating its club-built EuroFOX tug; thank you to all who had any input into getting it airborne. The juniors recently led a successful trip to Burn GC, to whom we are most grateful for their warm reception, instruction and many launches. Congratulations to our new solo pilots: Luke Thornton, Liam Bowring, Ireck Rudy and Zak Sturdy. Our new one-day BI-led courses, coordinated by Craig Scott, are generating several new members. We look forward to seeing how this new provision develops.
Jonathon Richardson

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

THIS will be our last summer flying at Cosford and the evening programme is proving popular with individuals and groups of RAF Cosford students, who join us after work. Some will be taking advantage of bursaries through the RAF Charitable Trust. Meanwhile, the club is delighted to accept a generous offer by National Express to donate a bus and, as part of the handover programme, we have been pleased to host groups from the National Express Control Centre. After 63 years of operating here plans are advanced to move to RAF Shawbury in September. We are looking forward to bringing gliding to a new audience.
Geoff Catling

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

OUR holiday courses have proved very successful helped by some decent weather. We were delighted to host a group of young people from the Barnsley Air League, who were keen to try our sport. Our thanks to the Borders Gliding club for hosting us on our week-long club expedition to Milfield. A great time was had by all despite variable weather. Congratulations to Dave Bradbrook on qualifying as our new Ass Cat instructor.
Andy Carden

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

JUNE provided limited soaring conditions, but private owners took advantage when they could to venture cross-country, including on three good wave days. Conditions in July were better, but still limited. However, mid-month when we hosted Enterprise, seven competition days were flown in often tricky conditions. This required imaginative task setting and all the skills and boldness of the 33 competitors. Overall winner was Mike Armstrong in his Ventus 2CT. Our President, Nick Gaunt, was a creditable fifth. Visitors from Kent GC enjoyed better conditions the following week. Congratulations on first solo for Julian Gerretson. Commiserations to Chris Booker, who on his first 300km attempt was 3km short.
Ken Arkley

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



■ Buckminster Gliding Club has a number of caravans on-site, which can be booked, and camping is also available. You will always find a friendly welcome when visiting.

> CLUB FOCUS

BUCKMINSTER

AT A GLANCE

Membership:

Full: £450pa
Country: £295pa
Student, 18-25: £75pa
Juniors, <18: £30pa

Launch type:

Winch £9.00, Aerotow EuroFOX £12 to 1,200ft then £1.20 per 100ft, T-61 £1.10 per min tacho time. Simulator £0.20 minute

Club fleet:

K-21, Perkoz, Puchaz, 2 x K-8, Astir (from LSUGC), T-61 Motorglider

Instructors/Members:

25/102 (+38 for LSUGC)

Types of lift:

Thermal with occasional wave

Operates:

Seven-days-a-week for 364 days a year

Contact:

01476 860385
office @buckminstergc.co.uk
www.buckminstergc.co.uk

Long and Lat:

524915N 004228W

BUCKMINSTER Gliding Club was formed in 1972 and will soon have its 50th year of operation at Saltby Airfield. The airfield is leased from the Buckminster Estate through Great Oakley Farms Ltd and we have many more years of tenure under the current arrangement. The airfield is an old WW2 operation, with various ground features still visible from the air, but now only one and a half hard runways still exist: 25/07, which is a mile long and 02/20 at just over half a mile. The 25/07 runway is augmented along its entire length by an adjacent grass strip providing ample space for our operations. With the hard runways not suffering from wet we can operate when most grass airfield clubs are closed.

Launching is by SkyLaunch winch and a EuroFOX for aerotow. We keep launch fees as low as possible to encourage as much flying as we can. The club is also home to the Loughborough Students Union Gliding Club, who keep us busy at weekends during the winter.

We have excellent facilities on site with clubhouse, three hangars, bar and

kitchen for members use. Hangarage is onsite for a number of aircraft, including a few microlights. The club is run by the members with a seven-day-a-week operation being possible, as most members are very keen to fly and cover the rota.

We have CASC status and can provide membership for all. The club has an active committee and a policy of fleet and operations upgrades over the next few years. We can also offer motorglider training and microlight training.

Other gliding clubs regularly visit and we have an internationally-renowned annual aerobatics competition.

There are annual expeditions to extend our members activities and experience. We have evening group flying in the summer, with local groups and organisations enjoying the uncluttered skies available around our countryside location.

Our website has been revamped and contains the latest information about our extensive membership portfolio, which includes NPPL, Winter and Aerobatic categories.

Danny Lamb



Competitors at this year's Inter-University Task Week, held at Saltby, 21-27 July

UNI CLUBS COMPETE

THIS year saw the Inter-University Task Week return to Saltby Airfield to mark the 40th anniversary of the annual competition between university gliding clubs, *writes Emma Burns*. It started as a competition between Nottingham and Edinburgh universities when Nottingham University GC was based at Saltby. The event has since grown into a friendly competition open to all university gliding clubs, this time being organised by Loughborough Students' Union Gliding Club.

More than 50 students from five universities were competing for points in three categories: progression, soaring and cross-country. The three different competitions exist to make the event accessible to pilots at all stages and to encourage as much flying as possible during the week.

The weather couldn't have been much better, with flying on six out of the seven scoring days. Although not the best soaring conditions, the days were usually good enough for local soaring, small cross-countries and always suitable for pre- and post-solo training flights. Temperatures kept rising, at one point becoming so hot that everyone took a break from flying and retreated to the swimming pool (including the CFI's dog). With the very hot and stable weather, the furthest cross-country was flown by Harry Entwistle (Loughborough) for his Silver distance attempt. Unfortunately, he landed out at Crowland, short of the 50km distance, but achieved another milestone by performing his first outlanding.

Progress was made on the ground as well, with students taking part in ground school activities for pre-solo, Bronze and cross-country pilots. This included an interesting talk by local farmer and club chairman John Elkington about selecting the best possible crop field when there are no better options. Bronze candidates also spent time revising subjects such as air law and navigation, with pre-solo pilots being briefed on circuit planning, thermalling technique and local airspace.

Other non-flying activities included a treasure hunt (aka a tour of the airfield), quiz night, rope splicing and a trailer towing competition. Well done to Sam Winfield (UWE), who beat the average time by nearly five minutes with no penalty points, having never towed a glider trailer before – it turns out that working on a farm in Norfolk is good practice for towing glider trailers!

The Inter-Unis was generously supported by several aviation sponsors, including Pooleys, AFE, SkySight and the BGA. Special thanks to Andrew Neofytou of Flight Deck Wingman, who gave a talk about his career as a military and commercial pilot. He has also kindly sponsored a place on his 'Introduction to the Flight Deck' course, which was won by Elizabeth Prentice.

