

SAILPLANE & GLIDING

VOL. 70 NO.6

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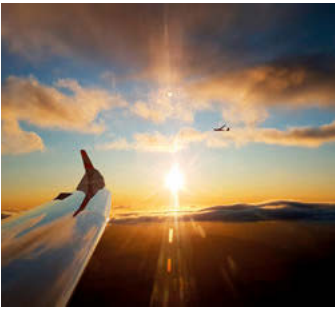
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2020



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CONTENTS

- 04 BGA NEWS
- 06 YOUR LETTERS
- 08 OPINION
- 16 LEAVING BEHIND A DAMP WINTER
- 18 APPROACHING JOURNEY'S END
- 26 GLIDING GALLERY
- 28 ADVISORY 13: A CRASH OF COLOUR
- 37 LANDOUTS: FROM HEAVEN OR HELL
- 45 RATINGS LIST
- 46 RACING YEAR RESULTS
- 62 BOOK REVIEWS
- 66 A FUN BUT SAFE INTRODUCTION

CLUB

- 25 IMPERIAL EXPED
- 31 CADET CHALLENGE
- 32 TED LYS AWARDS
- 42 JUNIOR NATIONALS
- 50 DEVELOPMENT NEWS
- 52 CLUB GALLERY
- 54 CLUB NEWS
- 60 CLUB FOCUS: BORDERS
- 61 VINTAGE GLIDING
- 66 ACCIDENT/INCIDENT SUMMARIES
- 70 OBITUARIES
- 70 BGA BADGES
- 72 CLASSIFIEDS
- 74 INDEX TO ADVERTISERS

FEATURES

10 SOARING WITH BIRDS

Tony Cronshaw asks leading coaches **Kevin Atkinson** and **Bernard Eckey** what we can learn from soaring birds in the first of a two-part article

12 THE ETA: BIG ON PERFORMANCE

Jean-Sébastien Seytre fulfils an ambition with a flight on the Eta with Uli Schwenk. Here he looks at the origins of the glider with a 30.9m wingspan

22 HARD LANDING

After a hard landing in the Apennines, **Sebastian Kawa** reflects on the experience and offers advice for safe mountain landouts

38 INTRODUCTION TO ALPINE GLIDING

An Aim Higher lecture at his club inspired **Mike Harris** to experience mountain flying for the first time, with a trip to Sisteron, France, in spring 2019



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FEDERATION AERONAUTIQUE INTERNATIONALE



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COVER STORY
DG-505 flown by
Wilfried Gorrebeeck,
not far from Veynes,
France, on 8 April
2019. Turn to page
38 to read how Mike
Harris aimed higher to
fulfil a dream of flying
in the mountains.
(Sophie Mahieu,
[www.facebook.com/
MamzaillesSoFi](http://www.facebook.com/MamzaillesSoFi))

DEADLINES

Feb/March 20

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

April/May 20

Articles, Letters, Club News: 5 Feb
Display advertisements: 20 Feb
Classifieds: 6 March

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› The Airbus Pelan Mission II team recently completed seven stratospheric flights, with the highest being 65,000ft on 17 September (the third highest glider flight ever). A rare stratospheric weather phenomenon prevented the glider from reaching hoped-for heights. The rare Sudden Stratospheric Warming was ideal for Perlan to collect science data, but not so good for soaring higher in stratospheric waves. One highlight of the mission was to soar with stratospheric perlan clouds over Patagonia. The Perlan Project is named after these rare polar stratospheric clouds that glow pink and blue in the early evening and morning. www.perlanproject.org

› DG has announced the DG-1001e neo, a two-seater with FES system. The glider will feature new 20m wingtips with neo winglets. FES control units are on both seats in series. Its maiden flight is planned for the beginning of 2020. Flight testing of the LS8-e neo has been accomplished and type certification is anticipated by the end of 2019. www.dg-flugzeugbau.de

› British Gliding Team members Ayala Truelove, Claudia Hill and Jake Brattle have become 'GA ambassadors' in support of the Government's Reach For The Sky initiative. Aimed at inspiring the next generation of aviators, a series of activities and events will raise the profile of aviation, create new and improved career pathways, and ensure skills and training programmes are more accessible to people of all backgrounds.

› The rate of tug upset incidents over the past few years indicates that a tug upset accident is more likely now than has been the case for a long time. Key messages are: the glider becoming too high on tow is the dominant risk to tug pilots, regardless of the tug type in use; glider pilots must not allow themselves to be distracted; lightweight tugs appear to be more vulnerable than heavier tugs to rapid changes in position by the glider on tow. The solution to being too high on tow, for whatever reason, is at the glider end of the rope.

› Congratulations to Herefordshire Gliding Club, the 2019 winner of the BGA's Club Good Practice Award. The club has reversed a gradual decline in size and activity, turning the situation round to steady growth, through significant capital projects and regular communication and support of all members.

› The BGA has updated its guidance on how to apply for a Disclosure and Barring Service (DBS) certificate. The key change from earlier guidance is that, following expert advice, the BGA has moved away from recommending a single provider, instead supplying details of the Government's list of 'responsible organisations' so that clubs can choose which provider they wish to use.



■ LASHAM Gliding Society threw a party on 14 September to celebrate the success of six of its club members representing the UK in a remarkable summer. Pictured above, left to right, are: G Dale (Silver) and Tom Arscott (Gold) in Club Class Europeans at Priedviza, Italy; Steve Jones and Garry Coppin (Silver) in 20m Class Europeans at Stalowa Wola-Turbia, Poland; Finn Sleigh (Silver) and Jake Brattle (Gold) in Club Class Junior Worlds, Szeged, Hungary.

Teams representing the UK in the 2020

Worlds have now been announced:
Open, 18m and 20m Classes at Stendal-Borstel Germany, 19-31 July: Open Class – Pete Harvey and Tim Jenkinson; 18m Class – Andy Davis and Russell Cheetham; 20m multi-seat Class – Steve Jones and Garry Coppin.
Standard Class, Club Class and 15m Class at Chalons-Ecurey, France, 8-22 August: Standard Class – Jez Hood and Leigh Wells; 15m Class – Matt Cook and Gary Stingemore; Club Class – Tom Arscott, Jake Brattle and G Dale.

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-Ecurey 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	St Auban, France	9/21

Glider aerobatic competitions

Dan Smith	Dunstable	4-5/4/20
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Other national aerobatic competition dates in the next issue

SHENINGTON REGIONALS
27/6-5/7/20

BIDFORD REGIONALS
4-12/7/20

BOOKER REGIONALS
11-19/7/20

BICESTER REGIONALS
25/7-2/8/20

HUS BOS CHALLENGE CUP
18-26/7/20

INTER-SERVICES REGIONALS
1-2/8/20

YORKSHIRE REGIONALS
2-8/8/20

GRANDSDEN REGIONALS
8-16/8/20

DUNSTABLE REGIONALS
22-30/8/20

COTSWOLD REGIONALS
22-30/8/20

■ **BGA Conference and AGM, Saturday 29 February 2020 at the Belfry Hotel, Nottingham**

WINTER SERIES OFF TO A GREAT START

PORTMOAK was the venue for round one of the 2019/2020 Junior Winter Series (25-27 October) and the weather gods were smiling.

Sixty-two pilots attended the three-day event, with 135 launches and 130 hours flown. There were many flights on the ridge and in wave, and congratulations to Luke Walker, who achieved his Silver duration.

Juniors expressed their thanks to syndicates and clubs (Cotswold, Peterborough and Spalding) that gave access to gliders, and to the pilots (Tim Robson, Matt Page, Stuart Naylor, Keith Ford and Les Merritt) for flying and towing

them such a long distance to fly. Thanks were also given to visiting instructors (Jake Brattle, Keith McIntyre, Jordan Bridge, Michael Harrison, Lucy Wootton and Miles Bailey) and the Portmoak instructors for making it possible for so many juniors to fly over the weekend.

Last, but not least, thanks were given to the Scottish Gliding Centre for hosting round one, allowing juniors to use gliders and to all the members and staff that helped over the weekend and made everyone feel so welcome.

Round two is at the Long Mynd, 31 January – 2 February. Shenington is hosting round three, 17-19 April.



Above: Just some of the juniors taking part at Portmoak. Getting everyone in the same place for a group photo proved difficult as they were either in wave, derigging gliders, or on the long drive home!
Below: Joey Beard and Jordan Bridge in DG-500 (Josh Bean)

Inset, left to right: Emily Tillett, Lucy Wootton and Emma Burns (Joey Beard)



Russ Stein with fellow director Nicki McCormack (left) and Loreli Huntley www.flyingcover.co.uk

Time to celebrate

STEIN Pilot Insurance has recently celebrated its 30th anniversary, with contracts totalling more than £1.5 billion since 1989. Russ Stein is a pilot himself and says this has always proved an advantage when talking to both customers and underwriters. Personal insurance has been provided for clients flying a spectrum of aircraft ranging from the lightest hang glider to wide bodied jets.

Help to progress

THE Royal Aero Club Trust has announced its 2020 bursary awards scheme. Applicants need to be aged 14-21, or up to 24 in the case of a follow-on bursary. In 2019, 35 bursaries were awarded. A significant number of those awarded bursaries competed in championship events, reaching high placings. Details and application forms are at: www.royalaeroclubtrust.org.

Brexit update

AT THE time of publishing, the UK Government position on EASA regulation and Brexit is that remaining part of the EASA system is the preferred option. If following Brexit the UK remains part of the EASA system, all EASA rules will continue to apply. If following Brexit the UK is not part of the EASA system, the UK will as far as possible mirror EASA regulation that has come into force at the time of leaving the EU. The BGA remains closely engaged with the CAA and, as the situation evolves, will provide updates through the normal channels.

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

Coanda effect explains dynamic soaring

THE Coanda effect and Newton's laws of motion can explain dynamic soaring, where albatrosses glide into wind almost effortlessly to gain altitude and airspeed. Momentum and energy is transferred from the wind to the albatross.

Previous explanations of dynamic soaring have overlooked the importance of the Coanda effect and used incorrect (non-Newtonian) models of how birds fly. The physics of dynamic soaring

is similar to how boats can sail into a wind. In the same way that a catamaran doesn't need a keel to sail into a wind, an albatross doesn't require the avian equivalent of a keel.

The full (seven-page) paper is available at: www.researchgate.net/publication/336613987_The_Coanda_effect_explains_dynamic_soaring

Nick Landell-Mills
By email

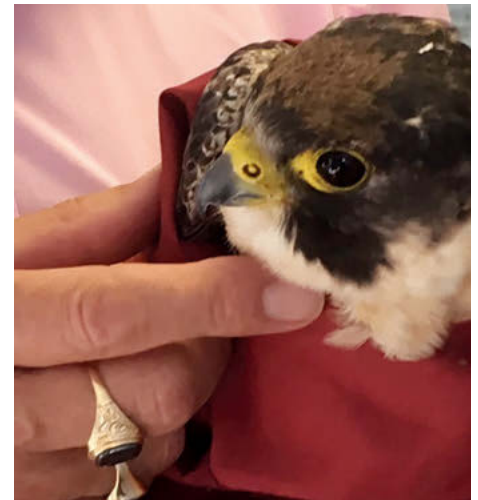
Poorly Peregrine Falcon's plea for help at airport

WALKING across my company's car park at Bournemouth Airport recently, I noticed what turned out to be a Peregrine Falcon standing near a rather large puddle in front of a row of cars.

Assuming it was just taking a breather I stopped and looked at it in awe. As I got close, it took a couple of unsteady steps away, but I could see the concern in its eyes and figured it was injured. Holding no fear of birds large and small, I slowly put my hands around this beautiful bird. It did try to get me, but it was very slow and gentle and I just stood talking to it for a little while before deciding to take my jacket off and wrapping it up in it in case it decided it wanted to make a quick, and probably painful, getaway.

Wondering what to do, especially as foxes and other large birds of prey are often seen around the site, it occurred to me that we employ a local company to scare the local pigeon population out of the company hangars by using birds of prey. The pest control company confirmed that none of their birds were lost, but that they would collect it and see what could be done.

The bird is a male, definitely not tame and is just over a year old. Thankfully, it was free of broken bones, but, not so good, was suffering from an acute infection that caused its throat to swell



up. That would be followed by a slow death through starvation. The infection was probably caught from a pigeon, a species that apparently carry all sorts of nasty diseases that are passed on to their predators. In this case, my new friend was within a few hours, or maybe a day at best, of dying.

The bird was taken to a sanctuary, which immediately called the vets out and they set up a drip to get electrolytes and antibiotics into him. Although still early days, the prognosis is good and it is hoped that he'll be ready to release back into the wild in a month or so.

John Hull, Bath, Wilts & N Dorset GC

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

WELL, IT WON'T HAPPEN TO ME... BUT COULD IT?

AS A retired surgeon, I read David Innes' excellent article, *Flying After Diabetes* (pp34-36, Oct/Nov 19), with great admiration for the way he had understood, documented and controlled his medical problem. However, I did read the article with the same passing sympathy you feel for someone broken down on the motorway hard shoulder: bad luck, but it won't happen to me! Yet barely two weeks later, a random blood test at my GP revealed that I am a pre-diabetic – yes, me, with my BMI of 25 and still buying the same size trousers all my life. If I matched David's weight loss, people would think it was Halloween.

The test that found me out was new to me. In weak defence of my ignorance, I was a bone-basher, not a pill-pusher. The test is called Hb1Ac. If you thought Hb (haemoglobin) tests were just for anaemia, well, things have moved on a lot. You'll find

it all on Google and Wiki, of course, but basically your blood cells soak up the sugar in your blood; each red cell lives for three months, and this simple test shows how much sugar has been sloshing around your circulation in that time. It's elegantly simple, and you can't fool the test in any way.

I felt strangely cheated by all this, as I never put sugar in tea or coffee, and never eat cream cakes and suchlike. I have always eaten a lot of fruit, as I believed it 'must be good for you'. My wife recently bought a water melon which I felt was taking up too much fridge space, so I polished it off! Maybe this was the last straw.

So, I add my voice to David's – diabetes can happen to anyone, and do request this simple blood test to find if you, too, are heading that way. I'm sure I can't be the only 'pre-diabetic' who reads S&G!

Andrew Jarvis, Southdown GC

Responding to an emergency

IN HIS article in the Oct/Nov issue (pp12-14, *When you can't see the Wood for the trees*) Andy Wood imagines he can hear tutting concerning his post-stall actions as he dropped to the trees. Well not from this quarter. I suspect that most of us would have done the same thing given the same circumstances, in the way that most drivers go for the brakes as the first response to an emergency.

However, and knowing nothing of the South Downs or conditions at Parham, I make this remark as an observation and not a criticism; if the flight is conducted at a height where otherwise one would be circuiting a field, then the corollary must be that little height buffer exists to recover from the unexpected. You pay your money and you makes your choice...

Brian Irwin, Ulster GC



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A VERY BRITISH YEAR FOR GLIDING...

BGA Chairman **Andy Perkins** reflects on a year where the Ladder is showing plenty of gliding activity, with 1,135,000km already logged, and looks ahead to the potential opportunities that 2020 may offer



F

LYING with other glider pilots as part of my day job (senior first officer with British Airways) allows for some great discussions. These are mainly along the lines of wishing that we were in a glider exploring and finding lift in the terrain that is passing beneath us – see the photograph below. This, and other photographs, were taken over some parts of the world where I cannot imagine many, if any, gliders have explored – a travesty in many ways.

Reflecting on the year we have had in the UK, the conditions have been very British; occasionally brilliant with a reasonable amount of average! However, up until mid-October the UK Ladder is showing that we achieved a lot of cross-country with over 1,135,000km recorded. Reading the reports, the vintage scene is booming, aerobatic pilots were upside down a lot and the juniors enthusiastic throughout, with the Winter Series keeping everyone flying throughout the year.

What will 2020 bring? Well I am hopeful that it will bring opportunity in the bucket load! The political scene, the economic



"I wish I was gliding!" (Andy Perkins)



Gliding can help shape the regulatory framework for UAV (Boeing)

backdrop and, of course, the weather are very much in a state of flux as I write. This ever-changing world means that our freedoms will continue to be pressed, however there will be opportunities on which we can capitalise. Although the Farnborough ACP has been horrific in many ways, there are signs that our continual push to ensure appropriate technologies are used to provide electronic conspicuity solutions are being heard. Interoperability of these technologies will, I believe, play a pivotal role in lower airspace use in the future and being a part of this development journey is crucial. The development and implementation of UAV for deliveries and as taxis will be a challenge, but one where we can add knowledge and experience to the debate to help shape the regulatory framework.

Participation is, as you know, key to our sport and also aviation as a whole. Gliding is seen as a great way to bring young people into flying careers. Charitable partners are engaging corporates and they see that using aviation to develop the next generation is essential. The skills shortage, particularly in professions that rely on STEM subjects, presents us with an opportunity. By drawing people in through the grass roots not only can we develop individuals with life skills, but ensure a flow into commercial operators of aviation industry professionals that understand the needs and ways of gliding. This can only benefit our sport and assist with safeguarding the future.

We anticipate there will be requests made across the country in 2020 to engage the next generation through gliding. I know many of you assist with this personally, as well as through your club. If you are yet to assist with these projects then I would encourage you to do so; they are rewarding and offer a great way of engaging more people to understand and get involved in gliding.

Whether you are dedicated and reading this after a cold day on the airfield, or after another tough afternoon in the hot tub (I am reliably informed S&G is read in hot tubs!), have a great Christmas and here's to lots of opportunities, safe and fun gliding in 2020.

Andy Perkins
Chairman
British Gliding Association
November 2019

British Gliding Association

Sporting Conference and AGM

90th Anniversary

Saturday 29th February 2020

Topical presentations

Trade Stands

Glider Exhibits

The Simulator Challenge

Annual Dinner & Awards Ceremony

Exhibitors confirmed include:

Schempp Hirth, Schleicher, HPH, Anglia Sailplanes, IMI Glider Equipment,

Forbes Insurance, Sydney Charles, CNVV, Cobra Trailers, Hayward Aviation,

Hill Aviation Insurance, and many more!

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

Artwork by kind permission of Antoine Crespin



FLYING

WITH BIRDS

PART ONE

Photograph by Sophie Mahieu

Tony Cronshaw investigates what we can learn from birds in the first of a two-part article



A close encounter! *

THE MORE I SEE OF BIRD BEHAVIOUR, THE MORE I THINK WE CAN LEARN FROM THEM

SOARING birds marking areas of lift can be very helpful on a cross-country. Tony Cronshaw asks leading coaches Kevin Atkinson and Bernard Eckey what more we can learn from these amazing birds of prey.

TONY: *Am I right in saying, Kevin, that you sometimes end up following birds?*

KEVIN: You're asking about the feathered variety, I guess! On one occasion we were flying locally on a predominantly blue day and joined a thermal marked by two buzzards. They were circling without flapping their wings, a clear indication they were in lift. When we topped out together at about 2,000ft, we were surprised to see the birds head off DOWNWIND, ie not upwind, to find the next bubble from the same source as conventional theory recommends. Following them to see what they were up to, to our surprise and delight, they found another thermal and we climbed together once again, this time to 2,500ft. This procedure was repeated a third time until we reached 3,000ft and were above the inversion!

TONY: *Can you explain the physics behind that series of climbs?*

KEVIN: I have some theories, but all I can say is that the birds knew something, or saw something. The more I see of bird behaviour, the more I think we can learn from them.

TONY: *Do different soaring birds behave in different ways?*

KEVIN: If we know the species, we can start to see the world from the bird's point of view. Take the common buzzard, which we see frequently in UK and Europe: It can be recognised by its medium size (1m wing span, 1kg mass), brown/grey colouration and by its shape. Wing shape is a really important identifier, because colouration and markings can vary enormously within different subspecies.

TONY: *The wing of the buzzard has a sort of "planform" shape.*

KEVIN: We already have the skills to recognise glider types by their shapes, and recognising aircraft silhouettes is also taught in the military. There can be no confusion with, say, the eagle, which is a much larger bird whose leading edge is a straight line with a little bump. The eagle's wings are longer/slimmer than the buzzard's. On the other hand, the much smaller swallows or swifts are easily identified from their smoothly curved, swept back leading edges. When we see numerous small birds circling, energetically diving and swooping, usually at lower levels, this is characteristic of swallows or swifts feeding on insects in a thermal.