Finally, thank you to Buckminster for being a brilliant host club and to all the universities that took part. Thanks also to competition directors Ben and Lucy and the rest of the Loughborough team for organising the event.

■ For more UK Junior Gliding events see facebook.com/ukjuniorgliding

RESULTS:

Progression Cup – won by Loughborough, with highest individual scores from Elizabeth Prentice (Southampton) and Kieran Hieatt (Loughborough)
Soaring Cup – won by Edinburgh, with highest individual score by Colm Wickham (Edinburgh)
Cross-country Cup – won by Loughborough, with highest individual score by Harry Entwistle (Loughborough).

■ Full results at:

www.interunis.co.uk/results

ACHIEVEMENT HIGHLIGHTS:

Bronze theory: Dan Hayday, Tom Knight, Quenton Wu
XC endorsement: Emma Burns
XC field landing and selection: Harry Humble
First cross-country and landout: Harry Entwistle
First field landing: Matt Beckett
New winch drivers: Helenor Cox, Kieran Hieatt, Tom Knight, Ben Hilsenrath

STATISTICS:

Competitors: 56
Gliders: 13
Flights: 274 pure gliding flights + 10 motor glider and microlight flights
Hours: 95hrs 20mins
Bronze theory passes: 3
Cross Country Endorsement completion: 1
Field landing checks: 6
Pool capacity: 3,000L
Maximum penalty points for trailer reversing: 40
Distance covered by trailer reversing: 16 miles
Quickest trailer reverser (with no points): 3 minutes 52 seconds (average: 8 minutes 18 seconds)
Quickest 15cm splice: 3 minutes 41 seconds

BGA CEO Pete Stratten takes a look at airspace modernisation

LOWER AIRSPACE NEEDS STRATEGY

THE BGA fully supports airspace modernisation that meets the needs of all stakeholders, including, of course, gliding. The CAA's airspace modernisation strategy unfortunately doesn't address the known problems associated with lower airspace, including the ad hoc growth of restricted airspace and resulting problems for GA, which includes gliding.

The Lord Kirkhope inquiry has found that many existing CAA airspace policies are unfit for purpose and has called for wholesale redirection of lower airspace design. That supports the view that change is necessary before the airspace modernisation programme and other airspace infrastructure programmes gain too much traction and, as

a result, the situation worsens for GA rather than improves. We're hopeful that legislative change can be established once Parliament can find time to address issues other than Brexit. Meanwhile, the CAA should include lower airspace as part of a holistic approach, rather than perpetuating a broken system that encourages airspace grabs, increases risk in Class G airspace and forces stakeholders into time-consuming, expensive and confrontational activity.

There is a concern that significant airspace changes are forging ahead without the necessary policies and tools that can move us away from a broken system. A new threat is that under incoming new air traffic service rules, called Part-ATS, commercial

air transport may be provided with an ATC service only in controlled airspace. Currently, some of those services are received in uncontrolled airspace. Change is needed if we are to avoid a rash of new Class D control zones and even more narrowing of Class G airspace.

In addition to supporting effective lookout, Electronic Conspicuity (EC) can facilitate better structured and managed airspace, as well as support the inevitable growth of UAV operations. The CAA has been promoting a single technology route, but appears to recognise now that interoperability between different EC technologies and proportionate equipage for different levels of risk is the way forward. NATS, an international corporation that supplies air traffic services for its shareholders, has no near-term plans to facilitate access to controlled airspace with any technology other than Mode S. The main players are not yet joined up on this important topic.

Through our subject matter experts and through wider engagement and education, the BGA will continue to press for an airspace modernisation strategy that includes a lower airspace strategy and a joined up, proportionate and risk-based approach to electronic conspicuity technology use in UK airspace that recognises differing needs and technologies.

The B word!

How will Brexit impact on gliding? The short answer is that it depends on whether we end up in or out of EASA. We're staying very close to the CAA on this, but, at the time of writing, they are as much in the dark as anyone else. Other impacts, including on importing/exporting gliders, are not entirely clear. As with all Brexit-related change, as soon as we have the detail, we'll pass it on. Meanwhile, government advice is at www.gov.uk/guidance/prepare-to-work-and-operate-in-the-european-aviation-sector-after-brexit

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SUPPORTING THE DAMPHILL TRADITION



THERE were 10 visiting aircraft at the Camphill Vintage Rally (21-29 June), *writes Mike Armstrong*. Four Capstans, two Swallows, 22 visitors and six local pilots, with three private and six club aircraft took part. The weather wasn't as kind as last year, but the entertainment and bar profits were excellent!

First day highlights included Tom Edwards showing the way on a 100km task in his trusty K-8, winning wine. Dave (Corny) Cornelius also won wine, for stamina, flying for 4hrs 20mins.

A couple of newly-arrived Capstans briefly poked their noses out of their trailers on Day 2, but hastily withdrew

when they felt the temperature!

The weather supported the Damphill tradition on Day 3, but that didn't stop the visitors enjoying local attractions while some entered a simulator 100km competition task, won by Martin (Coops) Cooper.

Lucy Faulkner gave an excellent talk about birds of prey and brought along an Australian Boobook owl, which had only just flown solo but demonstrated some "low hops" for the audience.

Another washed out day followed, enlivened by Caroline Coates, who "spun in" on some slippery ground on the way to her caravan. Ouch.

There was a suggestion that the cloud might lift enough for aviation on Day 5, but this was summer 2019. However, it was fine enough for a BBQ.

A flour bombing competition on Day 6, in a fresh east wind, was won by Garry Cuthill in the Capstan. The gala dinner was held in the evening.

The final day saw more east wind, but the Swallows and Capstans were kept busy. The evening horseshoe competition was narrowly won by team 614. The Best Restored Aircraft Trophy went to Capstan BPU from Kent. Tom Edwards won the trophy for the best flight of the rally.

Bungeeing at the Long Mynd

THIS year's Long Mynd Wood Week (13-20 July) was a great success, being attended by about 15 visiting pilots, *writes Andrew Jarvis*. The weather was at first quite placid, but many hours of soaring were logged – a change was coming! I'm not taking the credit for this, but my late arrival on the Thursday exactly coincided with a veering wind, which became a strong westerly. Out came the bungee rope!

Resident instructor Dave Crowson gave us a special briefing and a mysterious new bungee system, with vehicle power, was unveiled. This is revolutionary and couch potatoes can now sit in the clubhouse and watch the fun – and what fun it is. There's nothing like a west wind circuit at the Long Mynd, especially with Roger Andrews in the open-cockpit T-21. Final turn at 600ft and you drop like the lift in the Shard! Somehow, it's never frightening – you should touch down as light as a feather.

My bungee check was followed by an enjoyable hour in the Ringmer K-2B with its co-owner, Simon Kahn. After all that, there was hurried de-rigging as Friday's weather forecast was of rain, and more rain. The forecast was accurate. Saturday's briefing

promised a midday clearance, again with a strong west wind. The wind proved just too weak to bungee, so it was back to the winch. Only a few gliders launched, but they had the ridge to themselves, with climbs to cloudbase till closing time.

The 2019 Wood Week ended with a great evening, starting with a superb buffet supper organised by Helen. Then followed an extraordinary music session from the as-yet unnamed Mynd instructors' trio: Mike on acoustic guitar, Paul on drums and Guy on bass guitar. Plus impromptu harmonica from VGC visitor Simon Swart.

We left on the Sunday morning, for the 100-mile drive to Hus Bos for the VGC Rendezvous (see p40). The Long Mynd is timeless, and we are already looking forward to returning twice in 2020.

■ 25th Camphill Vintage Rally and 10th Capstan Reunion, 19-26 June, 2020

(We would like more visitors with aircraft to make it special. All are welcome to stay over the second weekend.)

■ VGC National Rally, Long Mynd, 23-30 May, 2020

■ Olympian Week, Long Mynd, 13-17 July, 2020

■ www.vintagegliderclub.org

Below: T-21 launches at the Long Mynd (Andrew Jarvis)



THE EFFECTS OF WIND GRADIENT

Flying in strong winds can be inspiring, but the BGA safety team looks at implications of flying in extreme wind conditions

Fifty knots plus half the wind speed.' You probably use a rule-of-thumb like this to determine your minimum approach speed. Fifty knots – or the corresponding figure for your glider and payload – is chosen to give a margin over the stall for light gusts and modest errors of speed control, and give enough energy to complete the flare with the control authority to do so. In some cases and jurisdictions, aircraft are designed so that a specified multiple of the stall speed satisfies these requirements.

The second term – half the wind speed – is to allow for turbulence and wind gradients. With the right approach speed, we should always be able to make a safe landing.

STRAIGHTEN
UP & FLY
RIGHT

Some pilots really enjoy the challenge of flying in strong winds. Our sport began with adventurous flying and, whether it involves epic distances, stratospheric wave, hilltop expeditions or ridge-running, it can certainly be inspiring. However, our usual training that all situations are recoverable doesn't always hold in extreme winds and, although pilots usually prepare thoroughly, there have been some high-profile accidents.

A much-respected pilot lost his life as a consequence of a cable break on a windy day. According to the AAIB report [1], the weak link broke when the glider had a speed of 84kt at a height of 120ft. In the recovery, the glider reached 280ft at an airspeed of 76kt. These figures illustrate an important point because in calm air, and neglecting drag, a 160ft pull-up from 84kt would reduce the airspeed to just 59kts; conversely, slowing from 84kt to 76kt would leave the glider at only 180ft. The apparent energy gain – the same as flying through a 17kt thermal – probably came from pulling up into a wind gradient: the dynamic soaring method that albatrosses are thought to use for long-distance flight [2]. Relative to the ground, the glider will indeed have slowed down more, but the stronger wind will have reduced the loss of airspeed. It presumably is also why the weak link failed in the cable.

Descent through a wind gradient

The problem comes when the process is reversed. As the glider dives through the wind gradient, it can't pick up airspeed as quickly as normal and a lot of height can be lost in the attempt. Indeed, in a strong wind



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gradient it can be impossible to gain speed in a dive [3]. To the pilot, this will feel like ferocious sink but, unlike sink, the effect of a wind gradient is worsened by speeding up to cross it, and can last down to the ground.

In smooth airflow, the wind speed rises logarithmically with height and 20kts at the windsock will mean 35kts at 300ft [4]. Ground features and atmospheric instability alter these figures, though: gradients are steeper in stable air over rough or wooded areas than over flat land in an unstable atmosphere [5].

Rotor and turbulence

There can be real sink too. As well as ridge flow, wave and convection, downdraughts and turbulence such as rotor involve vertical motion, often part of a circulatory vortex flow with comparable speeds horizontally and vertically. The vertical motion has to decrease near the ground as the earth is impenetrable, but there can still be local variations, including reversals, in the horizontal wind. Low down, these variations can occur on a smaller scale, typically comparable with the distance from the obstacle that causes them, and the resulting gradients will be stronger and more localised. Ridge and mountain pilots deliberately fly faster when they're close to terrain.

The effects of these variations depend upon their scale and the height at which you're flying. Roughly speaking, wind gradients above circuit height give enough height to recover, while below windsock height they are small enough to fly through provided you have adequate airspeed, though their localised effect could affect lateral control. The greatest problems can be in between, at approach heights. This is why ridge-top sites often require an impressively high approach speed and a final turn within the airfield boundary. Beware that a safe approach could mean flying at close to the glider's rough air speed limit.

Launching into a wind gradient

A winch launch involves the same height band as the approach, so a higher airspeed is appropriate before rotation into the full climb, and the rotation needs to be slightly slower [6]. If that puts you close to the glider's maximum winch speed, maybe it's time to think again. If there's a launch failure, you'll again need a higher approach speed to allow for speed loss through the gradient [7].

BGA training for after a launch failure is to land ahead if it's safe to do so. With a strong headwind and wind gradient, approaches can be made very steeply. If a turn is needed, different pilots may have different instincts. Someone used to flying from a large, flat airfield will generally turn downwind so that the drift helps position the glider for approach. A ridge pilot, on the other hand, might turn into wind to avoid curl-over and exploit any lift, with the option of a field in the valley. Wind gradients affect these two actions differently.

Manoeuvring in a wind gradient

Turning steeply in a wind gradient has its own hazards. The stronger wind aloft will blow the higher wing downwind, steepening the turn onto downwind and, conversely, resisting roll into the base leg and final turns. The design code CS22 specifies a minimum roll rate that translates directly to the wind gradient in which a given bank angle can be sustained [8]. Shallow turns are less susceptible, but, as the radius of a turn increases with airspeed, the temptation will be to bank steeply.

Bank can itself give problems in a wind gradient, again because the wings sample different wind strengths. When flying into wind, the upper wing will have a greater airspeed. Combined with its greater speed in a turn, the need to counter gradient-induced roll and the difficulty maintaining airspeed in a wind gradient, this introduces a spin risk to which gusts could also contribute. This is exacerbated by the instinctive tendency to judge low turns by reference to ground features, which can result in steep and over-ruddered turns.