The buzzard has a planform wing shape (P Jeganathan)

TONY: *The larger soaring birds seem to operate near the top of the convective layer. Why is that?*

KEVIN: Clearly if they're thousands of feet high, it will take them a long time to dive down even if their high definition eyes can see prey below. I believe they're showing their domination of their territory as far and wide as possible, sending a message to rivals, and to impress potential mates. Some species, however, are known to use climb-and-glide tactics during the migration season. Migrating birds can often be found around the freezing level.

TONY: *Bernard, if I can turn to you, are there reasons to be cautious when we are in the presence of soaring birds?*

BERNARD: There can be times of the year, particularly the spring breeding season, when birds become more aggressive and chase rivals away. Thankfully incidents involving gliders are very rare, but we would be wise to keep our distance when we see signs of aggressive behaviour. Diving, swooping and making threatening displays with their beaks and talons are clear signs of an imminent attack.

TONY: *You must have seen some interesting species in your travels.*

BERNARD: There are some fabulous species in Australia. In the mountains we often encounter eagles and vultures. Over the flatland we mostly see buzzards, kites, hawks and swifts. And in coastal areas, along major rivers or near lakes we find pelicans and ibis. All of these species can be found soaring and indicating lift.

TONY: *What is your experience with buzzards, as often seen in Europe?*

BERNARD: The buzzard is a medium-to-large bird of prey. It is fiercely territorial and tends to fight if an intruder strays onto its territory. In different parts of the world they have a different plumage, ranging from almost white via brown to black. Although they mainly locate small rodents, birds and reptiles from a perch, they also detect prey while soaring. I can't really recall encountering buzzards at any great altitude, but they still remain very valuable thermal indicators for glider pilots.

TONY: *On the other hand, eagles are a rare sight in Europe but the white-tailed eagle is being re-introduced in Scotland and to the UK south coast.*



The ibis has an amazing curved beak and long legs suited to its watery habitat *

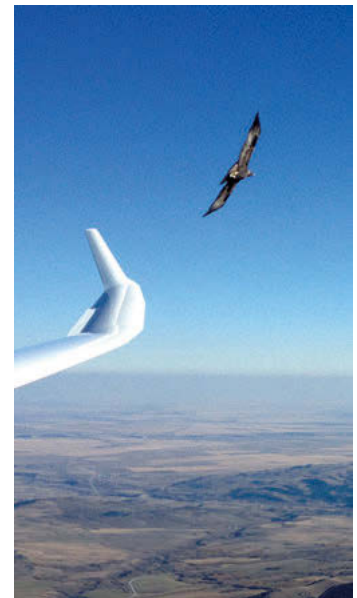
BERNARD: Eagles and vultures are mostly found in the mountains, eg in the Alps. These are the largest raptors, their size and strength giving them a dominant position against smaller rivals. Eagles have relatively long wings for their size. Bald eagles and golden eagles can be found in their hundreds wave soaring when migrating along the Rocky Mountains.

TONY: *What's it like sharing a thermal with an eagle?*

BERNARD: One memorable experience that immediately comes to mind is a flight with my son, 10 years old at the time. We joined the eagle's thermal at around the same height and, much to our surprise, he elected to fly within a metre or two of our inner ASH 25 winglet for at least a dozen turns. We were obviously accepted as just another soaring species and we truly felt as an integrate part of nature. My son was ecstatic at this once-in-a-lifetime experience. Birds can really add an element of surprise and discovery to our flights. I just wish we'd had a camera on hand!

TONY: *You also mentioned species living on watery habitats?*

BERNARD: Pelicans frequent inland and coastal waters, where they primarily feed on fish. They are also found over the prairies of North America, where they migrate to and from breeding areas in northern Canada. They usually soar in packs and tend to leave their thermal when they detect an approaching glider. The same applies to the ibis. It is also found along major waterways and can easily be identified by its long curved beak and its predominantly white body plumage. The legs and feet are dark and red skin is sometimes visible on the underside of the wing. This bird is not aggressive and is popular amongst glider pilots for its ability to mark thermals.

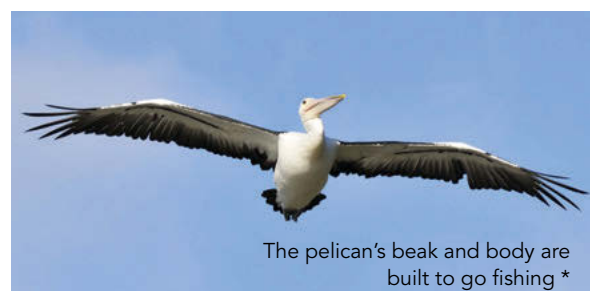


A golden eagle marks a thermal, but with plenty of height already it's just a brief "hello, goodbye" *

■ Photographs (*) kindly supplied by Bernard Eckey from his acclaimed coaching manual *Advanced Soaring Made Easy*. The updated and extended Edition 4 is available at www.bgashop.co.uk

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

■ In part 2 Tony asks G Dale how soaring birds can provide inspiration from how they use their wings and "airframes".



The pelican's beak and body are built to go fishing *

THE ETA: BIG ON PERFORMANCE

Jean-Sébastien Seytre fulfils an ambition with a flight on the Eta with Uli Schwenk. Here he looks at the glider's origins

IN THE early 2000s, as a passionate aeronautical engineer and glider pilot, I followed the Eta project with enthusiasm. In 2004, my curiosity about the capabilities of this sailplane urged me to ask Hans-Werner Große [1] if I could fly with him on his machine. To my great surprise, he answered very simply and gently that he was waiting for me at Kiel, and that I could visit him when it suited me. Unfortunately, professional obligations, the distance to northern Germany, but also from gliding clubs in general had made me give up on the project. But recently I learned about the company Seventy2One, which offers flights “a la carte” on the Eta with Uli Schwenk, another talented glider pilot.

Obviously, this unique offer revived in me an ambition that had not been fulfilled

over 15 years earlier. However, I still had plenty of good reasons not to take the plunge and live this unique experience: lack of training and time, and many other things... Except that having already experienced the frustration of not making it to the end with the great Hans-Werner, I was not going to miss the opportunity with Uli. I contacted Keith Gateley, owner of Seventy2One's Eta, registered D-KFEM. Lacking a bit of originality, I asked him if a training session was planned in the Southern Alps. The answer was negative, but that Uli was planning to fly to Bled, Slovenia, during the month of April 2019... if I hurried up, there might still be some flight slots available...

From Paris to Ljubljana on a scheduled flight

The small town of Bled is in the idyllic setting of the Julian Alps. The postcard of the small church in the middle of the lake next to the city has gone around the world. In addition, this tourist town shares, with the nearby city of Lesce, a wonderful general aviation airfield, with fantastic possibilities for mountain flying. All within a half-hour drive from Ljubljana International Airport.

After flying from Paris to Ljubljana on a scheduled flight, I arrived at the airfield of Bled-Lesce in the evening of 21 April. Shortly after, the chief pilot told me that the Eta was coming in. I admired the evolutions of the majestic glider in the circuit pattern: the wing responded to each control input and change of trajectory by elegant oscillations, as if it were alive. Once the Eta had cleared the runway, I went and met Uli and his passenger of the day, Mario – delighted with a 500km flight over four hours. We then repackaged the glider, ready for the next day's flight. Meanwhile, a veil of cirrus began to appear and I told Uli of my concern about the weather forecast for the following day; he laughed and said: “It will be an adventure!”

Before describing the flight of 22 April, which will demonstrate the exceptional performance of the machine, as well as Uli



Even top class pilots like Uli Schwenk need to fly 100 hours to fully exploit Eta's outstanding capabilities

Schwenk's gliding skills, it is interesting to look back at the genesis of the glider.

Knowing that Eta, the seventh letter of the Greek alphabet (capital Η, small η), is used in physical sciences to designate efficiency, we understand the state of mind of the designers. The initial idea was to make the best synthesis of aerodynamics knowledge and experience of plastic constructions to achieve the best possible performance for a glider. At the origin of this project were Hans-Werner Große, Erwin Müller, Hartmut Lodes and Dr Jan Krüger, all high-level glider pilots.

The development was carried out in the design office of Flugtechnik & Leichtbau (now Leichtwerk AG), headed by Dr Reiner Kickert. The design work began in January 1996. The results of the studies and calculations included very large wings with a 30.9m span, a 51.33 aspect ratio, and flaperons along the entire trailing edge with seven detents positions. Required wing profiles, HQRs, were: HQR 4 at the root, then HQR 1 for no less than half, with a straight leading edge, and then HQR 2 for the outer wing with a slight wingsweep – the latter can be removed for easy disassembly and storage in a trailer. A special spar was also designed to accommodate these different sections of wing whose chord does not exceed 60cm. The fuselage, as well as the rudders and elevators, recalled those of the ASH 25. The chosen configuration was a two-seater in tandem with an incorporated take-off device. Hansjörg Streifeneder Glasfaser was commissioned for the wings and Walter Binder [2] for the fuselage and final assembly.

First prototype

The construction of the first prototype began in the second half of 1998 and was completed in July 2000. The inaugural flight took place on 31 July 2000, with a short hop, followed by a second launch towing to a height of 4,921ft. The Eta was to participate in its first world championship in Lezno (Poland) in 2003 piloted by Janusz Centka [3], who finished second in Open Class. Nevertheless, some adjustments were necessary; in particular, air tightness in the double airbrakes was not good and caused unexpected drag. Uli, among others, helped make the changes required to optimise performance.

Although no official measure has been communicated, the maximum fineness could exceed 70 (72 is sometimes suggested) at 108km/h, perhaps 115 with a higher wing load. The Eta was calculated for a maximum



take-off weight of 950kg, but is limited to 800kg by regulation, which disadvantages it in very good conditions (its 18.56m² of load bearing surface giving 43kg/m² of maximum wing load).

Before the Eta, to my knowledge, the only 30-metre glider to fly was the Küpper Kü 4 'Austria Elefant' in 1930. But the aircraft was destroyed during the 1932 Rhön competition when the pilot, Robert Kronfeld, entered a cumulus and a wing broke. Fortunately, 70 years later, plastic construction enables such spans to be reached while meeting the current certification demands in terms of resistance. Despite this, an Eta and a Nimeta (single-seat version with the same wing and a modified fuselage of Nimbus 4 single-seat) were also lost as a result of a structure breakage in flight tests, notably one during a spin. This shows that the development of such a giant bird was not easy. Today, after the accidents, four modified Eta and a Nimeta remain in flying condition with no problems.

Flying such an aircraft is necessarily a little peculiar; the wingspan being only three metres shorter than that of an Airbus A320, with no assistance on flight controls other than the traditional elevator trim.

Even a top class Open Class pilot like Uli Schwenk said he needed to fly 100 hours to fully exploit the machine's outstanding capabilities. After his first championship with the aircraft, he flew each day after the contest for one or two hours to perfect his handling of the Eta. Otherwise, from my point of view ☺

GoPro view of the Eta with its 30.9m wingspan

[1] Hans-Werner Große needs little introduction. One of his records that should be cited among others is the free distance 1,460.80km from Lübeck to Biarritz on 25 April 1972 in a Schleicher ASW 12. This was only broken in 2003, by Klaus Ohlmann in Argentina.

[2] Now producing the EB28 and 29, derived from the ASH 25 with an almost 30m wingspan

[3] Three times world champion and three times European gliding champion, besides being a captain on Boeing 767s

■ With thanks to Jean-Sébastien Seytre and Claire-Lise Chevalley for text and translation

■ Photographs courtesy of Seventy2One, Jens Christian-Henke and the author

■ www.facebook.com/seventy2one



Jean-Sébastien Seytre began spending his weekends in flying clubs with his father, a private pilot, from an early age. He discovered gliding in the early-80s when a soaring operation was initiated on an airfield of Pierrelatte, near his hometown, and his dad returned to gliding. In 1984, aged eight, Jean-Sébastien had his first glider flight in a Bijave and was impressed by the majestic and silent flight. He soloed at 17, flying in the southern French Alps, mainly from Vinon and Fayence. He now has 1,100 hours in gliders, power planes and ultralights. Jean-Sébastien is an aerospace engineer, currently working as a space risk underwriter for an insurance company, and occasionally writes articles for aviation magazines.

✎ as a modest amateur glider pilot with a few hours of flights on Nimbus 3, 4 or ASH, a pilot used to large wingspan sailplanes should not be put off by the handling of the Eta.

Beyond the pursuit of maximum efficiency, care has also been taken to maintain acceptable maneuverability. In order to best tackle the inertia and the induced effects of flight controls, the wing has three sections of flaps per half-span. Thus, when rolling, the deflection of the control surfaces is differential: for the wing on the side opposite the turn (which drags the most), the inner section of the flaperon is lowered to 50°; the middle section remains unchanged while the outer section is clearly negative. In addition, the sweep and ailerons offset on the last third of the span maintain the efficiency in roll and a laminar flow, even at a high angle of attack.

The gigantic wingspan also requires a particularly effective rudder; yet the surface is equivalent to that of the ASH 25 and is of a sufficient size. Note, however, that the fuselage of the ASH is 9m long, compared with 9.8m for the Eta. But even with this additional lever arm and ultimately acceptable efforts, the rudder pedals will mostly be operated “all or nothing”. Once in a steady banked attitude, the aircraft is stable and maintains its maneuverability. These features are further enhanced with the larger Maughmer winglets, but the ‘Echo-Mike’ of Seventy2One retains its original small winglets.

At the 2005 pre-World Championships in Eskilstuna, Sweden, Uli flew in Eta ‘Kilo Lima’ with Harmut Lodes. They sympathised with Keith Gateley and Aaron Stroop, the Australian crew of a Nimbus 4, who were next to them on the starting grid. After the competition, Uli got the owners of ‘KL’ to take the aircraft to his airfield in Münsingen and make some modifications in the LTB Streifeneder workshops. On a Saturday, while preparing to test one of his modifications in flight, Uli received a call from Keith, who was near Basel on his way to Saint-Auban. Uli said mischievously: “and why are you going to Saint-Auban while I’m doing test flights with the Eta?” Keith made a U-turn towards Münsingen. He arrived around 1pm to take off with Uli. The four-hour long flight, with the variometer not exceeding 0.5m/s finally proved to Keith that the Eta could undertake flights even in marginal conditions.

During another visit to Keith on his way to the 2016 Worlds Pocuina (Lithuania), Uli innocently informed him that an Eta was for sale. When the WGC ended, Keith called Uli and asked whether he would agree to be involved in purchasing and operating the Eta. Uli, who had fallen in love with the machine at the first flight, immediately accepted. Seventy2One was born; the name evokes the extraordinary gliding ratio of the ship.

■ In the next issue, Jean-Sébastien reflects on his flight in the Eta with Uli Schwenk.

■ Eta #1 (pictured below), owned by Hans-Werner Große, is now back with Leichtwerk AG, who participated in its design and construction. Due to the structural features of the aircraft, in particular its high flexibility and deformation, the Eta is particularly suited as a testbed for system development, such as automatic flight control laws for unmanned aerial platforms.

High altitude and long endurance platforms, for example, make extensive use of light and flexible structures. Leichtwerk AG wants to increase its knowledge of this field by studying the effects of aircraft deformation on flight behaviour in order to be able to optimise the performance of such aircraft. The first step of the development process was to install a

complete set of flight test equipment on the Eta:

- Pitot boom with AoA and Beta sensors
- Control surfaces position sensors
- Inertial reference unit.

The flight data gathered has been used to create an aeromechanical model of the Eta, which can be used to develop a dedicated control law for automatic flight, for example.

Leichtwerk AG is planning to further extend the inflight measurement capability by installing a set of strain gauges on the aircraft’s structure.

This will allow information to also be gathered on the inflight deformation and loads on the aircraft’s structure and extend the complexity and accuracy of the mathematical model.

Marco Agujaro, design/flight test engineer
www.leichtwerk.de



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LEAVING BEHIND A DAMP WINTER

Jon Pring reflects on a trip to South Africa that features prominently in his highlights of 2018



150km final glide on the way back to Bloemfontein, late in the day

MY ADVICE TO ANYONE WOULD BE LONG SHIRTS, A SOAKING WET BANDANA UNDER A HAT, AND THERE IS NO SUCH THING AS TOO MUCH WATER

AS PART of the Junior Development Team, the 2018 season was certainly one of the best that I have flown. With weekend after weekend of exceptional weather, the year started with a group of us dominating the Ladder in Club Class machines (until the weather inconveniently started giving good days on weekdays too). It was later filled with 200+ hours of extraordinary flying, competing with and against some of the finest pilots in the UK, with some amazing memories.

But with all that intense competition flying, I was longing to get back to flying some of my own tasks, at my own pace, and simply being able to relax. A friend, who had flown at Soaring Safaris for the past few years, suggested giving South Africa a go. With stories of African thermals, braai (BBQs) and beer, it certainly sounded like an incredible place and it didn't take much to persuade me to make a last-minute booking.

The first thing that hit me on arrival was the extreme difference in climate, 35 degrees and exceptionally dry, a dewpoint of -12°C! Some contrast to a damp November UK. I'd chosen to make the drive from Johannesburg, partly to have a

look at the landscape, but mostly because BA had an unexpected offer making the flight plus hire car cheaper than the flight alone. In fact, I was glad that I did, because it turned out to be my only real opportunity to see any of the landscape from the ground.

The next morning, I was introduced to the LS7 I was to be flying for the week. No water ballast for the first day, but I was far more interested in getting into the air than any of that fuff. A concise, but thorough, site briefing by the CFI, Dick Bradley, and before I knew it I was off tow. Straight up to the FL145 airspace in 10kts. The 7-8,000ft

cloudbases, almost normalised in Western Europe in 2018, were a distant memory. Launch at 2:30pm, 340km @ 118km/h. How easy can it get?

I'd already achieved all three Diamonds in the UK, so obviously the next step had to be to go for the 750km. The weather looked like it was on, so, after a good sleep, a group of us set an FAI triangle. Tanked up and ready on the grid, it was taking a little longer than forecast to develop cumulus. Enthusiastic as ever, we pressed on and stuck with plan A. A fast track into developing cu gave a great first run.

However, two-thirds of the way down the first leg, with a rather large darkening cloud with signs of virga clearing the remainder of the leg, it became clear that the task was going to be challenging, if on at all. But this was a holiday, why risk a landout 200km away on day 2? So, a hard left, and I was back in the best of the weather again having a lovely day out; 450km – still a very respectable distance.

The next day was a bit tougher. One thing I had perhaps underestimated the most was the acclimatisation required for the climate. I found this out after spectacularly rivalling a flight time of a UK winter winch launch. A very convincing gust from an early thermal off tow turned out to be just that, promptly followed by meeting a hospitable local farmer. Even though I was sure to hear all the stories of the day from everyone else, secretly, I was quite glad to have a rest day.

The forecast was looking good for the rest of the week, and the sudden change of climate had taken its toll. Keeping up salts and hydration was something that I'd practised whilst flying in France in the past two years, but South Africa was on another level. My advice to anyone would be long shirts, a soaking wet bandana under a hat, and there is no such thing as too much water. Eventually I got the hang of the climate and released a little higher for the next tows!

So, what was the highlight of the trip? Such a tricky question because the last four



Shear wave above FL185 cloudbase.
Running along the edge of a line of virga



Irrigated fields on the Confluence of the
Vaal and Orange rivers



days were just as stunning:

- Another 750km attempt and, finally, a successful 750km.
- Topping out at 18,500ft in a thermal in 14kts.
- Watching a dust devil pierce 12,000ft of convective layer like a needle.
- Racing around a circuit and just about holding on to a JS3, Ventus and ASG29.
- Finishing a 300km triangle at 151.9km/h on a British Record attempt without going under 14,000ft.
- Final gliding for 180km, passing over Krugerdrift Dam at near sunset.
- Flying the beautiful LS7 and proving that small wings are just as good.

It could have been any of the above. They all added highlights to my 2018 season. But what I really took away from the trip was how important it is to be able to relax and enjoy the flight to fly fast and well. The psychology and mindset are often mentioned in preparation for competitions, but the importance of enjoying the sport should never be forgotten. The best flights quite often occur with some freedom, creativity and lack of pressure.

Not only was the whole trip exceptional fun, but it also proved to be a huge benefit to my flying in the UK. The conditions were

ideal for finding the limits of racing in the upper convective layer with a significantly reduced risk of landing out thanks to the high cloudbases, and were such a contrast to the UK norms. The boost in confidence that comes with this practice and experience has certainly been one of the key reasons for my improved competition results in 2019.

It was a pleasure to get to know the team at Soaring Safaris and meet so many new pilots. Thank you to Dick Bradley for the generous opportunity to use his stunning LS7. I thoroughly recommend South Africa to anyone who wants some exceptional flying in the European winter, and I will certainly be back!



LS7 pocket rocket, rigged and ready to launch

Above: final glide over Krugerdrift Dam after successful 750km

■ www.soaring-safaris.com



Jon Pring started flying in late 2014 with Imperial College Gliding Club, and has now gained over 600 hours, including three Diamonds and a 750km. Jon works in London and often flies an ASW 24 at Lasham. He takes every opportunity to fly competitions at home and abroad, including most recently Hahnweide in Germany and the UK Junior Nationals.

APPROACHING JOURNEY'S END

Part five concludes the tales of Justin Wills' 2018 summer of expeditions, with flights in an Arcus M from Puimoisson to Palermo in Italy



Michael Wolff and Birgit with Arcus M

THE FIRE SERVICE CONSISTED OF ONE VERY BORED INDIVIDUAL SITTING IN A GARDEN SHED AT THE END OF THE RUNWAY WITH A FIRE EXTINGUISHER

INSPIRED by the great Italian pilot Attilio Pronzati, I have long wanted to fly the length of Italy, ending up in Sicily. However, the logistics bamboozled me until I discovered the availability in mid-July 2018 of a Rent-a-Glider Arcus M at Puimoisson, to be delivered to Rieti two weeks later. Even better, Michael Wolff and his partner Birgit offered to join us and contributed Michael's fluent Italian and his Toyota Landcruiser.

The most essential ingredient in planning a safari is local advice. Our Italian friend Marco Gavazzi, whose enormous experience includes a tow failure during take-off at Varese, gave us suggested routeings and invaluable contacts as far south as Grumentum, 350km beyond Rieti. After that he advised "hic sunt leones" or "here be dragons". Other ingredients include comfortable accommodation and ensuring the trailer driving does not become too arduous, whilst allowing for the vagaries of the weather. Perhaps surprisingly, it all worked well.

My wife Gillian and I flew from London to Marseille four days after leaving Ely, Nevada. Birgit drove us to Puimoisson, which is a popular airfield surrounded by lavender fields (full of Chinese girls in white floaty dresses as a result of a popular Asian TV series), and adjacent mountains. There are chalets on the airfield, but Michael had booked us into a marvellous self-contained farmhouse beside a derelict chapel in a little valley 3km away.

We spent the first day familiarising ourselves

with the glider and its equipment (all excellent) and flying a 630km O/R to Chur along the main alpine divide. I reminded myself that there is no fool like a slightly jet-lagged old fool as we subsided into the Modane valley on the way back and took ages to dig ourselves out.

Our stage planning, which actually worked, was Puimoisson to Pavullo, then to Arezzo, Rieti, Grumentum and thereafter we would improvise as best we could. Pavullo is in the northern Apennines near Maranello, the Ferrari factory. It is a pretty airfield surrounded by hills, but involved a nine-hour drive from Puimoisson for the trailer. Thus the following day the short drive to Arezzo was welcome, whilst in the glider we followed a convergence from 30km south of Pavullo (where at take-off it was starting to rain) to the Gran Sasso east of Rieti before returning to Arezzo, easily averaging 110km/h over five hours.

The microlight strip we chose at Arezzo proved ideal, with two spacious apartments, a large swimming pool and an excellent restaurant. The members were most hospitable (I knew one of them from years before) and included the owner of an Arcus M in one of the hangars, evidence of how gliding is evolving.

Our next destination was Rieti, barely 150km to the south west. However, the weather was now overcast and windless with rain expected later. Determined to avoid derigging, we decided to fly regardless. To my surprise, as we climbed through 3,000ft agl, our instruments showed an increasing westerly wind. Hastily shutting down the motor we flew east towards the main Apennine cordillera.

Two kilometres short we encountered



Marco Gavazzi following a tow failure at Varese

turbulence that I recognised as rotor and we climbed gently to 6,000ft, following scraps of ragged cloud below. The lift was being triggered by individual ridges and, after crossing a gap near the town of Umbertide, we had to hillsoar on a mountain where a mixed group of cows and horses were grazing philosophically with their tails to the wind.

We were now in the lee of Mt Subasio, which looked an ideal wave generator and I knew to be friendly to glider pilots. On my first visit to Italy, crewing for my father (Philip Wills) in the 1961 Italian Nationals held at Perugia, I had watched a collision between a Canguro, an Italian two-seater version of the Weihe, and the Spillo, a high aspect ratio experimental single-seater. To everyone's enormous relief three parachutes appeared above Assisi whilst, after wild gyrations, the wreckage was harmlessly strewn across the northern slopes of Mt Subasio.

We soon found the lift, climbed to 7,500ft, and set course for Rieti. It was now starting to rain, with low cloud forming in some of the valleys below. For reasons only comprehensible to Italian bureaucracy, Rieti now has a sizeable ATZ and a control tower which is deactivated when there is a gliding contest – ie when there is any appreciable traffic. Dutifully, Michael called the tower in Italian and promptly received a reply declaring the airfield closed, due to lack of a fire service facility and denied us permission to land. We subsequently learnt that the fire service consisted of one very bored individual sitting in a garden shed at the end of the runway with a fire extinguisher. I queried Michael why the tower was manned when the airfield was closed, but we decided not to pursue this line of enquiry. Instead, I called in English that we were joining overhead for a precautionary landing due to adverse weather and that no fire service was required. On receiving a further denial I advised that, as captain, I was responsible for the safe conclusion of the flight, adding that if I landed in an adjoining field and suffered injury or damage the controller would be personally liable. Knowing the exchange to be on tape we were hardly surprised to receive "land at your discretion".

It is 18 years since my last visit to Rieti. In the interval the airfield has become less colourful and drabber, but the surroundings are as good or better than ever: progress in agriculture has made Central Italy much more landable; the restaurant at Greccio (El Nido del Corvo) remains as idiosyncratic as before under the son of the previous patron; the hill village of Labro is exquisite, and Rieti now



Justin Wills fulfils an ambition to fly the length of Italy (illustration by Steve Longland)



Convergences near Gulf of Taranto



Crossing the Strait of Messina

I JUGGLED OUR CLEARANCES BETWEEN THE RIDGE BESIDE US, THE STEP BELOW AND THE DISTANT VALLEY, WHICH JUST MIGHT PROVIDE A LANDING POSSIBILITY

✎ has a good hotel set in a park overlooking the town and airfield, called Villa Potenziani.

Whilst waiting a day for the weather to clear, we obtained superb weather forecasts from Ezio Sarti of Meteowind, who predicted the subsequent two days would be suitable for flights towards Sicily, and even included the likely locations of various convergences. We also received encouragement from Giuseppe Cunetta, who flies from Grumentum, our next destination.

The Rieti task area stretches south only 150km to Isernia, due to the combination of Neapolitan airspace and a narrowing of the Apennines which reduces soaring options. However, thanks to Ezio's advice, we had no difficulties and continued to the Gulf of Taranto, the instep of the Italian boot, before returning to Grumentum. This proved a delightful airfield beside a mountain lake, with a hard runway and a secure hangar, which easily accommodated the Arcus.

Thanks to the southern Italian autostrada the trailer was there when we arrived, and shortly thereafter a chauffeured limousine appeared to take us to the nearest good hotel, organised by Giuseppe.

Our morale was high, but we were now in Dragon Land and Ezio predicted that the air would stabilise as we flew further south so crossing the Strait of Messina could prove interesting. This was invaluable advice as it made me realise that, even if we managed

to get across, we were unlikely to surmount the unbroken 4,500ft ridge that runs along the east coast of Sicily, beyond which the terrain was unlandable anyway. Thus our landing options would be the airfield at Reggio de Calabria on the Italian mainland, or Catania International in eastern Sicily, which would inevitably cause major ATC upsets. However, I then discovered a heliport on the coast at Calatabiano, 10km south of Taormina, servicing the expensive yachts moored in the harbour. Further investigation revealed it had a 500-metre hard runway and, when Michael telephoned the owner, he was welcoming and promised to remove the runway markers to give us more width.

We took off into a cumulus filled sky with multiple cloudbases due to the series of sea breezes advancing from the Tyrrhenian Sea to the west, the Adriatic to the east, and the Gulf of Taranto to the south. The first 150kms were complex, but not difficult. However,

beyond Monte Salti the peninsular narrows to less than 40km and stratus below showed that marine air was rushing through the lower valleys. A long glide brought us to a wooded ridge with a curious step lying 600ft below its 4,500ft crest. Conditions were now blue except for ephemeral scraps of cloud that habitually disappeared as we arrived.

It was extremely hot, and I felt a curious combination of nervousness and grim determination as I juggled our clearances between the ridge beside us, the step below and the distant valley, which just might provide a landing possibility. Eventually we struggled up 1,000ft above the ridge and set off across the final valley towards the 6,000ft Monte Montalto, which overlooks Reggio di Calabria. We arrived on its western flanks just high enough to exploit a small area of lift in a gully beside a spur leading up to the summit and after 20 minutes were level with the top. Based on our earlier experience of Italian ATC we were nervous of calling Reggio tower, but they proved to be extremely accommodating and gave us a direct route through their airspace to Sicily.

Smoky summit

From 6,000ft we set off across the Strait of Messina with a marginal glide to Calatabiano 70km away, but with the option of returning to Reggio if we encountered sink. Despite the haze we could just discern the islands of Stromboli and Volcano to the north west, whilst ahead rose the massive bulk of Mt Etna, towering up to its smoky summit at 10,700ft. The air was completely calm as we flew over the deep blue sea and a massive container ship heading towards the Suez Canal.

We contacted Gillian and Birgit, telling them to take the ferry to Messina, while we coasted ashore and dug our starboard wing into the ridge. Despite the onshore breeze we never managed to climb, but did well enough to commit to Calatabiano, the only other option now being the sea itself. In fact, we arrived at 1,200ft and, despite the unmoved runway markers and ninety-degree crosswind, we taxied onto the apron using the Arcus' steerable tailwheel.

We got out of the cockpit sniffing the warm sultry air after a stressful six hours. I immediately sensed that Sicily was very different to Italy; there was something savage and raw about the arid landscape which, combined with the black Range-Rovers parked outside the helicopter hangar and the dark glasses of their grey-suited drivers, put me on my guard. This feeling of menace was largely



Left: Journey's end – Palermo with the ferry arriving from Sardinia

dispelled by the appearance of the airfield owner, who apologised about the markers, a charming Englishman living in Switzerland called Gavin, who was ferrying his helicopter fleet to Malta for re-registration in view of Brexit, and a vivacious Italian lady called Rita, who whisked us off to her adjoining luxury hotel and plied us with refreshment.

The final challenge of the day was getting the trailer to the heliport. Although we were within 5km of the autostrada which loops around the island, the village streets were not designed with glider trailers in mind. Fortunately, I discovered Gillian and Birgit just as they got stuck on an impossible bend and, having persuaded the other traffic to back up to avoid total gridlock, we disconnected the car and manhandled the trailer around the corner. After two more such instances we got quite slick at it. We slept well that night.

Sicily

The next morning I discussed our situation with Gavin's co-pilot, Alessandro, who knew Sicily and its airspace intimately. He confirmed my appraisal that in July, with daytime temperatures around 34°C and dropping by only 10°C at night, combined with high humidity and high pressure, thermals would be limited to around 6,000ft with few, if any, cloud markers. At lower levels there could be complex sea breezes, but they would not break the inversion.

Thus Etna had to be treated as an obstruction, but the lower mountains should be workable and there was a central area where the cornfields could be landable. Most airfields were ex-wartime and on the coasts, often crosswind with awkward approaches. However, the old airfield at Palermo was still extant for light aircraft, whilst the main airport had moved 50km further west. Alessandro knew the local aeroclub personnel and we agreed we should proceed there.

The subsequent flight produced several surprises. Firstly, the thermals at low levels were strong, narrow and rough. Secondly, visibility was much reduced by smoke from brush fires that are widespread in July. We attempted to use one where we could see farmers frantically moving stock from the path of the blaze when we met two helicopters with monsoon buckets and decided to go elsewhere.

I also found it difficult to assess the thermal sources: one small town facing the sun at the foot of a 4,000ft mountain produced nothing, whilst in the middle of a valley 5km away we climbed to 6,000ft. This enabled us to reach the 6,400ft peak in the Parco delle Madonie to find we could just maintain height on its western escarpment, which was populated by herds of deer. Approaching Palermo, our journey's end, we flew along the coast where every flat area is covered with a building, factory, roads, railways or power lines. The city has a population of 1.4 million people crammed into a small area between the sea and the costal hills. The traffic is completely anarchic and the arrival of a glider trailer with two ladies caused pandemonium.

In contrast, the aeroclub, surrounded by high-rise buildings, was a sea of calm and its members were welcoming (if a bit puzzled) and hospitable. The Hotel Igeia provided suitable R&R for us all, its walls lined with sepia prints of George V (looking slightly roguish) and Queen Mary (looking highly disapproving).

From Palermo we drove back to Rieti over two days, encountering violent thunderstorms en route, proving how fortunate we had been on our flights southwards. I suspect Sicily provides interesting gliding conditions (including wave) in the spring and autumn, whereas in July it is generally too hot and stable, which is very wearing for both pilots and crews and detracts from one's appreciation of the extraordinary landscape and culture.

THE TRAFFIC IS COMPLETELY ANARCHIC AND THE ARRIVAL OF A GLIDER TRAILER WITH TWO LADIES CAUSED PANDEMONIUM

RETROSPECTIVE

Looking back on these five expeditions, we are left with unforgettable memories of amazing places and beautiful vistas, and an overwhelming sense of privilege to have been able to explore our extraordinary planet in this way. But above all it was the friendliness, hospitality and kindness of our fellow gliding enthusiasts that was most remarkable and heart-warming. We were constantly astonished by our good fortune to be part of such a wonderful group of people, who made the adventures possible.

To those who ask "Why do it?", "What is the good of it?" we can only reiterate Kipling, and add that Dylan Thomas' exhortation to "rage against the dying of the light" can wait until our energy fades, and even then it will be tempered by our memories of life's splendours.



Gillian and Justin Wills



Sebastian Kawa flies the GP14 over the Apennines during a practice day at the eGlide competition at Pavullo, Italy, at the end of August 2019

HARD LANDING

After a hard landing in the Apennines, Sebastian Kawa reflects on the experience and offers advice for mountain landouts

WHAT happened was very surprising to me. For the first time in my career, I damaged a glider on a hard landing. A very unpleasant experience with the new GP14 on the steep slopes of Pavullo, Italy! The terrain in the Apennines is not exactly inviting for landing in many areas. Almost every suitable flat area is urbanised, the valleys are V-shaped and in the middle there is a narrow brook. Fields, if available, are on steep slopes. Thus, it is very difficult to find a suitable landing site.

What happened?

About 30km from the finish line, I was still at high altitude and made the decision not

to take any risks and to start the engine. It was just a training day, where no points had to be collected. After the start with the electric engine some hours ago, 75 per cent of the electric power was still available. I could easily come home with that. I thought about how to use the remaining energy most effectively and turned the knob to start the engine. Nothing happened!

I still had enough time. After a short look around, I saw no fewer than 10 possible landing fields – all in mountainous terrain, all on a steep slope! So, I took off my sunglasses and tried to get the engine running. At first I thought I did not have enough energy to extend the pylon and turned off the navigation display. I rebooted the system and tried cranking again. Nothing happened!

My options dwindled

After another 15km, only two suitable fields were in sight. Very steep, but slightly larger than the previous ones. Since the further course of the valley was not visible, I decided to land on one of the two yellow-brown fields next to a farm and a paved road. Unfortunately, it turned out in retrospect that this field was bumpy, which added to the other difficulties!



A hard landing after engine failure damages Sebastian's thoracic vertebrae

I've landed on similar steep hills before. On some glider sites, such as Jezów Sudecki (Grunau) or in Bieszczady, Poland, there are places with slopes up to 11 per cent. I even landed an ASH 25 (in Bieszczady) on a slope as steep as this one in the Apennines. However, it was a prepared landing site with smooth grass! In Italy the situation was different. The surface of the field was rough and there were trees in the approach sector. In order to land in such a field, you must have an approach speed of 130km/h, even with a light glider, in order to be able to fly uphill parallel to the ground. Fast aircraft need even more speed! I had dumped all water already so I crossed the line of trees with exactly 130km/h and felt a hard bump just before I expected to fly for a while uphill to lose speed. The plane jumped at a steep angle, losing speed in seconds.

With no speed it was not possible to change the situation, I saw the treetops below me again. You wait! The next moment I was back on the ground and sliding several metres on the fuselage after the glider lost its undercarriage. Amazingly, no more damage was seen. Later I found out that the instrument panel had pulled two screws from the floor and the belly was cracked. Very little for such a landing.

Not recommended

My situation was worse. The moment I hit the ground I felt a strong backache and had a lot of difficulty getting out of the cockpit. I lay down on the wing to ease it for few minutes; a bit of relief occurred, fortunately I was able to move and feel all my limbs. Actually, this action was not right, because in such a situation I would advise anyone not to move that much – unless you're sure the spine is intact.

I consider it unlucky to hit such an uneven slope that was invisible until the last moment. Looking from above, trenches of the same colour are indistinguishable. Fortunately, the GP14 is a light and very strong glider, which helped to get away with only a little damage.

Most important finding: even if the engine worked at the start, it can fail at any time. That was the case with my landing in the Apennines. After the engine cooled, it did not start again because the pylon did not touch the limit switch.

Never rely 100 per cent on the engine! Electric or digital systems fail instantly without any prior signs of wear or malfunction so it would be better to have two sets of electronic gear. We use two loggers. Don't we?

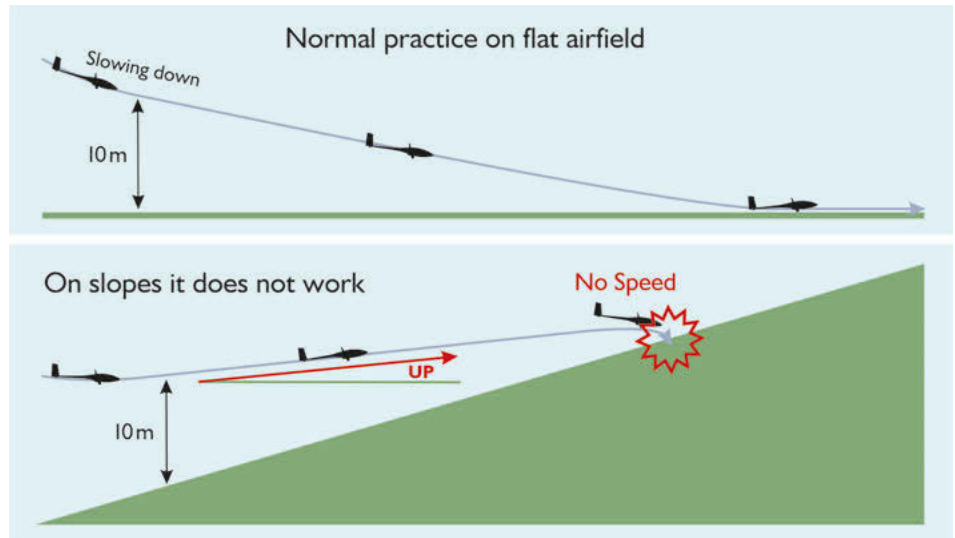


Illustration by Steve Longland

How to land out safely in mountainous areas

DECIDE early and have more options ready if you must land in mountainous terrain; it usually happens very fast due to lack of options. Faulty starts of auxiliary engines worsen the situation dramatically. Therefore decide early, because landing out with an engine always needs more height than without!