Strong wind adventures

Strong winds and gradients bring conflicting considerations that take us closer to physical and aircraft limits and reduce the margin for error. High workload, quickly evolving situations and physical discomfort don't help the pilot to cope with them. Launch failure eventualities need careful assessment.

Adventurous flying in more extreme conditions can involve techniques that aren't just extensions of normal rules. This is doubtless part of its attraction. However, there are situations from which it might not be possible to recover; and, while there is knowledge out there from previous pioneers, you might be exploring the unknown.

Tim Freearge and the BGA safety team

STRONG WINDS AND GRADIENTS INTRODUCE CONFLICTING CONSIDERATIONS THAT REDUCE THE MARGIN FOR ERROR

■ For more information about wind gradients, see Ken Stewart's *The Glider Pilot's Manual* [9] and the ICAO *Manual on Low-level Wind Shear* [10].

[1] AAIB investigation G-CFNG <https://tinyurl.com/flyright1921>

[2] G Sachs et al, PLOS ONE 7 (9), e41449 (2012)

<https://tinyurl.com/flyright1922>

[3] If the headwind gradient in knots per 100ft, multiplied by the airspeed in knots, exceeds 1100 (in SI units: wind gradient x airspeed > g).

[4] Wind profile calculator <https://tinyurl.com/flyright1923>

[5] Met. Office, *Forecaster's Handbook*, p1-10 (1997)

<https://tinyurl.com/flyright1924>

[6] BGA Instructor Manual, section 16

<https://tinyurl.com/flyright1925>

[7] BGA Instructor Manual [6], section 14

[8] In SI units, this equals the roll rate in rads/s divided by $\sin^2(\text{bank angle})$; a 60° turn will be overpowered by a gradient of 25kt/100ft.

[9] K Stewart, *The Glider Pilot's Manual*, 4th ed, pp109-113 (2003)

[10] ICAO, *Manual on Low-level Wind Shear*, Doc 9817 (2005) <https://tinyurl.com/flyright1926>

PREVIOUS 'FLY RIGHT' ARTICLES

The Perils of Distraction (Apr/May 19)

Keeping Safe in Thermals (June/July 19)

Why It Is Good to Think Ahead (Aug/Sep 19)

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

BGA accident/incident summaries

AIRCRAFT

Ref	Type	Damage	Date, time	PILOT Injury	P1 hours
39	ASW 20	substantial	20/03/19, 13:40	none	97
Glider landed on the nose. After flying a half-airbrake approach, the glider touched down firmly on the mainwheel and bounced, nose up, about 6ft back into the air. The pilot moved the stick forward and the glider then landed heavily on the nose, leaving a crack in the fuselage underside. The pilot had not flown the glider for five months.					
40	K-13	minor	21/02/19, -	none	18
Canopy opened during winch launch. The pilot had shut the canopy to complete his pre-flight checks, but then opened the canopy to talk to another member. The glider was known to have a "sticky" canopy locking mechanism and the pilot reports that in future he will check that the locking bolts are fully engaged before launching.					
42	SF-25	substantial	11/03/19, 12:00	none	228
Prop strike. A few seconds after landing, the handling P2 released the spoiler handle and the TMG took off again. The P1 took control, re-opening the spoilers and holding the stick aft, but the subsequent touchdown was firm enough to allow the propeller to strike the ground.					
45	Twin Astir	destroyed	24/03/19, 14:30	none/minor	671
Heavy landing on the nose. After a simulated winch launch failure at 200ft ato, the P2 set up an approach to land ahead. The approach appeared to be high enough to fly over a tumulus, but the mainwheel struck the top, bouncing the glider upwards. The nose then pitched down, severely damaging the nose in the subsequent impact. The P2 injured his ankle.					
48	DG-505	minor	25/03/19, 16:50	none/none	3694
Wheel-up landing left minor scratches in the gel coat.					
50	ASG 29	minor	25/03/19, 16:45	none	3927
Wheel-up landing. After returning from a cross-country flight the pilot omitted the pre-landing checks and landed with the wheel up, leaving some delamination and a split in the underside of the fuselage.					
51	Arcus	substantial	26/03/19, 15:00	none	3143
Crashed into trees. Coming back to the airfield, the pilot converted final glide speed into height a few miles short of the club and set the flaps to neutral in preparation for joining the circuit. He thinks that he must have opened the airbrakes to lose some extra height before lowering the undercarriage and making a downwind call over the radio. Noticing a high sink rate he decided to make a straight-in approach to land downwind and made another radio call to that effect. The glider continued to sink rapidly and the pilot realised that he would not reach the airfield. Faced with the choice of landing on buildings, a recreation field that might have people on it, or trees, he chose to land in the trees.					
54	Slingsby Swallow	substantial	03/04/19, 13:00	none	27
Stalled during round out. Unable to find lift after his third disappointing winch launch, the pilot flew a circuit intending to land by the hangar. The light crosswind that had led to the disappointing winch launches also meant that there was no tailwind on the downwind leg. Witnesses report seeing the glider fly a very low, slow and shallow banked final turn before landing heavily. The airbrakes were not used and the pilot reports not remembering what airspeed he was flying at. The wheelbox area and starboard fuselage were damaged in the impact.					
61	K-18	substantial	05/04/19, 13:30	none	460
Damage to nose skid and fuselage. The pilot set up an approach into the strong wind across the short width of the airfield. Witnesses report seeing no airbrake during the approach and the landing ground run finished across the perimeter track. The pilot reports that the landing was normal and there were no signs of a heavy landing on the airfield. After a subsequent flight, another pilot noticed a crack in the nose skid during a pre-flight walkaround and a detailed inspection revealed damage to the fuselage.					

Incidents

41	K-13	none	23/02/19, 12:50	none	127
Field landing following precautionary release at about 400ft ato. The tug pilot noticed a high oil pressure indication shortly after take-off so reduced the throttle to keep the pressure within limits. This resulted in a slower climb rate and when a large bow developed in the rope the glider pilot elected to release and land in a known emergency field. The club tug master subsequently found that the aircraft oil pressure gauge red line was marked at a lower pressure than specified in the aircraft flight manual.					
43	-	-	23/03/19, -	none	-
Winch cable pulled from member's hand as the member was reaching to attach the cable to a glider. Two separate gliding organisations operate from the airfield, only one of which is a member of the BGA. The winch driver had misinterpreted the launch signal from the other organisation to their own winch as being directed at him.					