● **Uphill landings can be trained for:** There are gliding schools that regularly fly on places with inclined landing strips.

● **You need more speed:** A gradual reduction of speed a few metres above the ground, which is often seen on flat airfields, does not work when approaching a steep slope. For pull up, to intercept a path parallel to the ground, you have to keep your speed until the last moment and flare with more energy to fly about 1m above the ground uphill. When practising on moderate uphill strips, if you have sufficient speed to hover about 0.5-1m above the ground for about 50-100m, then it is a good approach. We often experience very windy conditions, so more speed is also required to avoid a sudden drop of speed and, as a consequence, falling from a few metres.

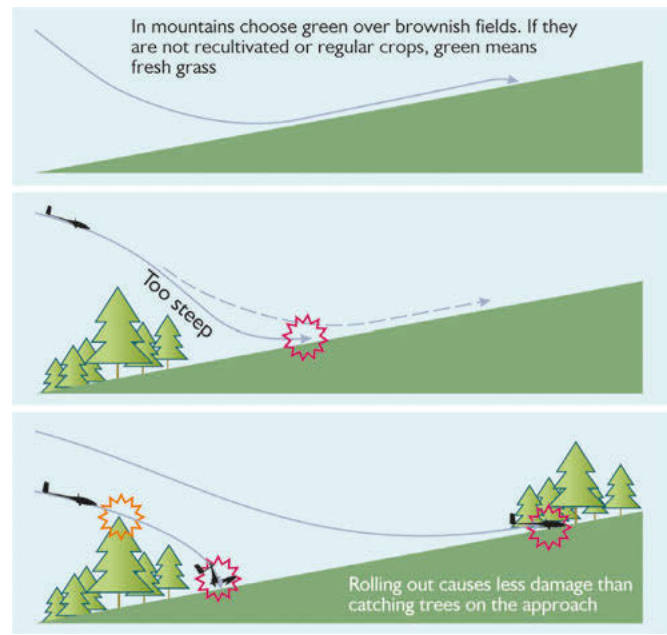
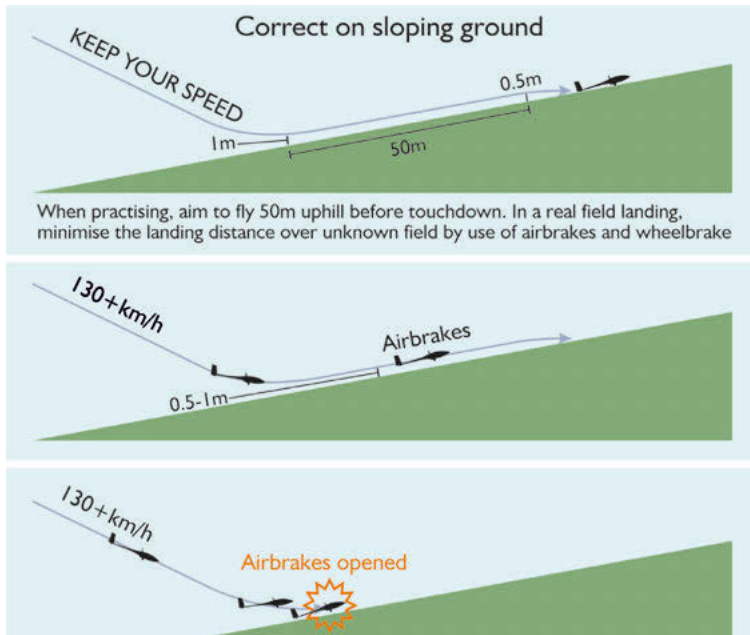
● **Use the entire length of the field:** Speed reduction when flying uphill is fast. So it is not necessary to be fixed on the lowest metres of the field because it is more dangerous to catch obstacles in the approach than roll on to some at the end. In most cases there should be no problem slowing down and stopping when going uphill.

● **Airbrakes – use carefully:** Adjust altitude, the point where you want to stop. Then: set ↗

YOU HAVE TO KEEP YOUR SPEED UNTIL THE LAST MOMENT AND FLARE WITH MORE ENERGY TO FLY ABOUT 1M ABOVE THE GROUND UPHILL



Poland's Sebastian Kawa is the leading glider competition pilot in the world rankings of the FAI Gliding Commission. The current European 15m and 18m champion, Sebastian won his first medal in 1999 and has now has 32 medals, including 15 Golds from the Worlds.



Illustrations by Steve Longland

■ An extract of a letter sent by Sebastian Kawa to OSTIV (International Scientific and Technical Soaring Organisation) is published below. To read the full letter visit www.sailplaneandgliding.co.uk/current-issue

✂ the flaps, retract the airbrakes, accelerate – to be able to pull up in front of the rising slope. Many gliders tend to sink a lot even when the airbrakes are only slightly opened. They lose speed instead of zooming up. With less flap, I would not use L-flaps for such an approach as they produce more drag than lift

and a higher approach speed; this problem can be avoided! There are planes, such as the PZL 104, which can't flare enough to end parallel to any uphill slope without the help of an engine.

- **Curved landing:** The last part of roll should be used for a 90° turn to avoid rolling back. In the worst case, you would have to remain in the cockpit squeezing the wheel brake until help arrives.

- **Avoid obstacles:** Each approach over obstacles is more demanding than on a flat plane, as the interception angle increases further.

- **Choose green rather than brown – and not mixed:** In mountainous areas it's better to choose GREEN fields. Green means it's recultivated at least once a year, and probably neither corn nor other tall plants will grow on it. In addition, in a recultivated field, the probability of encountering invisible trenches, hills and stones is reduced. Ploughed fields are good, too, but brownish grass means it has not been used for a long time and there are tall weeds.

- **Rules:** Competition rules should allow for a short test of the engine, even if you used it for take-off.

- **As always with turbos – fly as without engine:** Even if an engine was used to start, it may well refuse to work on the next attempt.

It was the same with my landing in the Apennines. After the engine cooled, it did not start again because the pylon did not touch the limit switch! Never rely 100 per cent on the engine.

Happy landings!

Extract of Sebastian's letter to OSTIV

OSTIV is doing a great job in terms of improving the safety of gliding and gliding competitions, but I have two additional topics that I haven't seen to be addressed.

The first problem is the reliability of engines installed in gliders. Faulty engines are the cause of many hurried landings and add up to many disasters. I also know cases where pilots were killed because they relied on the engine.

I have already had failed engine starts in Arcus, Ventus, Nimbus, Duo Discus, Schleicher ASH 25 Mi, ASG 29, JS1, JS3 and GP 14. So if one person has experienced so many, the problem is very common. My proposal would be to monitor such fails and, based on it, put up some norm or solutions providing reliability. For example, the first OSTIV recommendation could be to double the end position switch in pylons, or it should be possible for the pilot to bypass this switch.

The second problem is the position of the pilot in a cockpit.

What happened to me is a result of a hard landing in the mountains in Pavullo. But the point of the injury (TH3/4) is unusually high. For someone with a weaker skeleton, it could

be a disastrous injury with oncoming paralysis and breathing difficulties. When falling on one's bottom, first to break should be the lower part of the spine in the lumbar region. In my opinion, a much higher injury is a result of the inappropriate position of the body in the cockpit. Narrow and short cockpits force pilots to squeeze in narrow space and as a result of bending and twisting the spine initially they make it prone to break.

Manufacturers have recently tended to minimise cockpit space beyond reasonable limits. There are also reinforcements of older designs, taking out space necessary for pilots' shoulders. There is no point producing a very strong cockpit if the pilot can't survive safely.

I propose OSTIV panelists take this into account and propose minimal cockpit width for future designs, and to reconsider if such regulations should not be taken in competitions as soon as possible. Cockpits should also allow pilots to be in a comfortable position with a tightened harness. This position should be as symmetric as possible while controlling the glider without a need to reach very far to the control stick.



Anne Soltow reports on ICGC's eventful expedition to France

TOUR IS HOT STUFF

ISSOUDUN, located in the heart of France, was the destination for Imperial College Gliding Club's 2019 summer tour (20-27 July). It is also the place where our gliding captain, Toby Freeland, achieved an amazing 6th place only two weeks before in the International Issoudun and British Overseas championships. We had high hopes for some great gliding weather.

The weather was indeed great for soaring, but at the same time we found lots of sink and the temperatures were incredibly high (>40°C every day).

Nevertheless, after a full day of driving on Saturday, the first two days in Issoudun were great and everyone got a good amount of flying time in... until 496's radio stopped working on Monday evening. Just as we found some new fuses, the next bit of bad luck hit us: 296's starboard aileron was damaged while being towed back to the trailers and locked in a maximum position. Tuesday's wonderful flying weather was unfortunately missed out on due to repairs. The good thing is that, at the end of the

day, we managed to free up the aileron (still needed an inspection though, so we did not declare it airworthy). Thanks to Donato, who found the dodgy connection, and the wonderful help of the French technician Michel, we got the radio working again, so 496 was good to go!

We resumed our flying on Wednesday full of new enthusiasm and with some wonderful thermals building up just before the storm started at 6pm. On Thursday, we even got Issoudun's Duo Discus out so more people could go flying. What a beautiful glider!

Thankfully, the rest of the tour was uneventful apart from more and more storms forming in the evenings, which did not give us much flying time. We enjoyed the days at the airfield a lot though, playing cards, practising our French, playing football, enjoying delicious French baguettes and enjoying nice cold well-earned beers in the evenings.

And although the French did not really seem to like us 'British' (Shaun was the only British national for most of the week) much in the beginning, we got along with them very well in the end.

All in all, it was a very eventful week and, despite all of the big and small incidents and the heat, we managed to make the best out of every situation, got in a good amount of flying in the end and all had a great time!

Special thanks to Donato, Nik and Antoine for organising this trip; to Giorgos, Donato, Shaun, Nik and Dilip, who towed the gliders; to everyone who helped us fix the gliders; and to our wonderful instructor Shaun, who came to fly with us all week.



Donato discovers that he is stronger than the trailer

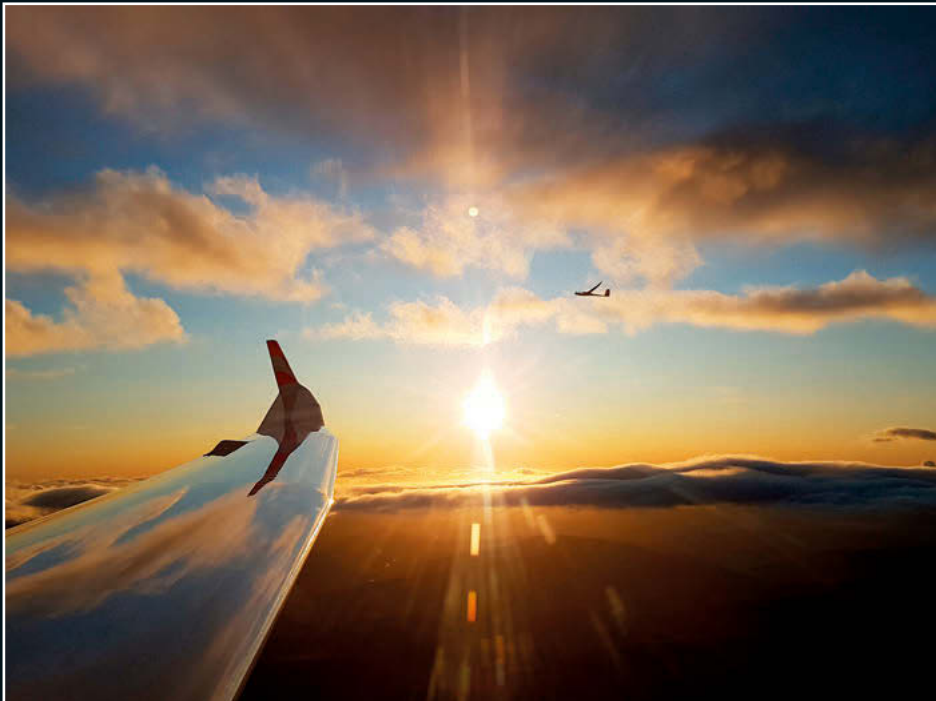


Restoring communication with the French



Sun sets on 496 at Issoudun

DESPITE ALL OF THE BIG AND SMALL INCIDENTS AND THE HEAT, WE MANAGED TO MAKE THE BEST OUT OF EVERY SITUATION



This page, clockwise from top:

Pilots from the Army Gliding Association enjoy a late afternoon wave flight from Aboyne during their annual wave expedition in October (Tom Clark)

Storms over the Italian Alps: photographed south of the Alps near Milan at around 20,000ft during a commercial flight

The Needles photographed from Nimbus 3dt, 880, on 8 September 2019. P1 Pete Masson, P2 and photographer Graham Garnett. Graham said: "The task was undeclared, except we said "let's go to the Isle of Wight" when we launched from Lasham: TP 1 St Catherine's point, TP 2 Needles, TP 3 Brighton Pier via a direct routing from Bembridge to Selsey across 25km of water. Probably 40 per cent of the flight was out at sea!"



Pete Harvey reflects on a delightful September flight out to Ludlow with Steve Lynn in EB28 '13'

Facing page, clockwise from top left:

An unusual view of the London skyline from a glider launched from Lasham (Jordan Bridge)

Resident instructor Jakub Hlavacek, in the back, and tug pilot Adam Matysek enjoy a flight in Deeside's Perkoz



Mike Fox flying his LS4 in North Wales wave on 4 September (Tiago Oliveira)

Returning the favour with a photo of Tiago Oliveira and Chris Gill in Denbigh's DG-1001 during the same September flight (Mike Fox)

On 8 October 2019, Trevor Dale made a climb over North Northumberland to 22,668ft in his Pilatus B4 PC11-AF, to achieve his Diamond Height

■ 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





ADVISORY 13: A CRASH OF COLOUR

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

YOU know how you're supposed to recall exactly where you were... exactly what you were doing... when spectacularly awful news hits you? Well, I was mowing grass round my airfield hidey-hole when the email arrived. It said my beloved Skylark lay bent and broken. In a

corner of some far-flung field that is forever England.

Now we must be careful to conceal identities here, so we'll call my syndicate partner Bill. Bill had this idea. It was a noble idea though. So noble, in fact, that had he succeeded he would have qualified for a free aerotow home from his target airfield. The idea was to rescue the Plate-Of-Perpetual-Dispute from the unworthy club where it currently lurks and restore it to its Rightful Place next to our bar. The place where it normally sits!

Now, Bill is a very experienced cross-country pilot owning other hotter ships with far superior glide angles. But glide angles aren't everything. And more to the point there seems to be, in my club at least, unpublished, unspoken lore that says it's now considered vaguely unworthy to collect Disputable Plates in anything not constructed of wood. The plate Bill was after was, indeed, a 'wooden' plate. In other words, if I turned up in a Discuss they would not surrender it to me. But the vintage club's genius is to treat every plate as 'wooden', whether it was set up that way or not. So colourful ancient craft of one sort or another have been landing at rival airfields and carrying off these Plates-of-Dispute for ages... and parking them proudly in our bar. To the point where if anyone did attempt such a feat in a modern machine they'd somehow feel overdressed for the occasion! And it's not the sort of malarkey that even registers on the radar of really hot ships of course!

So Bill thought 'What ho... I can use the Skylark!' The weather for his first attempt



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was mostly blue and the flight ended as a predictable hill scrape and a tight landout. Only half the distance got covered. Frankly, I would not have attempted it without a line of Cu going in the right direction, but that's just me. This is why you want a vintage glider though. When you've grown out of the urge to belt round in triangles and need to stay up in tiny, weak, blue thermals, you simply can't beat a Skylark or an Olympia 2b. K-6Es also have their enthusiasts.

On the fateful second attempt it was another blue day, but Bill's determination got him to within 5km... whatever they are... of the enemy airfield before the inevitable happened. The field was 'very rough' and there was a catastrophic ground loop. "The wings" he texted "are 'punctured' and the fuselage is in two pieces."

So I just quietly resigned myself. I supposed that my schoolboy dream of owning a Skylark 4 had to come to an end at some point.

But I had reckoned without the dynamism of our local vintage glider mob. I knew, of course, that these people fly craft of colour and ancience and accepted gliders like mine without wincing. It's just that I suspect a late Slingsby machine... like my 1963 Skylark 4... might be a bit *tum-te-tum* for the vintage hardcore. They accept me as a brother, of course. But had I turned up with a Pröfling... a Kranich... or anything by the Horten brothers, I'd probably get fast-tracked to the top table!

To my amazement Bill soon managed to borrow a spare Skylark 4 fuselage and, with enthusiastic support from its owner, fitted what remained of our centre section and tailplane to it. Apparently we will make a jig from this to repair our own rear end. A staff engineer, also a vintage member, said he'd made a similar repair to his own glider and would sketch out the sort of arrangement we'd need. The vintage club chairman joined in by cheerily pointing out that our memberships had lapsed, but tried with doubtful success to fit us into the frantic vintage club workshop schedule. So it's all happening at the moment. Or trying to. Bill doesn't want to lose momentum!

Vintage gliders, you see, are often easily rebuilt. It's just like repairing a large wooden model except there are things you must and mustn't do. Splicing angles, for example, are precisely defined for each type of material... and you don't use Balsa Cement! Most vintage machines are exempt from the usual red tape under Annex 2 of the basic

EASA regulations. They don't need to be triple-charged in Euros and sprinkled with Holy Water by Eurocrats the way everything else does. This means you can usually just get on with the repairs yourself under the benevolent eye of a local BGA inspector. And when all the glueing and stitching has been signed off you can spray your machine any colour you like. It won't turn to Plasticine in the sun. Hooray!

So the big attraction of the vintage glider club is that everything is colourful. The aircraft are colourful. The owners are colourful. And so is the handling. It's educational to experience for yourself what our predecessors went through. I once thermalled a Steinadler from the UK's Gliding Heritage Centre to well over 4,000ft with the controls crossed the entire time... watch out for gliders with gull wings!

Speaking of which reminds me of the first time I saw the almost unique Slingsby Petrel from 1938... only three were ever built. We were thermalling together and it looked like a giant moth travelling at half my speed. "What the heck is THAT?" I thought. On the ground it was even more amazing. The cockpit was pine panelled and included instruments from a different age. I didn't even know what some of them were!

"Is this for holding the port and cigars?" I enquired.

"Probably," said the owner... a well-known character in vintage circles... "it's not so much a glider... more a *gentleman's aerial carriage*...".

So if you're finding the uniformity of sleek white Tupperware a bit anaemic... and if you're not necessarily hooked on charging about at high speed then my suggestion is to go for a splash of colour and character and join a vintage glider group. Or start one. You'll find everyone has an all-hands-to-the-pump/can-do/sleeves-rolled-up approach to things in general. They will expect you to muck in... it's like gliding used to be in the Olde Days. Apparently.

It's also a lot cheaper. You can sometimes buy a fairly nice wooden machine for under £4,000. If the maintenance is shared by three of you then it really doesn't cost a great deal to keep it going. As long as you don't break the fuselage! Very early machines of low performance are usually worth only their trailer in cash terms. But they're fun to ↗

**THE AIRCRAFT
ARE COLOURFUL.
THE OWNERS
ARE COLOURFUL.
AND SO IS THE
HANDLING. IT'S
EDUCATIONAL
TO EXPERIENCE
FOR YOURSELF
WHAT OUR
PREDECESSORS
WENT THROUGH**



The end of a Skylark 4, or the beginning of a rebuild mission?



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"Yes, you're supposed to get IN it!"



■ All cartoons by Ross Martin

↪ show off in rallies and usually interesting. Do check the trailers carefully!

Several clubs have small groups that fly vintage... Challock, Booker and Portmoak, spring to mind... but it's hard to escape the overwhelming gravitational pull of Lasham. Lasham not only has a separate, highly active vintage club, full of White-Haired Whizz Kids... it's also the home of the Gliding Heritage Centre. Two new hangars are chock full of fascinating old machines... some of

which are kept flyable. And there are plans for a decent workshop and possibly a small visitor centre. Since the same White-Haired Whizz Kids tend to be prominent in both organisations, it's easy to assume they are one and the same, but they are not. You do not have to be an owner to fly one of the Gliding Heritage machines, but you do have to convince them that you aren't going to prang it. In other words you need to join and they need

to know how good you are... like any other gliding club. Once again this must be about the cheapest and most varied fixed-wing flying you can have anywhere in the country. For newcomers, the Heritage Centre is usually open for a guided tour on Sunday afternoons at 2pm.