BGA accident/incident summaries *continued*

AIRCRAFT Ref	Type	Damage	Date, time	PILOT Injury	P1 hours
44	DG-303	none	24/03/19, -	none	284
<p>Heavy landing. After getting low on the ridge the pilot elected to land. He felt that he was too low to make a safe circuit to the runway in use and chose to make a circuit onto a crosswind runway, parallel to the ridge. In the prevailing conditions the approach to this runway was known to be turbulent and affected by curlover from the ridge. The pilot reports encountering severe turbulence below 200ft agl and using large control movements to maintain control. As he rounded out, the nose pitched down and the glider landed on the underside of the nose.</p>					
46	K-21	-	24/03/19, -	-	-
<p>After the DI had been completed, the battery was found to be incorrectly secured.</p>					
47	K-21	none	17/03/19, 11:30	none/none	-
<p>After a simulated winch launch failure as part of an annual check, the P2 performed a robust recovery, during which a number of items floated out of the unsecured side pocket. After returning to normal flight the P2 replaced the items and continued with the flight. On final approach the P2 tried to open the airbrakes, but found that the handle would not move. Looking down, he could see his mobile phone wedged deep into the slot in the seat pan, too deep to be pulled out. It was only after the phone fell under the seat pan that the P2 was able to use the airbrakes and land normally.</p>					
49	K-13	none	25/03/19, 13:20	none	25
<p>Field landing. The pilot had flown several hours as P2 during previous visits; on this occasion, after a check flight, he was cleared to fly solo. He flew down the ridge, but failed to find much lift as the wind had reduced and veered. Halfway back to the airfield and below ridge height the pilot chose to make a safe landing in a field nearly two miles from the club. The DCFI suggests a more detailed pre-flight briefing would have been helpful.</p>					
52	Puchacz	-	27/03/19, 14:45	-	-
<p>On opening the canopy from inside, the pilot used the levers on both sides of the cockpit, thereby activating the emergency release and detaching the canopy. He tried to re-attach the canopy, but kinked the Bowden cable leading to the canopy opening limit cord in the process. This cable broke when it was straightened.</p>					
53	PA-25	none	28/03/19, 14:00	none	1850
<p>Engine stopped at 2,700ft ato during aerotow. After the glider released, the pilot was able to glide back to the airfield, making two unsuccessful attempts to restart the engine before concentrating on flying a safe landing. After the tug was towed off the runway another tug pilot noted that the fuel gauge indicated low fuel and, once refuelled, the engine ran perfectly. The tug pilot had misinterpreted the markings on the fuel gauge and believed he had enough fuel for the tow.</p>					
55	Ventus 2	none	02/04/19, 15:45	none	1557
<p>Wheel-up landing. The glider had just come out from an annual inspection and had been fitted with a new instrument panel. During the flight, the fuse on the engine battery blew when the pilot tried to retract the pylon. The pilot remembers carrying out his pre-landing checks, but in the stress of landing with the engine out neglected to actually lower the wheel.</p>					
56	DG-300	none	24/03/19, 14:00	none	195
<p>Winch launch stopped before the glider took off as the launch crew noticed that the canopy was not properly locked. During debrief the pilot reported that everything felt normal when he moved the levers to the locked position and that the canopy resisted upward pressure. The CFI suggests that the 20-knot headwind blowing on the front-hinged canopy may have held the canopy down during the pilot's check.</p>					
57	SF-25	minor	27/03/19, 11:30	none/none	784
<p>While exiting the TMG, the P2 put his hand on the rear canopy perspex which then cracked. The report suggests using the seat back for support as far as possible when getting out.</p>					
58	DG-800	minor	07/04/19, 14:30	-	4157
<p>Glider hit parked car while being towed to the launchpoint, damaging the outboard section of the aileron.</p>					
59	-	-	07/04/19, 14:10	-	-
<p>Large drone spotted on two occasions overflying the upwind end of the airfield at various heights down to 20ft agl.</p>					
60	SF-25	none	24/02/19, 14:15	none	162
<p>Field landing after engine failure. About 30 miles into the flight, the pilot noticed that the cylinder head and oil temperatures were a little higher than usual, although the oil pressure was normal. He decided to return to the airfield, but as he got closer the engine started to lose power. Unable to maintain level flight, the pilot started to assess his landing options. When the oil pressure dropped to zero and the engine stopped, the pilot was able to make a safe circuit and landing into a field. After landing, the pilot could see oil dripping from the cowling and there was no oil on the dipstick.</p>					

continued on page 68

BGA accident/incident summaries *continued*

AIRCRAFT				PILOT	
Ref	Type	Damage	Date, time	Injury	P1 hours
62	K-21	-	13/04/19, 15:40	-	141
Airprox report. Despite keeping a good lookout, the pilots were surprised by a fast-moving single-seat glider passing 30ft directly above them while circling in a thermal. They had not received a FLARM warning.					
63	Grob 103	minor	14/04/19, 10:30	-	-
Unlatched canopy blown open by propwash. The canopy retaining clip and one hinge broke, the other hinge was damaged.					
64	EuroFOX	none	14/04/19, 13:50	none	67
Suspected carburettor icing. After the glider released at 3,000ft ato, the tug pilot reduced power and applied carburettor heat. He opened the throttle every 500ft during the descent to warm the engine, but as he descended towards circuit height the engine began misfiring. By the end of the circuit, the pilot was using almost full throttle just to maintain height. The engine stopped just as the pilot began to round out, but he was able to make a safe landing.					
65	Ventus	-	14/04/19, 12:15	-	-
Airprox with drone at 3,800ft.					
66	Grob 109	substantial	15/04/19, 17:00	-	-
Hangar damage. While the TMG was being pulled out of the hangar, the swivelling tailwheel rotated through 180°. The tail moved sideways as the wheel turned, the tailplane struck a stanchion damaging the gelcoat and structure at the tip of the tailplane and elevator.					
67	Perkoz	none	19/04/19, 16:30	none/none	1314
During the last flight of the day, the pilot decided to fly a beat-up of the airfield before landing by the hangar. Witnesses at the launchpoint watched the glider fly down the airfield at high speed at about 20ft agl. As it approached the launchpoint the glider banked slightly and the wingtip scraped along the ground for about a second. After landing, grass stains were visible on the wingtip. The CFI points out that the club had banned beat-ups some years previously to prevent this type of incident.					
68	Astir	none	17/04/19, 14:00	none	32
Wheel-up landing. The pilot had lowered the wheel as part of his pre-landing checks, but then retracted it as he turned into a strong thermal on the downwind leg. The wind was blowing the thermal towards the airfield so the pilot left the thermal and continued his circuit, but neglected to lower the undercarriage again.					

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.



AAIB BULLETIN 7/2019

THIS is an abridged report of the UK Air Accident Investigation Branch report into A fatal GROB G109B accident. The full report can be found in the AAIB Bulletins at www.aaib.gov.uk/publications/bulletins.cfm

Aircraft Type and Registration:

Grob G109B, G-KHEH

No & Type of Engines: 1 Grob 2500 E1 piston engine

Year of Manufacture: 1986 (Serial no: 6436)

Date & Time (UTC): 10 June 2018 at 0959 hrs

Location: Near Raglan, Monmouthshire

Injuries: Crew - 2 (Fatal)

Nature of Damage: Aircraft destroyed

Synopsis

The aircraft collided with a dead tree whilst conducting a field landing exercise. It has not been possible to determine conclusively whether the aircraft was suffering from an engine problem, most likely carburettor icing, during the descent. However, the engine was under power at the point it collided with the tree. Had it been necessary, the aircraft should have been able to avoid the tree and carry out a landing in the field beyond. It was considered most likely that the pilots did not see the tree until it was too late to avoid it.

Analysis

Evidence from the accident site and examination of the wreckage identified that the aircraft's right wing contacted the dead tree at an approximate height of 57ft agl. This will have caused the aircraft to yaw rapidly to the right, increasing the lift from the left wing. At the same time, there will have been a marked decrease in lift from the right wing due to the damage it experienced and this, together with the possible effects of entanglement in the tree, caused the aircraft to roll. It is likely that the aircraft rolled through approximately 180° before impacting the ground at a near vertical attitude.

Examination of the aircraft did not identify any anomalies that would have affected the aircraft's ability to be controlled, prior to the impact with the tree. Witnesses also describe the aircraft to be seemingly under control.

The data indicates nothing unusual during the initial part of the descent.

The reduction in groundspeed to 48kts (equivalent to an airspeed of approximately 53-58kts) coincided with the turn onto the final approach, after which both airspeed and vertical speed fluctuate for the remainder of the flight. This might be explained by the student's lack of experience on the aircraft, or his attempts to position the aircraft to make the field, had he been flying it at the time. It could also indicate a distraction within the cockpit whilst dealing with an aircraft issue.

Witness statements varied in the description of what was heard. The aircraft engine is normally quiet, especially at idle power, as was described by some witnesses. Other witnesses, however, described it as loud or that it was misfiring or spluttering. Examination of the engine did not reveal any problems. There was fuel onboard and the small traces of automotive gasoline present would not have affected the operation of the engine. The nature of the damage to the propeller and the distance the propeller tip was thrown from the main wreckage also indicate the engine was producing considerable power at the time of the accident.

The ambient conditions were conducive to severe carburettor icing for an engine at idle power, although the information provided by the manufacturer suggests that the Grob G109B is less susceptible to this occurring. Had carburettor heating been selected during the descent then carburettor icing would have been even less likely to occur.

There is evidence that carburettor heating was selected at the time of the impact. It may have been selected for the duration of the descent, although it should normally have been returned to the cold position at the point engine power was increased to climb away, to ensure full power was available. It is possible that carburettor heating had not initially been selected, allowing ice to restrict the flow of air into the engine. Had the carburettor heat then been subsequently selected on later during the exercise then it may be that the engine was only able to increase power just before the point of the impact with the tree.

BGA guidance recommends maintaining a small amount of power during the descent to both keep the engine warm and to simulate a normal glider's performance. It also recommends carrying out occasional power checks during the exercise and describes this as essential around the base

leg to ensure the engine still responds. The descriptions provided by other instructors at the gliding club and the student who flew the field landing exercise on 2 June 2018 suggest that the instructor was likely to have flown the exercise with the engine at idle power.

Whilst it was reported that it was not unusual during a field landing exercise to fly as low as 40ft agl before climbing away, the data from the flight flown on 2 June 2018 showed that the instructor climbed away from a height of 350ft agl. The instructor and student should have been aware of the low flying regulations.

It is clear from witness statements and the flight data that the aircraft was below 500ft agl during its final approach when it passed over, or near, two houses and their occupants. It is possible that this was intentional, or that there was an issue with the aircraft meaning they were unable to avoid the descent below 500ft.

With the evidence available, it cannot be conclusively determined whether the instructor intentionally allowed the aircraft to descend as low as it did as part of the exercise, or whether this had happened because of an unknown engine issue; most likely carburettor icing. With either scenario the aircraft was able to make a landing in the field, yet the aircraft's right wing collided with the dead tree despite there being an adequate gap to the left for the aircraft to pass between the trees on the perimeter of the field. The dead tree was considerably less conspicuous than the live trees on either side, whose presence may also have drawn the pilots' attention away from the dead tree. The description of the aircraft banking away from the dead tree at the last moment indicates that one or both pilots saw it just before the collision. The collision was therefore probably due to the instructor and student not seeing the dead tree until it was too late, misjudging their distance from it or the engine failing to respond at the last moment when they expected to climb away and avoid impact.

Safety actions

The BGA publication on 11 July 2018 in response to this and previous field landing accidents emphasises well the main hazards and precautions required in conducting field landing training.

■ S&G extends its profound sympathy to the families of the pilots involved.

BGA BADGES

No. Pilot Club (place of flight) Date

FAI 750km Diploma

127 Martin Roberts Lasham 04/05/2019

Diamond Badge

847 Rob Lockett Essex & Suffolk 30/05/2019

Diamond Distance

1-1294 Julian Bane Bicester 03/07/2019

1-1296 Steven Lambourne Bath, Wilts & N Dorset 03/07/2019

1-1297 Paul Barnes Cambridge 16/07/2019

1-1298 John Otty Booker 08/07/2018

Diamond Goal

2-2622 Anthony Landau Bicester 12/05/2019

2-2623 Harry Bloxham Bristol & Glos 16/07/2019

2-2625 Graham Stallard Lasham 03/07/2019

2-2626 Lloyd Finlay Lincolnshire/ Wolds (Bicester) 29/07/2019

2-2627 Robert Vaughan Denbigh 29/07/2019

2-2628 Tudur Williams Kent 29/07/2019

2-2629 Peter Mather Kent 08/08/2019

2-2630 George White Essex & Suffolk 29/07/2019

Diamond Height

3-1862 Rob Lockett Essex & Suffolk (Lleweni Parc) 30/05/2019

3-1863 Douglas Wilson SGU 17/03/2019

3-1864 Kenneth Henderson SGU 01/07/2019

Gold Badge

David Gill Staffordshire 07/06/2015

Graham Stallard Lasham 03/07/2019

Jonathan Bradford SGU 01/07/2019

Peter Mather Kent 08/08/2019

Gold Distance

Anthony Landau Bicester 12/05/2019

Harry Bloxham Bristol & Glos 16/07/2019

Graham Stallard Lasham 03/07/2019

Lloyd Finlay Lincolnshire/ Wolds (Bicester) 29/07/2019

Tudur Williams Kent 29/07/2019

Peter Mather Kent (Shenington) 08/08/2019

George White Essex & Suffolk 29/07/2019

Gold Height

Simon Leach Trent Valley (Portmoak) 23/05/2019

Jonathan Bradford SGU 01/07/2019

Silver Badge

Eugen Juravliov Cranwell 09/06/2019

Simon Stannard Derby & Lancs 23/05/2019

Graham Percival Lasham 22/05/2019

Edward Syson Stratford On Avon 22/06/2019

IVOR SHATTOCK (1927-2019) - THE "WELSH WIZARD"



IVOR was born in Caerphilly in 1927. In 1943 he joined the RAF and trained as a radio engineer and RADAR specialist, becoming the youngest RADAR sergeant at Cranwell.