Lastly, there is the international Vintage Glider Club. They will send you a glossy magazine with some of the articles written in German or Dutch. Keep one of those tucked under your arm as you wander round if you want to appear serious!

If there is a downside it's just the usual one. There are very few

young people. Gliding generally has a surfeit of grey heads and nowhere more so than with the vintage mob... despite certain wild parties that I don't usually get invited to... (shhh!).

But needless to say, Grimshaw has a solution: we need to make vintage gliders microprocessor controlled. Fit a battery-powered servo to each joystick and rudder bar. Today's young people would love to whizz quirky colourful flying machines round the sky for real using their normal Xbox or PlayStation controllers! And when they realise they can do it for less than the price of their usual Saturday night thrash... gosh... there'll be queues stretching round the hangar!

Well, it's an idea...

Meanwhile I'm actually looking forward to working on my old girl's fuselage. The problem, of course, is going to be the canopy. It's always the canopy...

Anyone know of a half decent Skylark 4 canopy in need of a good home?

Ebenezer Grimshaw



"I don't care what the vintage club rules don't say..."

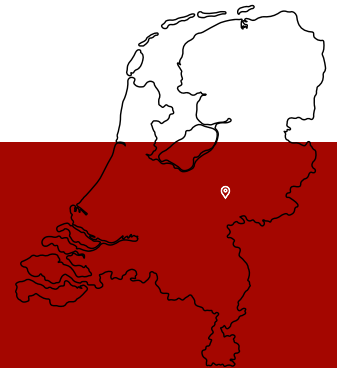


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Cambridge's Julia Robson reports from Gransden Lodge **UP FOR A CHALLENGE**

AT THE end of August 2019, young pilots from Bicester, Cambridge and Nene Valley gliding clubs gathered at Gransden Lodge to take part in the 5th annual(ish) Cadet Challenge. The event involves a series of team challenges decided by the weather, but is primarily an opportunity for pilots to fly from different clubs, possibly in gliders they don't usually have access to, and make new friends – both within their own teams and with the competitors.

The first afternoon was used to get the visitors site checked and settled in, although for some of the visiting Bicester pilots that also included flying a glass glider for the first time.

The first day was forecast to be very hot and soarable in the afternoon. Therefore the morning challenge was to ridge soar the Long Mynd in the Mintel Simulator. After a quick briefing on ridge soaring (most competitors had never experienced it) and short demonstration, the pilots had to gain as much height as possible in five minutes from a short lob onto the hill.

They gathered in the sim room as teams and took it in turns to fly whilst the others egged them on and suggested where to go. While the competitors weren't competing in the simulator, they undertook standard BGA training or converted to types not available at their home club. By lunchtime it was soarable and the afternoon challenge was to soar for up to 25 minutes, with points awarded for each minute, but deducted for going over time, whilst climbing as high as

possible for additional points.

Those qualified on single-seaters flew those, while the less experienced pilots flew with an instructor as safety pilot and coach. Approaching thunderstorms brought an end to the day's flying and a speedy derig of Bicester's K-8. There was some impressive hangar packing to fit in Nene Valley's K-13 and the derigged K-8, as well as the Cambridge kit that usually fills the hangar. Not deterred by the weather, we continued with the planned BBQ in the rain.

The next day was forecast to be cooler with limited soaring, so we set the young pilots the challenge of each delivering a trial lesson. Points were awarded for how well they looked after their 'student' on the ground and in the air, and how well they flew the glider. The young pilots definitely gained an appreciation of the different aspects of instructing and, despite a couple of slightly comedic moments, there were definitely some budding instructors in the making.

Throughout the event it was great to see how pilots from the different teams made friends and helped each other out. Thanks to Cambridge Gliding Centre for hosting and instructors from all three clubs giving up their time to make the event happen.

The final scores were: Bicester 461, Nene Valley 430, Cambridge 428.

Above left: The winning Bicester team (left to right): Misha Kostyanovsky, Ralf Bohannon, Harry Reed-Waller, Oliver Ramsey and Alex Lennox (Julian Bane)

Above right: Julia Robson and Clara Garavelli ready to launch in Cambridge GC's K-21 during the 2019 Cadet Challenge (Oliver Bosanko)



View from the back seat of the Mintel Simulator (Oliver Ramsey)

THERE WERE DEFINITELY SOME BUDDING INSTRUCTORS IN THE MAKING

AWARDS AIDING ADVANCEMENT

Either you need Launchpoint, or Launchpoint needs you! Highlighting recent Ted Lys success stories...

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Recent recipients of Ted Lys awards explain how this support has made all the difference to their progression:



Cambridge GC's Cadets (left to right): Josh Marsh, Kyran Coates and James Colville keep cool during the heat of the Bicester Regionals

Cambridge GC cadets

In 2019 a Ted Lys award was made to the Cambridge Gliding Centre cadet scheme. The scheme is run by Julia Robson and Oliver Bosanko, who took three cadets to the Bicester Regionals in the club's Perkoz to give some promising young pilots an introduction to competition flying. It is hoped that they will enter the Junior Nationals in 2020 with a good grounding in how to compete safely and sensibly.

Oliver Bosanko said: "The weather was less kind to us than during the previous year's Bicester Regionals, with only three competition days this time around. Nevertheless, the organisers managed to squeeze the most out of the tricky weather and I hope my P2s gathered plenty of valuable knowledge to take forward in their gliding careers.

"Primarily I wanted to use the competition to expose them to a higher-pressure environment than they were used to in order to hone and sharpen the skills they already possessed. For example, getting the most out of a climb becomes more

important during a competition than a local float, accurate flying and lookout become infinitely more critical when sharing a thermal with a whole grid instead of one or two others.

"Lots of people contributed to making this coaching event possible. As well as Launchpoint for the Ted Lys award, I'd like to thank Cambridge GC for the hire of PZ, Navboys for their support, and the other Grandsden-based competitors for their active participation in the mutual retrieve pool."

Cadet Kyran Coates, 16 (almost Bronze), said: "Even on the days I wasn't flying I felt really involved in the competition. I had never been part of a field retrieve before so it was great to see the responsibilities the crew had in ensuring it all went 'smoothly'. Thursday was my day, we were set a 160-ish km task, but fell back to the 83km Task B.

"The return leg was into a strong headwind and I realised that it would be a struggle to get home when we spotted a couple of gliders in fields already. We needed only one more good climb, but the thermals were dying and we never got it.

"Ollie pointed out his various field options whilst we tried to work our way home, but, eventually, we were forced to land out 20km short in an empty grass field surrounded by fields full of cows.

"Overall, my flight was a really useful experience and will be very beneficial later in my gliding career as it has made flying in blue thermals, landing out, and what to do afterwards less daunting."

Cadet Josh Marsh, 16 (almost Bronze), said: "It was interesting to see how a competition works and the experience gained from my day as P2, and those on the ground, is invaluable. I learned the importance of preparation, including correctly programming the turning points and sectors into our navigation equipment. I flew with Ollie on the first contest day, a 174km DHT. The grid launch was unlike anything I'd experienced before.

"Once in the air, I got to appreciate the



Expert knowledge shared in a Women Glide UK classroom session (Max Kirschner)

different stages of the flight, including what to do before the start, starting, routing on task and rounding a turn point. We managed to get further than several gliders that landed out at Sackville Farm, but a little over 100km into our flight we ended up in a field by Poddington. As I'm working towards my Cross Country Endorsement it was valuable to see how to land out for real, including the decisions needed and disregarding the altimeter."

Cadet James Colville, 16 (pre-Bronze), said: "The Bicester Regionals was an amazing experience in gliding for me. The learning started well before we arrived, with Ollie giving a comprehensive briefing at Gransden Lodge and reading the competition rules.

"The day I flew was a 42km/295km AAT mostly in the blue. There were quite a lot of gaggles, particularly near the start sector, so I learned a lot about flying with other gliders and how to safely share thermals with them. I picked up lots of tips for improving my soaring skills. We finally landed at Bicester, having completed the task, three and a half hours after we originally launched and coming in 12th for the day."

Women coaching programme 2019

Building on the coaching programme started in 2018, designed to help women with their Cross Country Endorsement into regular cross-country with a focus on competition flying, we applied for funding from the Ted Lys Trust to help us continue the coaching programme in 2019. The coaching programme is important in the lead up to the 2021 Women's World Gliding Championship at Husbands Bosworth. Based on the lessons learned from 2018 we planned a number of events for 2019. Three of our coaching events were held at Husbands Bosworth.

Coaches and participants have had huge

fun at the various events this year; here are a few highlights (in spite of the weather):

Season planning weekend at Husbands Bosworth, March 2019

The weather was against us so we didn't get to blow away the winter cobwebs in the air. The weekend was instead spent on helping attendees produce realistic goals and a plan for the 2019 season, and in equipping them with tools to help improve their cross-country flying.

Mini-Comp at Lasham, May 2019

The Mini-Comp was a low-key event alongside normal club flying, making the point that cross-country racing is just a normal part of gliding at the weekend. Philippa's retrieve got a bit more complex when her trailer disintegrated en-route to her field, but we quickly found another ASW 20 trailer and de-rigged just ahead of the approaching thunderstorm.

Cross-country coaching long weekend, Husbands Bosworth, June 2019

Eight keen pilots gathered for a long weekend to practise their cross-country racing and pick up tips from Ayala Truelove, Cloudy Hill and Liz Sparrow. The 'up-side' of the mostly unflyable weather was that we covered all the ground school subjects that everyone wanted. Liz said: "I'm one of the coaches, but I learnt a lot from Christina Griffiths of Yorkshire GC, whose day job is psychology and who gave us a comprehensive overview of sports psychology applied to gliding – I'll be using some of these tools in my preparation for the Women's Worlds at Lake Keepit in January 2020."

On the Monday, ITV filmed us in training, interviewing all those participating. Cathy Dellar, from Essex Gliding Club, said: "I feel I achieved a great deal at the coaching ☺"

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

In 2017, the Ted Lys Trust was incorporated into Launchpoint (a charitable trust which supports British Gliding) together with the Caroline Awards. Ted Lys awards are given for advanced development in any sphere of gliding. Awards are in the form of bursaries towards the costs of advanced coaching and development activities.

Acceptable activities will normally include structured training and coaching under the auspices of a club or other training organisation. Applications are invited from individuals and groups, including clubs. Proposals for any aspect of gliding are eligible. The Trust will be particularly interested in proposals for group participation or specifically organised coaching events.

Ted Lys awards are made annually. The deadline for applications is 31 January.

Apply at: <http://bit.ly/appliedlys>

IT WILL BE VERY BENEFICIAL LATER IN MY GLIDING CAREER AS IT HAS MADE FLYING IN BLUE THERMALS, LANDING OUT, AND WHAT TO DO AFTERWARDS LESS DAUNTING

■ Through this and previous articles in *S&G* you can see the difference Launchpoint makes to our sport. Fifty-five awards were made in 2019, supporting the development of around 75 pilots.

Both the Ted Lys and Caroline Awards were established with significant gifts of funding at the outset. Since then, due to the generosity of many other people over the years, they have “lived on” and continue making awards from new donations and fund-raising initiatives. Launchpoint welcomes, and relies on, donations for the continuation of these awards into the future. We encourage you to help support development in your sport through a donation, a fund-raising activity, or a legacy.

For more details on how to support Launchpoint, including making a one-off donation, please look at the Launchpoint home page (and onward links) <https://members.glidering.co.uk/launchpoint/> or contact the trustees via the BGA: office@gliding.co.uk, or Launchpoint, 8 Merus Court, Meridian Business Park, Leicester, LE19 1RJ.

Below: Ayala Truelove and Tim Robson (cross-country coach) prepare for a Women Glide UK classroom session (Max Kirschner)



✈ weekend. Being from an almost exclusively male club, it was really nice to chat and socialise with other female pilots and I learnt a lot, especially as my home club is not very competition orientated. Since the coaching weekend I have obtained my BI rating and I am currently enjoying showing our trial lesson visitors how wonderful our sport is.”

The resulting news article, and another similar one for the BBC filmed the following weekend at Lasham, went out on regional TV and there is evidence of women outside our sport thinking about gliding as a consequence – a great result!

The Metinars, May/June 2019

A series of meteorology webinars were held by Liz, with help from Paul Crabb, who provided the technology. The goal wasn't to create meteorological experts, but to eliminate 'tephi-phobia' and showed how easy it is to work out what tasks are reasonable on any given day from free and paid met sources. The webinars were recorded and the links are on the Women Glide website (www.womenglide.co.uk). All those who attended were convinced webinars are a great way to do this sort of training.

20m Nationals, July 2019

Nora van Genugten, from Yorkshire GC, flew as P2 in the 20m Nationals with Tim Robson. Nora, who's been flying the WGUK loan K-6 JAL this season, was the successful applicant for the second seat. She said: “I learnt a lot, from handling the glider, flying cross-country and competition strategies. It gave me the confidence to do my Silver distance, which was not 50km but 129.1km, as my first cross-country flight. It was very valuable training that will help me continue to grow and develop as a pilot and also awesome advice when I needed it.”

Bicester Regionals, July 2019

At Bicester, pundit Alison Mulder was P1 in OUGC's K-21 ESB. OUGC captain Chia-Man Hung, one of the P2s, said: “Having a more experienced pilot point out how to read the clouds and explain the strategy was very beneficial to me. Alison also gave me a detailed briefing on navigation. Later in the summer, I passed navigation on my first attempt and completed my Cross Country Endorsement. The two-seater training definitely helped. The support from the Ted Lys award and Women Glide provided the focus and the opportunity and made a big difference in my progression in gliding that would not have been possible otherwise.”

Husbands Bosworth Challenge Cup, August 2019

At the Challenge Cup, we focused on encouraging and supporting women pilot comp entries rather than two-seater coaching. With six of the 50 entrants being women we achieved a much higher than usual percentage of female competitors. Liz Sparrow, who was deputy director/task setter, held a pre-comp brief on the Friday night for the less experienced comp pilots on competition basics. It was noticeable that many experienced pilots also came along!

During the week, in non-flying slots, we had Q&A sessions and covered a variety of competition tips. These were attended by a significant number of the competition pilots, male and female alike, all keen to improve their advanced cross-country racing skills.

Kelly Teagle said: “Liz's briefings during the comp were excellent. Not just the morning briefings, but also the ad-hoc 'hints and tips' sessions. I particularly enjoyed the session on trace analysis. I learned to maximise my average climb rates by entering thermals cleanly, and finding the core as quickly as possible. I also began making decisive exits, without waiting for the climb rate to have dropped off. This clearly had an effect, as by the last day of the comp I was flying the glider at a higher average speed than I'd ever managed before.”

Next year the Challenge Cup will also be the 'pre-worlds' ahead of the WWGC 2021. We hope to have a sizeable female contingent again, including those who have previously benefited from two-seater coaching and international team members coming over to learn about UK geography and conditions ahead of the 2021 Women's Worlds.

All in all, 2019 has been an exciting summer's coaching and we're looking

forward to maintaining this and building momentum over the coming years. We could not have done it without the Ted Lys Trust, and we urge glider pilots everywhere to spare any pennies they can to support the Trust. Perhaps even more importantly, if you could benefit from advanced training, we'd say don't hesitate – the application process is simple and the trustees are there to help.

Lucy Wootton, Ass Cat training

In June 2018, I became a Basic Instructor and, from my first flights with members of the public, I realised that I really loved instructing. In particular, seeing the reaction of someone when they got to handle the controls of a glider for the first time. I also wanted to help both my home gliding club (Shenington) and Loughborough Students' Union Gliding Club (of which I was then chair) by being able to do more than just basic instruction. I have received a lot of help to progress in gliding in the past and I wanted to give something back.

After the first module of the Ass Cat instructor course it became apparent the amount of flying required for the remainder of the course would be prohibitively expensive as a student during my placement year with Rolls-Royce before my MSc. The award from the Ted Lys Trust made all the difference.

After receiving the award, I started at Shenington learning how to teach the lessons in the air, as well as the theory sessions on the ground. There was a weekend to check that I was on track and teaching to the correct standard at Staffordshire Gliding Club with Simon Adlard and several other instructor coaches. This module also involved taking the Bronze written paper once more (something that I fortunately remembered a couple of days before, leaving just enough time to revise!). Feedback was good and I returned to Shenington with extra confidence.

The final week-long course, at Gransden Lodge, was learning how to teach the final parts of the syllabus, as well as testing my abilities as an instructor. This was the most enjoyable (and intense!) part of the whole course for me, and included learning to teach launch failure recoveries. One of the highlights of the week for me was the 'Bloggs' flights, learning how to construct a briefing and flight, in minutes, to meet the needs of the student. A further highlight was spending time with the other trainee instructors on the course. I realised that they all had the same apprehensions as me about becoming an instructor.



Lucy Wootton, enjoying life as an Ass Cat

I would like to say a massive thank you to the Ted Lys Trust (and its donors). Their generosity allowed me to challenge myself, as well as improve and build my confidence, as I learnt how to deconstruct every aspect of my flying in order to be able to teach it.

If you would like to do something that would benefit from Ted Lys funding, then I would really encourage you to apply and make the most of this fantastic opportunity. I would never have thought this time last year that I would be an Ass Cat now!

POSTSCRIPT

Funding from the Ted Lys award supported the training initiatives reported on here, but Launchpoint would like to give credit to those organising and running the training and the events they were part of, and to thank all involved for their essential contribution to the development of the individual pilots and of the sport.

■ To apply for a Ted Lys 2020 award visit: <https://members.gliding.co.uk/launchpoint/ted-lys-award-application/>

■ To donate to Launchpoint visit: www.wonderful.org/charity/launchpoint or contact the trustees via the BGA. Email office@gliding.co.uk, or write to Launchpoint, 8 Merus Court, Meridian Business Park, Leicester, LE19 1RJ

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UNCONTROLLED DESCENT

William Parker regrets his cunning plan...

THAT fateful Monday it seemed a good idea to take the day off work and make a 500km attempt, despite predicted blue. At 1.30, on the second leg, the entire airmass gets over-excited and whooshes up to a cast-iron inversion, where it spreads out and convection stops dead.

I stooze around for 45 minutes in half a knot and less, and then land out near Chipping Warden. The field is an empty sheep pasture that runs along the side of a ridge with a level area at the top and another at the bottom. I land along the top, without incident. To one side of the glider the slope falls away fairly steeply to the flat area about 30-metres wide at the foot of the hill. All ideas still good.

I prepare the glider for de-rig, walk to farm, call the club, read a book, walk about a bit, and walk about a bit more. After about three hours of this I have a very bad idea. It begins by looking down that slope. Unfortunately, at that moment one of Satan's more malevolent imps is taking a stroll down there on the flat part at the foot of the hill. With one demonic bound he is on my shoulder and whispering "wouldn't it be easier to de-rig the glider down there instead of driving car and trailer up the hill?" Oh yes, indeed it would.

So, loading all the bits into the cockpit and clutching a shoulder harness I begin to inch the glider down the hill. I notice almost immediately that it is slightly harder to bring the glider to a standstill than I anticipated. Do I revise my plan in the light of the fact that I am approaching the steepest part of the incline? Of course I don't.

By now the glider is rolling along at a steady and slightly worrying rapid walk. Seconds later I am being pulled along quite briskly with dried balls of sheep s**t rolling under my feet like ball bearings.

I look to my right and guess who's sitting there in the cockpit, complete with periwig, frock coat and a silly grin on his face? Why, it's my old friend Isaac Newton. He has control.

Very soon I am leaning back against



the weight of the glider as in a tug of war. My feet slip and slide. Then they are swept from under me and the whole jolly crew of FUN, Isaac and me tear off down the hill at breakneck speed.

Hanging onto the harness like grim death, I am hauled along head first like a cowboy in a 'B' Western being given the horse-towing treatment. Out of the corner of my eye I can see the fence approaching. I can see the tail will smash into it if we don't slow down.

Luckily, my dead weight being dragged along acts like a brake. And then, some 10 metres from the fence, we slow and come to a halt. Shaking and gasping for breath, with my trousers round my knees, I discover many of the dried balls of sheep s**t aren't so dry.

Still, it could have been worse. If I'd tried it nose-first down the hill, the glider might have run me over and taken off.

Cartoons by Ross Martin

**AT THAT
MOMENT ONE OF
SATAN'S MORE
MALEVOLENT
IMPS IS TAKING
A STROLL DOWN
THERE ON THE
FLAT PART AT
THE FOOT OF
THE HILL**

■ 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

ALPINE


An Aim Higher lecture, and Kevin Atkinson's passion for flying, inspired Mike Harris to fulfil an ambition to experience mountain flying

LAST YEAR the CFI of our club, Essex Gliding Club (EGC), invited Kevin Atkinson along to deliver a three-day lecture taken from his Aim Higher course, which was received with interest by our own members and one or two visitors from other clubs. As I live very close to Ridgewell, our club site, it made sense for Kevin to stay with me and my wife Sue during this period. For those that have not met Kevin, he is hugely well informed and passionate about flying, and gliding in particular, with a compendious knowledge of how the skies work and this he imparts to all that are interested.

During one of our discussions, he mentioned that he would be travelling down for one of his regular visits to Sisteron in late April/early May in the spring of 2019. Mountain flying must be an ambition that all glider pilots (perhaps secretly)

harbour, even if a lot of us simply enjoy looking at the fantastic pictures often shown in gliding publications and never dream that we might actually get there. I'm sure that the opportunity to do this normally comes around by attending one of the larger clubs expeditions abroad, where early instruction and close supervision is the safe route in.

EGC is a very small club and our yearly visit does not encompass Alpine mountain flying (although our trips to the Mynd have been fabulous and memorable). So I grabbed the potential opportunity and asked Kevin if he had a space. After some juggling with the commitments that he had already made, he was happily able to fit me in. So I pencilled in leaving for Sisteron on 24 April, returning on 5 May, allowing for a possible seven days of flying.

The trip was now on, but what about accommodation, travelling arrangements, 

(Photograph by Sophie Mahieu)



AN INTRODUCTION TO GLIDING



Pic De Bure at 10,000ft (Mike Harris)

■ A good introduction to operating at Sisteron. can be found here:

www.aircross.co.uk/sisteron/Images/Sisteron%20briefing%202015.pdf

Below: Kevin Atkinson in ASH25 G-SINK (Sophie Mahieu)



✍ requirements for flying at Sisteron and maps, just for a start. Well once again Kevin came up trumps, with no prompting from me he sent through all manner of advice and guidance. This covered everything previously mentioned, including very clear and very necessary laminated maps listing all the landout options, along with the orientation of the many mountain ranges set out in a very clear and readily understandable format.

Along with this, he also sent copies of a couple of articles dealing with the possible perils of alpine mountain flying! This did make me think a little, but Kevin was very supportive when I expressed my reservations, assuring me that I would be safe and closely supervised.

It was loosely decided that I would take out my own glider (Nimbus 2c) and initially fly with Kevin in his ASH 25 then, when and if he deemed it suitable and safe, I would be allowed to fly in the Nimbus on a lead and push basis to begin with.

The preparation material sent to me included guidance on the way that Aero Club Sisteron operates in terms of preparing to launch, launching and rejoining the airfield. It is necessary for you to be comfortable with this prior to arrival as things not only flow more smoothly, but are imperative to safely returning – particularly as at the end of a day's flying the airfield can become very busy and crowded.

Accommodation had worked out very nicely for me as the gite that Kevin had

rented, which was very close to the airfield, had a space available due to Kevin's co-owner departing for the UK after a week's gliding.

After arriving and settling in to the gite, we decided that the next day would be well spent travelling mostly around the Durance valley looking at several of the other airfields and landout options. I found seeing these from the ground very useful along with meeting other UK gliding visitors, mostly very experienced (also slightly daunting, but without exception most willing to help a newcomer) and eating a pleasant lunch at St Auban.

One of the places visited was La Motte Du Caire. As there was no flying that day, the very nice clubhouse contained more helpful UK pilots flying happily from here, a place to which several of them had clearly returned over many years. However, to my uninitiated eyes the airfield looked very worrying, being small with an incline and surrounded by trees! I was to see this from the air several more times over the coming days and I was quite thankful that I didn't have to divert and thus avoided concentrating the mind on the possible difficulty of some of the landout options!

Opportunity

The next day brought the first opportunity to fly. The day starts with compulsory attendance at the daily briefing, which is extensive, thorough and delivered in both French and English.

I occupied the rear seat of Kevin's very nice ASH and we launched. As the day was reasonably windy and the wind was on the local ridge, Gache, which can be seen from Sisteron towering above the airfield, this was our tug's destination.

Upon arrival there the lift from the ridge was instant and impressive. Without going into lengthy explanations of ridge/thermal interaction (Kevin's part of ship), we very quickly contacted a thermal from the ridge and got away for the day's flying.

Hitherto I had a good memory of soaring the ridge at Talgarth wondering how I might complete a task and picking up a thermal at its far end taking me nicely up to 4,000ft. Well, let's just say that this has now been firmly relegated to an also ran memory. The Alpine thermals, certainly to me, were a revelation and we spent a lot of the next couple of hours with Kevin impressing upon me the value of flying fast in sink and pulling up rapidly to core thermals as quickly as possible. This is not always an easy task in an unfamiliar glider, which I ably demonstrated to Kevin several times!

The next few hours were spent flying cross-country, with Kevin pointing out mountain ranges and out-landing options while always keeping me apprised of where Sisteron was to be found. The views were stupendous.

This day was invaluable both for the instruction given and the opportunity to orient oneself practically after studying charts for so long prior to arrival. On this point, I was pleasantly surprised that the names of ridges, locations and mountains became familiar during my brief stay.

Due to a combination of Kevin's other commitments and the fact that amazingly he thought that I was up to it, he suggested that I flew my Nimbus the next day with him directing from the ASH.

I have to admit here that I was privately a bit overawed by this prospect and not a little scared, but I reasoned that I could always turn back as soon as I was worried and that Kevin knew his stuff (he definitely does).

Getting ready the next day I was a bag of nerves and held up the launch line a bit sorting myself out.

Now to the launch, Sisteron operates several tugs, mostly Robins and, I think, one Rallye. Over my years of power flying I have probably quite unreasonably developed a dislike for these aircraft so was even further unnerved when this was what I got! We launched into very lively air low down, which is common at Sisteron and everyone is warned to be prepared as I thought that I was.

After an impressive first couple of hundred feet, all was restored to almost normality and we pressed on for the Gache. Now ensued the worry of when should I release, as an immediate return would have been too embarrassing to contemplate. I needn't have worried as I soon contacted clear ridge lift and was away.

A couple of beats along the ridge to get sufficient height to take 360 degree turns in a thermal and to calm the nerves.

The next worry was where was Kevin? He was to launch after me and now I was wondering if he would find me. Of course he found me straight away and we set off on some lead and push. This was something that I had not done before and was dubious that it would work well, particularly as the Nimbus (at least in my hands) didn't perform quite as well as the ASH.

However, Kevin HAS done it before and it worked fabulously well with him directing me all around the local ranges and myself gaining in confidence.

After some time we set off towards a range



that seemed to me to be a very long way from Sisteron indeed. Half way there I transmitted that I was getting a little unsure (to the evident amusement of one or two listening in, as I later found out). Kevin immediately turned back, ensured that I knew where Sisteron was and that I could make it before returning to his task with his P2.

As soon as we turned I could have kicked myself as the Sisteron area was clearly visible. I wonder upon reflection if he had decided at this point that now was a good time for me to launch off on my own, knowing that home was easily reachable.

Confidence

Anyway, I spent the rest of the day flying out from and returning to Sisteron, heading off in a different direction each time, all the time gaining in confidence. The secret for me in these early flights was to stay high and remain comfortable that you can get back, or at least to a good sized divert without scratching.

The remaining days consisted of me going off on my own and exploring my limits. Highlights included crossing the Durance valley and exploring mountains and ridges the other side. Also about 40km to the north is the Pic De Bure bowl, which I flew around at 10,000ft – a real buzz, which I will never forget as the view was not only stunning but it felt like a goal achieved.

I can't recommend a visit enough to those that have some cross-country experience. You will not regret it if you tackle it in the right way, and the right way is to fly with an instructor with extensive Alpine experience, either a local or someone like Kevin.

To conclude, everyone I met was very happy to help out either lending kit or providing expertise to someone who was clearly new to it all, thank you all.

Kevin is back next spring and you can bet I'll definitely be back too!

Mike Harris in Nimbus, flying lead and push with Kevin Atkinson

A COUPLE OF BEATS ALONG THE RIDGE TO GET SUFFICIENT HEIGHT TO TAKE 360 DEGREE TURNS IN A THERMAL AND TO CALM THE NERVES



Mike Harris is an Ass Cat, tug pilot and member of Essex Gliding Club. He came to gliding from power flying and instructing and wishes that he had done so earlier.



Ben Payne, Oli Summerell and Jake Brattle look to the skies



Five competition days were achieved despite 'tricky' weather

GLIDING'S STARS

Joey Beard reports from the 2019 Junior Nationals, a competition which offers two-seater coaching and is very much a family affair

Below: BGGC winners (left to right): Oli Summerell, Jake Brattle and Ben Payne. For full results, visit: <http://nationals.juniorgliding.co.uk/results/>



AUGUST 2019 saw the return of one of the hottest events of the UK Gliding Calendar – the UK Junior Nationals at Bristol & Gloucestershire Gliding Club. Closely followed by the gliding population to see the rising stars of the future of the sport, this year's competition did not disappoint either its spectators or its competitors.

Directed and deputy-directed by father/son team Andy and Matt Davis, the competition was assured to be a great one. Perhaps unique to the family-led team, Matt played sniffer every day, in his dad's JS1, and continued to complete the task – sometimes even after they'd already scrubbed. Further to Matt and Andy's wealth of experience and talents, the competition benefited from last year's BGA Ladder winner Trevor Stuart as task setter and the meteorological wizardry of Sid Smith. Together with a host of further dedicated volunteers and a tricky week of weather, the competition achieved five out of nine competition days, with only one full scrub day.

Thanks to Glide and Seek (www.glideandseek.com), recently released by one of the high-scoring Juniors – Clement Allen, following the competitors around the task has never been easier. Neither has easing the anxiety of parents following every height gain, height loss

and vario reading! One thing to be said for the Junior Nationals is that it's often a family affair, with parents, siblings, aunts, uncles and grandparents flooding the grid and the finish line to support their young pilots. Many a day saw groupings of family members waiting at the east boundary wall for those little white lines in the sky to come home.

Whilst the number of female competitors was low this year (Fliss Jones and Lucy Wootton), the female presence on the grid was high with rope runners, crew, competition control, anxious mums, family and friends.

Hat trick

Needless to say, this was an important competition for recent Junior World Champion, Jake Brattle, for whom this would be his last Junior Nationals. This resulted in a hat trick of wins, making Jake the first pilot to ever win three consecutive UK Junior Nationals. He was also competing at a club he proudly calls home, having spent many years flying with Bristol University Gliding Club and spending a year as the club's resident instructor. However, even for Jake, the week wasn't easy.

Day 3 proved one of the most interesting days when, despite initially promising outlooks from the sniffers, the weather in the immediate local area started to turn and Andy was forced to make a difficult decision which involved cancelling the task post-launch of all the competitors. It was by far the right the



Prizes were generously provided by NavBoys and Flight Deck Wingman

Emma Burns, Lucy Wootton and Harriet Gamble (Fliss Jones in background)

OF TOMORROW

decision as several competitors landed out in the local area, caught by showers, the majority landing back as instructed, whilst the more adventurous opted to soar the rainclouds. Some described the flying that day as the most exciting and exhilarating experiences of their flying careers.

Day 7 also provided some excitement as the Juniors were given an Assigned Area Task (AAT) in the blue. The Juniors, perhaps more so than any comp, is a great space for learning and development. With coaching the night before on AATs, and a wealth of experienced pilots on hand to provide advice, the day proved a success with a limited number of landouts, many young pilots completing their very first AAT.

Speaking of experienced pilots, the BGA two-seater coaching programme, led by Ed Foxon, proved yet another success. The programme offers Juniors that are pre-Silver the opportunity to fly in the competition with experienced competition pilots, providing them with a chance to learn and be amidst the competition without the pressure of flying solo. This generally sets the individuals up well for their first competition, which we hope will be August 2020! Thank you to all those coaches that gave up their time (and gliders) to develop future gliding talent.

Navboys provided a host of generous prizes, including an LXNav S80 Club Electronic Variometer, a LXNav Powermouse FLARM, a Naviter Oudie 2 Lite, a Carbonaero

Total Energy Probe, a 12-month Naviter SeeYou subscription and Vertigo Canopy Glove. Thank you to NavBoys for your ongoing support to UK Junior Gliding. Flight Deck Wingman generously provided five Airline Assessment Preparation Courses to the Junior pilots demonstrating the best motivation to improve.

Accolade

When it came to prize-giving on the Sunday evening, it came as no surprise who would retain the championship and there were no doubts as to how much this young man deserved this accolade. In his acceptance speech, Jake Brattle wisely highlighted the sheer number of hours he had dedicated to his flying, strongly urging anyone in the room they could stand where he was, if they simply put in the time and commitment. Congratulations to Jake, and to Tom Pavis and Peter Carter, who came 2nd and 3rd respectively.

BGGC could not have been more thrilled that three pilots, claimed as their own, all won top prizes. Alongside Jake, reclaiming the UK Junior Champion title for his 3rd and final year, Oli Summerell claimed best under-21 and his younger cousin, Ben Payne, claimed best under-18 in his first competition.

Rumour has it, whilst technically his last Juniors, Jake intends to return in 2020 and compete through someone else's hands in the two-seater coaching programme! We look forward to your return, Jake.



Watching the finishers
(photographs by Joey Beard)

**SOME DESCRIBED
THE FLYING
THAT DAY AS
THE MOST
EXCITING AND
EXHILARATING
EXPERIENCES OF
THEIR FLYING
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Tom Arcscott

> **SAILPLANE & GLIDING**
DEC 19/JAN 20



G Dale

> **BGA PROVISIONAL RATINGS LIST**



Garry Coppin

- 1 T Arcscott
- 2 G Dale
- 3 G Coppin
- 4 P Harvey
- 5 P Jones
- 6 S Jones
- 7 K Tipple
- 8 R Cheetham
- 9 A Davis
- 10 D Francis
- 11 T Fletcher
- 12 J Brattle
- 13 J Hood
- 14 D Bromley
- 15 T Milner
- 16 I Macarthur
- 17 M Cook
- 18 F Sleigh
- 19 T Jenkinson
- 20 G Stingemore
- 21 P Fritche
- 22 N Mallender
- 23 D Watt
- 24 J Roberts
- 25 H Jones
- 26 R Thirkell
- 27 M Young
- 28 T Scott
- 29 S Ell
- 30 D Gardner
- 31 L Wells
- 32 A Moulang
- 33 S Barter
- 34 P Carter
- 35 J Arnold
- 36 M Webb
- 37 A Balkwill
- 38 R Large
- 39 M Newland-Smith
- 40 T Freeland
- 41 A Holmes
- 42 A Elliott
- 43 I Cook
- 44 D Richmond
- 45 J Tanner
- 46 S Eyles
- 47 C Hill
- 48 W Inglis
- 49 D Campbell
- 50 M Durham

- 51 M Birch
- 52 G Thomas
- 53 S Codd
- 54 R Pentecost
- 55 K Reid
- 56 T Pavis
- 57 O McCormack
- 58 G Green
- 59 D McCarthy
- 60 C Starkey
- 61 R Hood
- 62 R Witter
- 63 I Campbell
- 64 A Nunn
- 65 I Evans
- 66 P Baker
- 67 S Lapworth
- 68 G O'Hagan
- 69 L Davidson
- 70 R Ellis
- 71 C Allen
- 72 D Brown
- 73 D Briggs
- 74 M Wells
- 75 N Tillet
- 76 M Clark
- 77 H Inigo-Jones
- 78 R Berry
- 79 M Gatfield
- 80 T Macfadyen
- 81 B Kerby
- 82 F Roberts
- 83 A Farr
- 84 D Crowson
- 85 O Rzhondkovskyi
- 86 M Stringer
- 87 T Robson
- 88 R Bromwich
- 89 O Metcalfe
- 90 J Pring
- 91 A Langlands
- 92 P Crabb
- 93 S Astley
- 94 P Rice
- 95 A Emson
- 96 K Barker
- 97 M Hall
- 98 S Pozerskis
- 99 A O'Keefe
- 100 P Naegeli

- 101 M Fox
- 102 D Booth
- 103 F Summerell
- 104 J Sharp
- 105 A Roch
- 106 J Pack
- 107 L Finlay
- 108 G Hunter
- 109 S Nock
- 110 A Jelden
- 111 T Clark
- 112 R King
- 113 E Foxon
- 114 M Davis
- 115 E Downham
- 116 B Fairston
- 117 J White
- 118 D Findon
- 119 S Brown
- 120 P Stafford-Allen
- 121 L Hornsey
- 122 B Birlison
- 123 J Williams
- 124 W Blackburn
- 125 D Rance
- 126 D Heslop
- 127 C Gill
- 128 S Walker
- 129 A Sampson
- 130 T Mitchell
- 131 J Clark
- 132 S McLaughlin
- 133 O Sleigh
- 134 A Hall
- 135 A Truelove
- 136 J Stephen
- 137 A Tribe
- 138 R Pye
- 139 R Browne
- 140 J Ewence
- 141 C Luton
- 142 P Kaye
- 143 J Beringer
- 144 G Craig
- 145 P Dolan
- 146 N Goudie
- 147 A Parish
- 148 E Sparrow
- 149 J Meyer
- 150 G Metcalfe

- 151 B Spreckley
- 152 T Davies
- 153 J McCoshim
- 154 F Turner
- 155 S Woolcock
- 156 M Burton
- 157 T Brown
- 158 C Curtis
- 159 P Atkinson
- 160 P Jessop
- 161 P Desmond
- 162 O Walters
- 163 F Davies
- 164 A Ramsay
- 165 N Perren
- 166 J Best
- 167 P Hurd
- 168 B Scougall
- 169 C Nutricy
- 170 J Richards
- 171 M Holden
- 172 J Clarke
- 173 R Hanks
- 174 J Nash
- 175 C Bennett
- 176 J Strzebrakowski
- 177 A Neofytou
- 178 M Pike
- 179 P Wright
- 180 G Lyons
- 181 M Smith
- 182 B Bradford
- 183 R Maisonpierre
- 184 T Webb
- 185 L Brady
- 186 S Roddie
- 187 J Steel
- 188 N Parry
- 189 A Mutch
- 190 C Corbett
- 191 G Drury
- 192 A Mulder
- 193 W Chappel
- 194 J Bridge
- 195 G Glazebrook
- 196 Sanders
- 197 J Klunder
- 198 A D'Arcy
- 199 P Smith
- 200 C Bowden

- 201 T Williamson
- 202 N Clements
- 203 G Darby
- 204 E Johnstone
- 205 M Coffee
- 206 T Cook
- 207 N Atkins
- 208 J Craig
- 209 N McLaughlin
- 210 J Tonkin
- 211 J Eccles
- 212 M Cobham
- 213 J Fack
- 214 S Thompson
- 215 G Payne
- 216 P Jeffery
- 217 M Langford
- 218 C Marshall
- 219 K Atkinson
- 220 O Bosanko
- 221 O Wheeler
- 222 G Smith
- 223 J Butler
- 224 G Cooksey
- 225 W Amor
- 226 D Roddie
- 227 C Bryning
- 228 A Mayer
- 229 F Jeynes
- 230 M Porteous
- 231 J Hitchcock
- 232 J Otty
- 233 M Bond
- 234 R Birch
- 235 B Payne
- 236 J Roberts
- 237 H Joseph
- 238 M Lawrence-Jones
- 239 O Constable
- 240 A Reid
- 241 J Bevan
- 242 C Peters
- 243 D Glover
- 244 P Gentil
- 245 J Wand
- 246 B Murray
- 247 M Davenport
- 248 L Dale
- 249 D Pitman
- 250 M Jordy