His RAF career took him to Germany, where he learned to glide on a Primary, and this inspired a lifelong love of flying. When he had served the mandatory 12 years in the RAF, he had flown in nine gliders and several other aircraft. After setting up a television shop business in Caerphilly, in 1960 he set about forming a gliding club at Mynydd Mayo, near his home.

With only the qualification of a Silver C, he was elected CFI and remained in post for many years. Test flying became the norm, as was his devotion to the two-seaters. Ivor took part in competition flying at Shobdon, North Hill, Long Mynd and his home club. The club later moved in 1970 to Usk.

At this time Ivor also took gliding trips

to France and the Italian Alps, developing new techniques in snow-covered mountains.

Ivor was a true flying legend in the Welsh hills and mountains, at Mynydd Mayo, Usk and Talgarth, which became his home club in his later gliding years. He was the pioneer of all the flying we now take for granted, being the first to fly a glider on the ridge routes in the mining valleys and around Monmouth, into the Black Mountains, the Brecon Beacons and beyond. He was a very skilled wave, ridge and cross-country pilot. Ivor showed us all the way. Many glider pilots will have a copy of his books *Talgarth - Playground in the Sky* and *Soaring at Usk*.

His ability to see and use wave where others could not, and to stay airborne for hours in the lightest of conditions earned him the nickname the Welsh Wizard. Ivor achieved two Diamond badges and was the first to get a Gold badge in Wales.

His retirement from gliding came in 2002 at the age of 76. After that, writing, painting and walking became his main interests. He was also a keen member of the Tommy Cooper Society.

On the August Bank Holidays of 2016 and 2017, his daughter-in-law Ann took him to his old club in Talgarth. Each time he went up and flew Ann saw him come alive as the years dropped away from him.

According to his wishes, his ashes will be scattered at Talgarth, where he spent so many happy times with his wife Brenda, and gliding over the beautiful countryside.

These were to be his last flights and sadly he died peacefully in Caerphilly in June at the age of 92.

Mark Fisher, Black Mountains GC

INSTRUCTOR RATINGS

Basic

Paul Newman	Cambridge	07/06/2019
Jonathan Hitchman	Shalbourne	15/06/2019
Andrew Peacock	Shalbourne	16/06/2019
Stephen Gooch	Northumbria	17/06/2019
Mark Jerman	Yorkshire	18/06/2019
Oliver Summerell	Bristol & Glos	20/06/2019
Andrew Bennett	Welland	21/06/2019
Matthew Clements	Fenlands	22/06/2019
Catherine Dellar	Essex	23/06/2019
Joshua Wood	Gliding Centre	24/06/2019
Matthew Price	Bowland Forest	25/06/2019
Andrew Hughes	Lasham	26/06/2019
Alexander Phillips	Shenington	27/06/2019
Timothy Bralesford	Cotswold	28/06/2019
Benjamin Ambler	Burn	01/07/2019
David Stevens	Lasham	02/07/2019
Nicholas Killick	Kestrel	03/07/2019

Jonathan Apperley	Cotswold	04/07/2019
Denis Keegan	London	05/07/2019
David Poole	Dorset	06/07/2019

Assistant

Adrian Tills	Essex & Suffok	07/07/2019
Philip Mackenzie	Chilterns	08/07/2019
Michael Dodd	Cambridge	09/06/2019
Andrew Jones	Eden Soaring	10/06/2019
Colin Ashman	Rattlesden	11/06/2019
Frank Friend	North Wales	12/06/2019
Graham Stanford	Staffordshire	13/06/2019
David Bradbrook	York	14/06/2019
Lucy Wootton	Shenington	08/06/2019
Richard Brown	London	30/06/2019

Full

Carl Peters	Bannerdown	09/06/2019
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BGA BADGES

No. Pilot Club (place of flight) Date

Silver Badge cont'd

Mark Bradford	SGU	21/06/2019
Kevin Constable	Bannerdown	22/06/2019
Edward Smith	Essex & Suffolk	25/05/2019
Hugo Ribeira	London	23/05/2019
Daniel Comerford	London	21/06/2019
Katie Stokes	Lasham	21/06/2019
Thomas Clark	Wyvern	17/07/2019
Benjamin Payne	Bristol & Glos	15/07/2019
Richard Hodgetts	Stratford	07/07/2019
	On Avon	
Raymond Thompson	Lasham	03/07/2019
David Jokinen	Cambridge	30/06/2019
Joshua Setford	Southdown	02/07/2019
Ryan Millen	Peterborough	29/07/2019
	& Spalding	
Mirosław Pitorak	North Wales	17/06/2019
Peter Freeland	Channel/	31/07/2019
	Lasham	
Andrew Davey	Devon &	02/08/2019
	Somerset	
David Rees	London	29/07/2019