- 251 R Johnson
- 252 M Hunton
- 253 T Hogarth
- 254 A Barr
- 255 D Bray
- 256 M Jenkins
- 257 M Pike
- 258 B Soanes
- 259 S Jobar
- 260 D Hope
- 261 P Hibbard
- 262 C Cobham
- 263 C Emson
- 264 D Williams
- 265 N Wedi
- 266 M Witton
- 267 A Watson
- 268 A Docherty
- 269 T Brown
- 270 P Freeland
- 271 R Grieve
- 272 G Paul
- 273 R Kalin
- 274 A Pozerskis
- 275 T Wheeler
- 276 W Parker
- 277 C Toozle
- 278 C Teagle
- 279 C Partington
- 280 G Francis
- 281 J Jones
- 282 M Armstrong
- 283 M Lynes
- 284 P Candler
- 285 A James
- 286 D Brown
- 287 J Spencer
- 288 T Gooch
- 289 P Davey
- 290 G Corbett
- 291 S Armitage
- 292 B Crook
- 293 J Dutton
- 294 V Watt
- 295 M White
- 296 R Slater
- 297 C Bessant
- 298 A Hughes
- 299 M Boydon
- 300 C Lewis

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

THE RACING YEAR

CLUB CLASS NATIONALS 2019 Aston Down, 22 May - 2 June

Pilot	Glider	Points	Day 1	Day 2	Day 3	Day 4
1 Tim Fletcher	Std Libelle	2250	2 (957)	5 (507)	13 (161)	2 (625)
2 Tim Milner	LS3	2229	19 (834)	1 (558)	6 (192)	1 (645)
3 John Roberts	ASW 19b	2048	21 (812)	4 (512)	8 (180)	4 (544)
4 G Dale	ASW 24 WL	2046	28 (743)	3 (532)	7 (189)	3 (582)
5 Jake Brattle	ASW 20	2024	18 (837)	6 (499)	1 (210)	7 (478)
6 Doug Gardner	LS3a	2008	8 (896)	10 (421)	15 (156)	6 (535)
7 Steve Barter	Discus CS	1990	1 (977)	13 (388)	9 (178)	11 (447)
8 Ian MacArthur	LS4	1976	7 (911)	9 (431)	3 (205)	13 (429)
9 Tom Arcscott	LS7 WL	1969	27 (761)	2 (539)	5 (194)	8 (475)
10 Claudia Hill	LS1f	1918	15 (864)	7 (485)	18 (145)	14 (424)
10 Steve Eyles	ASW 20	1918	12 (884)	12 (400)	14 (160)	9 (474)
12 Richard Hood	ASW 20	1877	21 (812)	11 (403)	4 (197)	10 (465)
13 Clement Allen	Std Cirrus	1823	9 (895)	16 (336)	10 (177)	16 (415)
14 Tim MacFadyen	ASW 20	1811	13 (876)	15 (370)	20 (142)	15 (423)
15 Finn Sleight	ASW 20	1810	16 (846)	14 (376)	2 (208)	19 (380)
16 Greg O'Hagan	LS4	1798	5 (916)	8 (468)	16 (154)	24 (260)
17 Shaun Lapworth	ASW 20f	1610	16 (846)	20 (85)	22 (137)	5 (542)
18 Jack Stephen	DG-200	1580	26 (772)	18 (230)	11 (175)	18 (403)
19 Neil Goudie	ASW 19b	1538	10 (887)	17 (303)	26 (89)	25 (259)
20 Christophe Mutricy	Std Cirrus	1479	3 (929)	24 (7)	23 (129)	17 (414)
21 Jane Nash	Mosquito B	1458	14 (867)	21 (81)	21 (140)	21 (370)
22 Danny Richmond	Std Cirrus	1355	20 (830)	25 (0)	28 (84)	12 (441)
23 Carol Marshall	LS7	1180	25 (789)	23 (62)	30 (0)	23 (329)
24 Alistair Emson	Std Cirrus	1170	4 (922)	22 (74)	17 (148)	28 (26)
25 Neil McLaughlin	Mini Nimbus	1153	29 (632)	25 (0)	12 (168)	22 (353)
26 Sally Walker	LS4	1047	24 (796)	25 (0)	25 (96)	27 (155)
27 Alison Mulder	LS4a	913	6 (913)	25 (0)	30 (0)	30 (0)
28 Martin White	Pegase	907	23 (810)	25 (0)	24 (97)	30 (0)
29 Henry Inigo-Jones	DG-300	885	11 (885)	25 (0)	30 (0)	30 (0)
30 Mark Lawrence-Jones	Discus bw	678	32 (106)	19 (109)	27 (88)	20 (375)
31 Tim Barnes	Mosquito B	628	30 (360)	25 (0)	28 (84)	26 (184)
32 Ayala Truelove	ASW 19	421	31 (264)	25 (0)	18 (145)	29 (12)

Four pages of BGA-rated competition results start here - turn to pages 48 & 49 for the remainder. For the provisional 2019 Ratings List, please turn to page 45.



Danny Richmond flies a Std Cirrus in the Club Class Nationals at Aston Down (David Edwards)

15M CLASS NATIONALS 2019 Hus Bos, 13-21 July

Pilot	Glider	Points	Day 1	Day 2	Day 3	Day 4	Day 5
1 Matthew Cook	Ventus 2a	2984	9 (408)	2 (891)	3 (528)	3 (700)	3 (457)
2 Dave Watt	Ventus 2a	2876	9 (408)	1 (915)	6 (374)	2 (720)	2 (459)
3 Robert Thirkell	ASG 29 E	2848	1 (558)	4 (762)	2 (626)	9 (466)	4 (436)
4 Gary Stingemore	ASG 29 E	2733	8 (412)	5 (729)	5 (406)	1 (751)	5 (435)
5 Owen McCormack	Ventus 2a	2528	4 (454)	3 (880)	4 (456)	10 (454)	9 (284)
6 Chris Starkey	ASG 29 E	2324	2 (539)	8 (634)	1 (652)	8 (473)	11 (26)
7 Patrick Naegeli	ASG 29 E	2309	5 (445)	12 (571)	9 (352)	7 (599)	7 (342)
8 Nick Tillet	ASG 29 E	2269	7 (426)	6 (694)	7 (366)	11 (449)	8 (334)
9 Frank Davies	ASG 29 E	1853	14 (178)	11 (582)	12 (299)	12 (442)	6 (352)
10 Roy Pentecost	ASG 29 E	1842	6 (429)	13 (448)	11 (326)	6 (626)	13 (13)
11 Tony Cook	Ventus 2cxaj	1800	3 (526)	10 (599)	15 (0)	4 (675)	14 (0)
12 Jim White	ASW 27	1728	13 (382)	14 (178)	14 (17)	5 (647)	1 (504)
13 Jeremy Pack	ASG 29 E	1377	12 (396)	9 (604)	8 (359)	14 (0)	12 (18)
14 Peter Hurd	ASW 27	1372	11 (402)	7 (639)	10 (331)	14 (0)	14 (0)
15 Alan Eckton	ASG 29 E	844	15 (106)	15 (176)	13 (115)	13 (410)	10 (37)

INTER-SERVICES CLUB REGIONALS 2019 Keevil, 3-11 August

Pilot	Glider	Points
1 Danny Richmond	Std Cirrus	1584
2 Ian Campbell	K-21	1555
3 Jonty Sharp	LS4a	1401
4 Robert Pye	PIK 20 B	1297
5 Pete Desmond	K-21	1284
6 Jamie Steel	Std Cirrus	1217
7 Tim Davies	ASW 24	1196
8 John Butler	Astir	1154
9 Oscar Constable	K-21	1147
10 David Williams	Std Libelle	1107
11 Jeremy Beringer	Open Cirrus	1104
12 Tarlochan Marwaha	K-21	938
13 Robert Harris	Pegase	782
14 Tom Clark	LS4	501

OPEN CLASS NATIONALS 2019 Lasham, 3-11 August

Pilot	Glider	Points	Day 1	Day 2	Day 3	Day 4	Day 5	Day 6
1 Andy Davis	JS-MD 1C	3361	9 (332)	1 (483)	1 (1,000)	1 (457)	1 (544)	2 (545)
2 Tim Jenkinson	JS1 C	3281	1 (514)	5 (410)	7 (883)	2 (443)	3 (487)	3 (544)
3 Peter Harvey	JS1 C	3279	2 (504)	4 (445)	8 (868)	5 (376)	2 (540)	1 (546)
4 Steve Jones	Quintus	2994	3 (475)	6 (355)	3 (988)	9 (309)	11 (334)	4 (533)
5 Russell Cheetham	EB 29 DR	2717	3 (475)	16 (66)	2 (992)	7 (346)	11 (334)	5 (504)
6 Alistair Nunn	JS1 B	2588	6 (413)	12 (329)	10 (686)	4 (384)	6 (403)	8 (373)
7 Martin Clark	JS1 C	2576	7 (411)	9 (334)	11 (657)	10 (308)	4 (431)	6 (435)
8 Ken Barker	JS-MD 1C	2483	8 (395)	7 (354)	4 (968)	8 (320)	7 (399)	12 (47)
9 Edward Downham	ASH 25 EB 28	2422	10 (311)	2 (480)	5 (921)	3 (386)	14 (324)	15 (0)
10 Richard Browne	JS1 C	2155	5 (469)	10 (333)	6 (892)	13 (84)	10 (338)	13 (39)
11 Kim Tipple	Nimbus 3DT	2094	10 (311)	13 (134)	9 (791)	6 (353)	13 (332)	11 (173)
12 Liam Brady	ASG 29 E	2017	13 (213)	8 (349)	14 (542)	11 (231)	8 (372)	10 (310)
13 Kevin Atkinson	ASH 25 WL	1778	15 (35)	11 (330)	12 (607)	14 (55)	5 (419)	9 (332)
14 Dave Findon	Nimbus 4DT	1369	12 (280)	3 (479)	16 (507)	12 (103)	16 (0)	15 (0)
15 John Spencer	ASG 29 E	1045	16 (2)	15 (70)	15 (527)	15 (48)	16 (0)	7 (398)
16 Chris Cobham	ASH 30 Mi	907	14 (95)	14 (121)	17 (373)	17 (0)	15 (303)	14 (15)
17 Michael Boydon	Nimbus 2C	775	17 (-232)	17 (46)	13 (595)	16 (15)	9 (351)	15 (0)

INTER-SERVICES SPORT REGIONALS 2019

1 Jon Arnold	Discus 2c	1483
2 Team R2 (Ken Reid)	Duo Discus	1481
3 Lee Davidson	LS8 (15m)	1440
4 Andrew Farr	Discus CS	1426
5 Andreas Jelden	Ventus b/15m	1345
6 Gwyn Thomas	Nimbus 3/25.5m	1331
7 Timothy Clark	DG-1000T	1274
8 Paul Jessop	Duo Discus	1270
9 Paul Wright	Nimbus2	1240
10 William Amor	LS8 (15m)	1024
11 Carl Peters	LS8 (18m)	1008
12 Team 26	Duo Discus XT	984
(Martin Pike)		
13 Michael Hunton	Discus	912
14 Paul Mclean	Duo Discus XLT	821
15 Christopher Bryning	DG-505	620
16 Jonathan Jones	LS8 /15m	600
17 Dave Postlethwaite	Ventus 2CxT	481
18 Richard Hafferty	Discus CS	453
19 Andrew Miller	HPH304 Shark	316

18M CLASS NATIONALS 2019
Hus Bos, 13-21 July

Pilot	Glider	Points	Day 1	Day 2	Day 3	Day 4	Day 5
1 Kim Tipple	ASG 29e	3908	3 (700)	12 (699)	2 (771)	2 (990)	1 (748)
2 Andrew Davis	JS-MD 1C	3905	2 (705)	7 (747)	3 (752)	3 (988)	9 (713)
3 Derren Francis	Ventus 3T	3874	5 (670)	3 (794)	4 (744)	5 (928)	5 (738)
4 Russell Cheetham	JS-MD 3	3851	1 (716)	9 (738)	6 (728)	8 (922)	2 (747)
5 Ian MacArthur	JS1 B	3792	4 (685)	13 (698)	5 (742)	1 (1,000)	16 (667)
6 Gary Stingemore	ASG 29e	3769	13 (625)	5 (764)	7 (723)	11 (916)	3 (741)
7 Phil Jones	Ventus 3T	3746	9 (637)	2 (803)	14 (640)	7 (926)	4 (740)
8 Steve Jones	Ventus 3T	3690	11 (636)	1 (806)	13 (643)	6 (927)	15 (678)
9 Peter Harvey	JS1 C	3587	9 (637)	4 (780)	1 (800)	15 (678)	13 (692)
10 Stephen Ell	ASG 29e	3534	6 (663)	32 (530)	8 (721)	13 (908)	10 (712)
11 Robert Thirkell	ASG 29e	3132	35 (73)	14 (697)	9 (682)	4 (962)	8 (718)
12 Roy Pentecost	ASG 29e	3009	24 (377)	16 (681)	18 (586)	10 (918)	21 (447)
13 Tim Jenkinson	JS1 C	2901	7 (656)	8 (741)	24 (427)	18 (370)	12 (707)
14 Rory Ellis	ASG 29es	2879	22 (420)	6 (755)	16 (624)	23 (358)	7 (722)
15 Nick Tillett	ASG 29es	2842	18 (602)	17 (673)	19 (572)	19 (364)	17 (631)
16 Paul Crabb	ASG 29e	2700	26 (358)	22 (625)	12 (649)	21 (359)	11 (709)
17 David Booth	JS1 B	2641	19 (588)	28 (589)	26 (412)	16 (435)	18 (617)
18 Jeremy Pack	ASG 29e	2636	33 (292)	15 (690)	11 (659)	30 (316)	14 (679)
19 Christopher Starkey	ASG 29e	2606	15 (616)	18 (657)	33 (292)	29 (318)	6 (723)
20 Brian Birlison	ASG 29e	2602	16 (615)	25 (600)	15 (635)	20 (360)	24 (392)
21 Andrew Hall	JS1 C	2504	12 (627)	20 (628)	10 (672)	24 (350)	30 (227)
22 Elizabeth Sparrow	LAK 17b FES	2401	30 (333)	26 (599)	28 (387)	9 (921)	32 (161)
23 Frank Davies	ASG 29e	2350	36 (66)	24 (605)	30 (338)	12 (913)	22 (428)
24 Richard Browne	JS1 C	2340	29 (342)	11 (701)	23 (483)	21 (359)	20 (455)
25 Andrew Neofytou	Ventus 2cxa FES	2297	23 (402)	32 (530)	22 (515)	34 (242)	19 (608)
26 Liam Brady	ASG 29e	2268	17 (612)	27 (597)	34 (260)	14 (734)	36 (65)
27 Chris Luton	ASG 29e	2200	27 (357)	19 (650)	17 (612)	26 (336)	29 (245)
28 Mike Young	Ventus 3	2183	8 (639)	10 (730)	27 (400)	37 (0)	23 (414)
29 Mark Newland-Smith	ASG 29e	2059	28 (351)	23 (611)	21 (529)	30 (316)	28 (252)
30 Christopher Curtis	Ventus 2 cxa	1987	14 (622)	36 (122)	20 (543)	27 (320)	25 (380)
31 Martin Clark	JS1 C	1847	31 (331)	31 (535)	25 (426)	17 (393)	31 (162)
32 William Murray	Ventus 2cxa FES	1826	20 (442)	30 (551)	29 (363)	25 (348)	33 (122)
33 Dave Hope	Ventus 2cxaj	1717	21 (440)	34 (457)	32 (294)	35 (216)	27 (310)
34 Graham Paul	JS1 C	1655	25 (363)	21 (626)	36 (0)	30 (316)	26 (350)
35 Steve Jobar	Ventus 2ct	1632	32 (306)	28 (589)	31 (305)	27 (320)	34 (112)
36 John Spencer	ASG 29e	605	34 (279)	37 (0)	35 (34)	36 (180)	34 (112)
37 Christopher Lewis	HPH 304 Shark	494	37 (8)	35 (238)	36 (0)	33 (248)	37 (0)

OVERSEAS NATIONALS CLUB 2019
Issoudun, France, 4-13 July

Pilot	Glider	Points
1 Brian Spreckley	Std Libelle	6715
2 Finn Sleigh	ASW 20	6555
3 Jake Brattle	ASW 20	6471
6 Toby Freeland	ASW 24	5943
8 Shaun Lapworth	ASW 20	5632
10 Gillian Spreckley	LS1 f	5569
13 Ben Hughes	Discus	5519
14 Henry Inigo-Jones	Std Cirrus	5251
17 Neil McLaughlin	Mini Nimbus	4871
19 Johnson & Bradley	DG-1000	3586
21 Roger Partington	Pegase	3343

OVERSEAS NATIONALS SPORT 2019

8 Iain Evans	JS1 C EVO	6134
10 Olly Metcalfe	Discus 2	5996
13 George Hunter	ASW 28	5497
20 Chris Cobham	ASG 29E	4268

(UK pilots only listed)



Nimbus 4DT at the Open Class Nationals at Lasham (Max Kirschner)

The Competitions Calendar for 2019 is on page 4 - updates will be at www.gliding.co.uk/bgainfo/competitions/news.htm



Club Class Nationals at Aston Down (David Edwards)

20M CLASS NATIONALS 2019
Hus Bos, 13-21 July

Pilot	Glider	Points	Day 1	Day 2	Day 3
1 Matthew Cook	Duo Discus XLT	2198	3 (879)	2 (990)	8 (329)
2 Anthony Moulang	Arcus T	1886	14 (590)	4 (945)	6 (351)
3 Jonathan Arnold	Duo Discus XLT	1870	4 (850)	6 (419)	1 (601)
4 Ian Cook	Arcus M	1836	11 (722)	3 (988)	14 (126)
5 Rodney Witter	Arcus M	1793	2 (913)	10 (384)	4 (496)
6 David Briggs	Arcus T	1773	13 (628)	1 (1,000)	13 (145)
7 Tim Robson	Duo Discus T	1750	6 (791)	5 (710)	12 (249)
8 Stephen Barter	Duo Discus XLT	1653	8 (752)	9 (388)	3 (513)
9 Timothy Clark	Duo Discus	1640	7 (760)	14 (294)	2 (586)
10 Edward Downham	Duo Discus T	1610	1 (978)	13 (373)	10 (259)
11 Rainer Rauch	Arcus T	1549	5 (823)	7 (393)	7 (333)
12 Lee Davidson	DG-1000	1493	12 (665)	11 (375)	5 (453)
13 Steve Pozerskis	Duo Discus	1451	9 (749)	11 (375)	9 (327)
HC Andy Parish	DG-1000s	1296	HC (951)	HC (345)	HC (0)
14 Richard Large	Arcus T	1111	10 (742)	14 (294)	15 (75)
15 Julian Hitchcock	DG-1001M	845	15 (573)	16 (272)	16 (0)
16 Michael Jordy	Duo Discus XLT	837	16 (187)	8 (391)	10 (259)

STANDARD NATIONALS 2019
Lasham, 3-11 August

Pilot	Glider	Points	Day 1	Day 2	Day 3	Day 4
1 Jeremy Hood	LS8	2193	3 (320)	6 (550)	1 (752)	1 (571)
2 Nigel Mallender	LS8	2067	11 (133)	1 (844)	4 (723)	9 (367)
3 Gerrard Dale	ASW 24	2042	14 (130)	3 (697)	2 (737)	4 (478)
4 Leigh Wells	LS8	2023	1 (374)	8 (466)	5 (714)	5 (469)
5 Andy Holmes	LS8	1911	6 (300)	4 (585)	15 (459)	2 (567)
6 Howard Jones	Discus 2a	1909	4 (317)	5 (575)	12 (471)	3 (546)
7 Paul Fritche	LS8	1828	2 (373)	10 (442)	6 (687)	10 (326)
8 David Bromley	LS8	1742	5 (314)	8 (466)	3 (730)	11 (232)
9 Tom Arcscott	LS7	1583	8 (186)	2 (698)	7 (682)	12 (17)
10 Ayala Truelove	LS8	1528	11 (133)	7 (532)	13 (470)	7 (393)
11 John Williams	LS8	1483	7 (251)	13 (376)	10 (477)	8 (379)
12 Ian Macarthur	LS8	1261	9 (156)	15 (159)	9 (493)	6 (453)
13 George Metcalfe	ASW 28	1059	11 (133)	12 (397)	8 (513)	13 (16)
14 Toby Freeland	ASW 24	986	15 (85)	11 (419)	14 (469)	14 (13)
15 Bob Grieve	LS8	948	10 (144)	14 (331)	11 (473)	15 (0)