Silver Height

Graham Percival	Lasham	22/05/2019
David Stopford	Bowland Forest	11/05/2019
	(Portmoak)	
Joshua Setford	Southdown	21/04/2019
Mark Wrangham	Derby & Lancs	16/05/2019
Richard Turpin	Bowland Forest	11/05/2019
	(Portmoak)	
Edward Smith	Essex & Suffolk	25/05/2019
Hugo Ribeira	London	23/05/2019
Daniel Comerford	London	12/05/2019
Katie Stokes	Lasham	21/06/2019
Stephen Kingham	London	25/05/2019
Marek Kowalski	Cambridge	12/05/2019
Steven Care	Kent	01/08/2018
Thomas Clark	Wyvern	22/06/2019
Alan Cicognani	Edensoaring	29/09/2018
Alan Martin	Burn	24/05/2019
Ian Richardson	East Sussex	03/07/2019
Philip Maund	Derby & Lancs	16/05/2019
Ross Craney	Cranwell	09/06/2019
Richard Hodgetts	Stratford	07/07/2019
	On Avon	
Dorian Bury	Bristol & Glos	22/06/2019
	(Staffordshire)	
Glendon Giam	Cambridge	23/07/2019
Matthew Doyle	London	15/07/2018
Cameron Wilson	Lasham	16/07/2019
Jeremy Pratt	Lasham	06/05/2019
Ryan Millen	Peterborough	29/07/2019
	& Spalding (Tibenham)	
Iain Robson-Cross	Welland	12/05/2019
James Howarth	Cambridge	16/07/2019
Neil Sexton	Wyvern	23/06/2019
Peter Freeland	Lasham	31/07/2019
Stephen Whybrow	Deeside	23/07/2019
John Thomas	SGU	01/07/2019
Geoffrey Brooks	Kent	29/07/2019
Finbar Billings	Welland	12/05/2019
Nicholas Machin	Bath, Wilts &	21/05/2019
	N Dorset	

Silver Distance

Eugen Juravliov	Cranwell	09/06/2019
Oskar Niessen	Bicester	21/08/2018
Colwyn Darlow	Gliding Centre	16/05/2019
Graham Percival	Lasham	15/05/2019
Nicholas Stuart	Lasham	21/05/2019
Kevin Constable	Bannerdown	22/06/2019
Peter Freeland	Lasham	22/06/2019
Edward Smith	Essex & Suffolk	25/05/2019
Hugo Ribeira	London	23/05/2019
Stephen Gaze	Shalbourne	12/05/2019
Daniel Comerford	London	12/05/2019
Katie Stokes	Lasham	21/06/2019
Thomas Clark	Wyvern	22/06/2019
Richard Hodgetts	Stratford	07/07/2019
	On Avon	
Harry Bloxham	Bristol & Glos	16/07/2019
Zoe Pringle	Lasham	22/06/2019
Matthew Doyle	London	23/07/2018
Joshua Setford	Southdown	02/07/2019
Emma Burns	Buckminster/	29/07/2019
	Shenington	
Mirosław Pitorak	North Wales	17/06/2019
Andrew Davey	Devon &	02/08/2019
	Somerset (Aston Down)	

Silver Duration

Humza Hamid	Chilterns	12/05/2019
Simon Stannard	Derby & Lancs	23/05/2019
Katie Stokes	Lasham	29/04/2019
Steven Scothern	Burn	06/06/2019
Joseph Roberts	London	21/02/2019
	(Portmoak)	
Robin Sutton	Lasham	21/05/2019
Joshua Setford	Southdown	10/04/2019
Edward Syson	Stratford	22/06/2019
	On Avon	
Mark Bradford	SGU	21/06/2019
Alison Walton-Smith	Staffordshire	22/06/2019
Edward Smith	Essex & Suffolk	25/05/2019
Hugo Ribeira	London	23/05/2019
Daniel Comerford	London	21/06/2019
Steven Care	Kent	01/07/2019
Peter Brown	SGU	05/07/2019
Thomas Clark	Wyvern	17/07/2019
Benjamin Payne	Bristol & Glos	15/07/2019
Christopher Welch	Lasham	02/07/2019
Richard Hodgetts	Statford	07/07/2019
	On Avon	
Dorian Bury	Bristol & Glos	07/07/2019
	(Staffordshire)	
Raymond Thompson	Lasham	03/07/2019
David Jokinen	Cambridge	30/06/2019
Peter Freeland	Lasham	29/07/2019
Cameron Wilson	Lasham	16/07/2019
Carl Cox	Lasham	29/07/2019
Ryan Millen	Peterborough	29/07/2019
	& Spalding (Tibenham)	
James Middleton	SGU	04/07/2019
Andrew Wilson	Yorkshire	02/08/2019
	(Tibenham)	
David Rees	London	29/07/2019

100k Diploma Part 1

Colwyn Darlow	Gliding Centre	16/05/2019
Jonathan Linger	Cambridge	03/07/2019
Graham Percival	Lasham	03/07/2019
Richard Hodgetts	Stratford	07/07/2019
	On Avon	
Matthew Doyle	London	23/07/2018
George White	Essex & Suffolk	29/07/2019

100k Diploma Part 2

George White	Essex & Suffolk	29/07/2019
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Chad Dodsworth	Lasham	21/05/2019
Richard Skuse	Dorset	15/06/2019
George Thomas	Kent	10/05/2019
Joshua Setford	Southdown	27/10/2018
Graham Banning	Essex & Suffolk	14/06/2019
William Fulton	SGU	10/06/2019
Michael Smith	Lasham	21/06/2019
Kevin Constable	Bannerdown	13/04/2019
Peter Gibbons	Rattlesden	23/06/2019
Dene Hitchen	Dartmoor	13/06/2019
Howard Manning	SGU	29/06/2019
Jack Vincent	Buckminster/	29/06/2019
	Loughborough Uni	
Neil Payne	Bristol & Glos	05/07/2019
Anthony Perry	Bowland Forest	07/07/2019
Thomas Clark	Wyvern	29/06/2019
Benjamin Hilsenrath	Bristol & Glos/	07/07/2019
	UWE	
Neil Alcorn	Cambridge	04/07/2019
Austin Rose	Cotswold	03/07/2019
Benjamin Lyth	Stratford	14/07/2019
	On Avon	
Zoe Pringle	Lasham	31/05/2019
Andrew Rands	Midland	16/07/2019
Robert Felton	Shenington	15/07/2019
Donald Roberts	Wolds	21/07/2019
Anthony Cresswell	Cairngorm/	19/07/2019
	Edensoaring	
Jospeh Meridew	Seahawk	07/07/2019
Emma Burns	Buckminster/	24/07/2019
	Shenington	
Lukasz Solek	Oxford	20/07/2019
Carl Cox	Kent/Lasham	23/07/2019
Piotr Czartolomna	Staffordshire	22/07/2019
Geoffrey Brooks	Kent	23/07/2019
David Shepherd	Staffordshire	23/07/2019
Jonathan Rowney	Bannerdown	28/07/2019
David Cooper	East Sussex	26/08/2019
Jonathan Edge	Oxford	30/07/2019
John Dickson	Oxford	30/07/2019
David Noble	Shalbourne	02/08/2019
Thomas Macgowan	Lasham	07/08/2019
Archie Lucas	Stratford	12/08/2019
	On Avon	
Patrick Benham-	Kent	13/08/2019
	Crosswell	
Ross Craney	Cranwell	11/08/2019
Graham Bishop	Kent	13/08/2019

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