On the grid at the Open Class Nationals at Lasham (Max Kirschner)

JUNIOR NATIONALS 2019
Nympsfield, 17-25 August

Pilot	Glider	Points	Day 1	Day 2	Day 3	Day 4	Day 5
1 Jake Brattle	ASW20	3870	1 (608)	1 (856)	3 (771)	4 (835)	1 (800)
2 Tom Pavis	LS 6 WL	3652	7 (559)	5 (722)	6 (712)	2 (894)	2 (765)
3 Peter Carter	Mini Nimbus	3635	5 (579)	4 (727)	4 (743)	6 (834)	4 (752)
4 Clement Allen	Std Cirrus	3382	6 (570)	8 (688)	2 (792)	19 (673)	9 (659)
5 Jon Pring	Discus	3353	3 (606)	11 (649)	12 (675)	3 (846)	14 (577)
6 Finn Sleigh	ASW 20	3346	2 (607)	9 (659)	1 (809)	1 (905)	25 (366)
7 Oliver Summerell	ASW 20c	3325	10 (497)	17 (571)	9 (687)	7 (817)	3 (753)
8 George Hunter	ASW 28	3323	19 (368)	2 (758)	7 (709)	10 (770)	6 (718)
9 Alistair Emson	Std Cirrus	3201	8 (528)	10 (655)	11 (677)	13 (745)	13 (596)
10 Ollie Sleigh	LS 3a	3144	25 (345)	3 (749)	15 (658)	20 (651)	5 (741)
11 Olly Metcalfe	DG 101	3097	17 (391)	15 (597)	13 (664)	4 (835)	10 (610)
12 Freddie Turner	Std Cirrus	3067	18 (387)	7 (696)	5 (739)	14 (742)	18 (503)
13 Henry Inigo-Jones	DG-300 Club	3018	21 (359)	11 (649)	14 (662)	9 (788)	15 (560)
14 Jonathan Bradford	Std Libelle	2889	16 (409)	27 (517)	25 (449)	8 (813)	7 (701)
15 Toby Freeland	ASW 24 W	2745	9 (512)	32 (468)	18 (629)	22 (623)	17 (513)
16 Timothy Williamson	Std Cirrus	2674	12 (449)	20 (539)	21 (547)	15 (713)	23 (426)
17 Martyn Cobham	Std Cirrus	2577	14 (434)	18 (557)	24 (508)	26 (532)	16 (546)
18 Ollie Wheeler	Astir CS	2563	11 (489)	13 (639)	16 (648)	28 (473)	28 (314)
19 Lloyd Finlay	Discus	2533	31 (245)	19 (549)	25 (449)	18 (687)	11 (603)
20 Benjamin Payne	LS4	2526	15 (417)	20 (539)	22 (546)	16 (689)	27 (335)
21 Christopher Bowden	ASW 20	2523	4 (590)	13 (639)	9 (687)	24 (607)	34 (0)
22 Andrew Barr	ASW 19b	2474	26 (327)	20 (539)	23 (532)	21 (650)	23 (426)
23 Bradley Soanes	Std Libelle	2450	33 (77)	20 (539)	17 (638)	11 (751)	20 (445)
24 Peter Freeland	Grob 102	2399	22 (354)	29 (515)	34 (88)	11 (751)	8 (691)
25 Jonathan Jones	ASW 20	2342	24 (349)	35 (83)	8 (696)	23 (617)	12 (597)
26 Miles Porteous	LS7	2306	35 (0)	6 (716)	20 (557)	17 (688)	26 (345)
27 George White	Std Cirrus WL	2247	13 (444)	33 (426)	19 (581)	31 (356)	22 (440)
28 Ben Hudson	Astir CS 77	2067	20 (361)	20 (539)	25 (449)	29 (446)	29 (272)
29 Oskar Niessen	Astir CS	2031	27 (326)	16 (574)	30 (149)	25 (538)	21 (444)
30 Michal Cenzartowicz	Astir CS 77	1593	22 (354)	36 (3)	25 (449)	34 (320)	19 (467)
31 Kieren MacGregor	Discus b	1583	29 (316)	20 (539)	31 (105)	30 (417)	31 (206)
32 Joshua Setford	Astir CS 77	1442	32 (100)	31 (478)	31 (105)	27 (531)	30 (228)
33 Jake Gazzard	ASW 15	1430	35 (0)	28 (516)	25 (449)	33 (338)	32 (127)
34 Ryan Millen	Astir CS	1251	30 (276)	30 (495)	33 (100)	32 (342)	33 (38)
35 Fliss Jones	Discus b	861	28 (322)	20 (539)	35 (0)	36 (0)	34 (0)
36 Lucy Wootton	Std Cirrus	373	34 (23)	34 (343)	35 (0)	35 (7)	34 (0)



Team SOR at the Junior Nationals
(Bradley Soanes)

BICESTER CLUB REGIONALS 2019
Bicester, 20-27 July

Pilot	Glider	Points
1 Andy Elliott	Std. Libelle	2110
2 Steve Codd	SZD 55	2106
3 Greg O'Hagan	LS4	2010
4 Oleg Rzhondkovskiy	Discus	1920
5 Alistair Emson	Std Cirrus	1904
6 Lloyd Finlay	Discus	1868
7 Luke Hornsey	ASW 20	1840
8 Sally Walker	LS4	1822
9 Jeremy Beringer	Open Cirrus	1787
10 Peter Atkinson	Twin III	1746
11 Basil Fairston	Silent 2	1709
12 Norman Parry	Silent 2	1484
13 Oliver Bosanko	SZD-54-2 Perkoz	1443
14 Andy Mayer	Std Cirrus	1418
15 Christophe Mutricy	Std Cirrus	1322
16 Mark Lawrence-Jones	Discus	1309
17 Tim Wheeler	Std Cirrus	1295
18 Ollie Wheeler	Astir CS	1141
19 Mike Stephens	Discus	1109
20 John Staley	LS4 WL	1090
21 David Bray	Libelle 301	1081
22 Alison Mulder	K-21	992
23 Rod Connors	Discus	908
24 James Shaw	Vega	789
25 Oskar Niessen	Astir CS	724
26 Miles Bailey	DG-200	517
27 Tim Williamson	Std Cirrus	0

BICESTER OPEN REGIONALS 2019

Pilot	Glider	Points
1 Mick Webb	Ventus 2cxa/18m	2378
2 Gwyn Thomas	Nimbus 3/25.5m	2342
3 Dave Watt	Ventus 2a	2262
4 Bob Bromwich	LAK17/18m	2071
5 Robert King	ASG 29e/18m	2034
6 Terry Mitchell	Ventus 2 ax	1935
7 Dolan & Mutch	Duo Discus XL	1898
8 Walters & Best	Ventus 2ax	1889
9 Martin Durham	LS8	1781
10 Ayala Truelove	LS8	1777
11 Evans & Lapworth	Duo Discus	1651
12 Paul Wright	Nimbus 2	1584
13 Andrew Reid	Ventus /16.6m	1582
14 Steve Eyles	LS8	1525
15 Chris Teagle	Kestrel 19	1444
16 Greg Corbett	Kestrel 19	1443
17 Guy Corbett	LAK17/18m	1430
18 Al McNamara	Ventus 2cxa/18m	1378
19 Costin & Groves	DG-1000/20m	1283
20 Julia Robson	Discus 2T/18m	1259
21 Rebecca Bryan	HPH304S Shark	1036
22 Alan Boyle	Discus 2/18m	375



Dunstable Regionals (Steve Lynn)

- For the UK Soaring Mountain Championships see www.ukmsc.co.uk
- For Competition Enterprise see www.comp-enterprise.co.uk
- For the Two-Seater Competition see www.wolds-gliding.org
- For the non-BGA rated Glider Aerobatic Nationals see www.aerobatics.org.uk

SHENINGTON REGIONALS 2019
Shenington, 29 June - 7 July

Pilot	Glider	Points
1 Tim Fletcher/ Paul Fletcher	DG-500	4387
2 John Tanner	Duo Discus	4358
3 George Green	Discus	4250
4 Alan Langlands	DG-1000T	3804
5 Alex O'Keefe	Nimbus 2	3745
6 Timothy Clark	DG-1000T	3708
7 Basil Fairston	Silent 2 Electro	3697
8 Richard Large	Arcus T	3640
9 Gordon Craig	LS4	3488
10 Tim Davies	ASW24	3464
11 Lee Davidson	LS8	3463
12 James Clarke	Nimbus 2C	3398
13 Jane Nash/Steve Nash	Mosquito b	3232
14 Pete Smith/ Claire Willson	Janus C	3115
15 Ian Campbell	LS8	2754
16 Guy Glover/Mike Costin	DG-1000T	2647
17 Peter Hibbard	SHK	2487
18 Chris Tooze	LAK 17b FES	2354
19 Peter Davey	ASW 20	2294
20 Dave d'Arcy	LS4	2165
21 Richard Slater	Ventus C	2140
22 Matt Page	ASW 20b	2068
23 John Ferguson	ASW 28e/18m	2009
24 Carol Marshall	LS7	2004
25 Andrew Hyslop	DG-600	1965
26 John Inglis	Antares 20T	1805
27 Peter Scheiwiller	LS4	1697
28 Rebecca Bryan	HPH304 Shark	1613
29 Rod Connors/ John Potter	Discus bW	1362
30 Gary Newbrook	Mini Nimbus	1357
31 Chris Scutt	Open Cirrus	1030
32 Derek Staff	LS4	684
33 Walter Baumann	Discus	556

LASHAM REGIONALS 2019
Lasham, 3-11 August

Pilot	Glider	Points
1 Phil Jones & Al Kay	Ventus 3	1365
2 Dennis Heslop	ASG 29 E	1103
3 Daniel Chidley	Zugvogel 3b	1077
4 Gordon MacDonald	ASH 25e	1063
5 Mike Clarke	ASG 29e	897
6 David Hurst	ASW 20	813
7 Christopher Bowden	ASW 20	769
8 Szymon Bartus	Discus b	711
9 Fliss Jones	Discus b	650
10 Mark Davenport	ASG 29e	557
11 Mark Lawrence-Jones	Discus bT	471
12 Steve Pozerskis	LAK 17b FES	295
13 Tony World	ASW 27	257
14 Bruce Nicholson	Arcus T	255
15 Lyons & Holland	Duo Discus XLT	134
16 Alan Baker	DG-300	116



Dunstable Regionals (Steve Lynn)

HUS BOS CHALLENGE 2019
Hus Bos, 3-11 August

Pilot	Glider	Points
1 Richard Large	Arcus T	3518
2 Peter Baker	ASW 28e/18m	3188
3 Francesca Roberts	DG-500/22m	3055
4 David Crowson	Arcus T	3050
5 Bob Bromwich	LAK17b FES	3041
6 Paul Rice	Duo Discus T	3032
7 Stephen Nock	ASW 19b	2914
8 Peter Stafford Allen	Ventus	2868
9 David Rance	JS1 C	2813
10 Thomas Pavis	LS6 wl	2798
11 Chris Luton	ASG 29e/18m	2727
12 Andy Parish	Discus	2696
13 Tony Brown	ASW 20C	2654
14 Brian Scougall	Duo Discus T	2636
15 John Strzbrakowski	LAK19/18m	2555
16 Jane Nash/Steve Nash	Mosquito B	2544
17 Alastair Mutch	Discus 2T/18m	2488
18 David D'arcy	LS4	2381
19 Neal Clements	Duo Discus T	2340
20 Jason Eccles	ASW 28e/18m	2298
21 Julian Fack	Duo Discus T	2295
22 Graeme Cooksey	DG-300 Club	2246
23 Basil Fairston	Silent 2 Electro	2235
24 Carol Marshall	Silent 2 Electro	2233
25 Jon Bevan	Discus 2c FES	2185
26 Mike Bond	DG-800/18m	2149
27 Geoff Glazebrook	LS6/17.5m	2093
28 Adrian Docherty	Duo Discus XLT	2039
29 Richard Kalin	Ventus bT/15m	2035
30 Gareth Francis	Mosquito	1995
31 Alex James	LS4	1993
32 Simon Armitage	Discus CS	1987
33 Morgan & Bessent	Janus C	1975
34 Peter Dixon	LS4	1812
35 Nikolay Jeleve	Jantar 1	1709
36 Colin Metcalfe	Marianne	1581
37 John Ferguson	ASW 28e/18m	1555
38 John Klunder	Antares 18T	1477
39 Byrne & Gillanders	Discus 2c FES	1468
40 Richard Carter	Std Cirrus	1420
41 David Bieniasz	Discus	1403
42 Peter Goodchild	PIK 20 D	1327
43 Barry Pridgeon	ASW 27b	1259
44 Kristina Samuels	Pegase 101a	1252
45 Kelly Teagle	Kestrel 19	1162
46 Rebecca Bryan	HPH304 ES Shark	1056
47 Nicholas Taylor	LS4	1014
48 Dougie Wilson	DG-300	844
49 Alan Boyle	DG-303	619
50 Clive Groves	DG-1000T	600

DUNSTABLE RED REGIONALS 2019
Dunstable, 17-25 August

Pilot	Glider	Points
1 Mark Newland-Smith	ASG29E	4921
2 Ryan Berry	JS 1c Evo	4374
3 Stefan Astley	Nimbus 2B	4280
4 Andrew Roch	LS 8/18m	4255
5 Mark Davis	Ventus 2cT/18m	4239
6 Andrew Sampson	ASG 29/18m	4149
7 Mark Burton	Arcus M	3921
8 Martin Smith	ASW 27a	3734
9 Guy Corbett	LAK 17/18m	3698
10 Justin Craig	ASW 27b	3492
11 Geoff Payne	ASW 27B	3472
12 Steve Woolcock	LS8-18 st	3256
13 Mel Jenkins	Duo Discus	3196
14 Tom Gooch	ASW27B	2872
15 John Thompson	ASH 31 Mi/21m	2750
16 Jason Eccles	ASW28-18E	2159
17 Phil Dolan	Duo Discus XLT	2158
18 Russell & Brown	LS 6/18W	2079
19 John Spence	ASG 29/18m	2032
20 Tom Pridgeon	LS 8/18m	2004
21 Andrew Zuchora	Jantar 2b	1026

DUNSTABLE BLUE REGIONALS 2019

1 Malcolm Birch	Std Libelle W	3369
2 Matthew Hall	LS6A	2922
3 Nigel Perren	Discus BW	2447
4 Jan McCoshim	LS8	2370
5 Geoff Glazebrook	LS6	2336
6 Paul Gentil	SHK	1987
7 William Parker	Discus B	1794
8 Sally Walker	LS4	1619
9 Alex Hippel	Discus B	1470
10 David Rees	ASW 24	1396
11 Norman Parry	Silent 2 Electro	1395
12 Oleg Rzhondkovskiy	Discus B	1317
13 Philippa Mugleston	ASW 20	1303
14 Gary Cook	DG-100	376

BIDFORD REGIONALS 2019
Bidford, 22-30 June

Pilot	Glider	Points
1 Andy Balkwill	LS8/18m	1615
2 Bill Inglis	Antares 18T	1601
3 David McCarthy	Ventus b/15m	1559
4 Daniel Brown	LAK 19/15m	1491
5 Barry Kerby & Kerby	Duo Discus T	1482
6 Mike Stringer	ASW 28e/18m	1477
7 Moulang & Cook	Arcus T	1405
8 Dave Findon	Nimbus 4DT	1381
9 John Clark	Nimbus 2 c	1325
10 Paul Kaye	LS8T/18m	1307
11 Witter & Marriott	Arcus M	1251
12 Jim White	ASW 27	1129
13 John Klunder	Antares 18T	1106
14 Martin Langford	LS6/18m	1019
15 Peter Stafford Allen	Ventus Bt/15m	1011
16 Frank Jeynes	Arcus T	982
17 Richard Maisonpierre	Ventus 2 cxT/18m	962
18 Mike Coffee	LS10/18m	957
19 Tony Brown	ASW 20c	920
20 Jon Wand	ASH 26E	865
21 Allan Wallace	Duo Discus T	845
22 Kevin Atkinson	LS6	814
23 Norman Parry	Silent 2 Electro	774
24 Graham Fraser	LAK17/18m	594
25 Mike Stephens	Discus CS (W)	535
26 Richard Roberts	Discus b WL	455
27 Mike Pope	Ventus 2cT/18m	393
28 Neil Croxford	LS4	328
29 Gary Lewis	Ventus 2cxt 18m	314
30 Glover & Costin	DG-1000/20m	278
31 Peter Hadfield	Vega T65a	199
32 Graham Bambrook	ASW 28	133
33 Mike Entwisle	Mosquito	50
34 John Archer	HPH304 Shark	-244

BOOKER REGIONALS 2019
Booker, 13-21 July

Pilot	Glider	Points
1 Dennis Campbell	Ventus 2cxt/18m	3053
2 Jim White	ASW 27	2445
3 McCoshim & Byass	LS8	2337
4 Geoff Lyons	LS6c/18m	2284
5 George Darby	PIK 20 D	2156
6 Howard Joseph	ASW 19	2024
7 John Otty	ASG 29/18m	1948
8 Nils Wedi	LS4	1889
9 Steve Williams	Ventus 2c/18m	1779
10 Ashley Birkbeck	LS7 WL	1760
11 Jeremy Gilbey	HPH304 Shark	864

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

IT IS WHERE NEW IDEAS WILL SPARK AND, AS A RESULT, THE EVENT HAS EVOLVED BEYOND WHAT WAS INITIALLY ENVISAGED

WHAT'S IN A NAME?

THE title 'conference' was important because this event was created to give a voice so that views and experiences can be used as clubs continue to develop support and facilities. So much has happened since Andy Perkins began the foundation work that would form the BGA Junior Strategy, which in turn led to the Junior Gliding Centres and to strengthening of the various strands of junior flying. There had been a Juniors' mini-conference in 2009, when Steve Pozerskis was working for the BGA as part of the Sport England funded work. As I work with clubs, I see the difference that junior gliding is making and the importance for the overall sustainability of the sport.



Alison Randle
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DEVELOPMENT NOT ALL ABOUT FLYING

AS WITH the rest of the Club Management Conference, the Juniors' conference is a space for sharing ideas and experiences. It is where new ideas will spark and, as a result, the event has evolved beyond what was initially envisaged. In the past two years, Pete Hibbard and Matt Page have been looking at what juniors want out of their gliding, both in the air and on the ground, and how the BGA, UKJG and clubs can respond to support those needs. This year they will be developing these ideas further, but I'll let Pete explain:

LAST year, the first area we looked at was what delegates' clubs did well to help support juniors and junior pilot development. Early integration of new juniors into club activities is vitally important. This works best where a club has people in mentoring roles to keep an eye out for the juniors, making sure they are not being left by the wayside. Gliding clubs can be busy places and, when you are new, it can be difficult to fit straight in. As well as getting new juniors involved in club tasks, induction days and orientation training for new members are also very helpful.

Secondly, and perhaps more importantly, we wanted to find out what clubs were doing that discouraged juniors. These are some of the points that came back.

Whether its pre-Bronze talks or just classroom theory before a flight, the ground instruction is a key area that many juniors thought was missing.

The age restrictions on ground operation tasks like winch driving and cable retrieves, but also sometimes on driving buggies and helping set up

the airfield, can be a real setback. Juniors often feel they are too young to be part of the sport. This is a topic that has raised

its head every year at the conference and there is advice on the BGA website.

When the winter closes in and flying becomes harder, some were finding that their clubs don't do a lot to keep people wanting to turn up. The trip to the club, especially for juniors that don't always have their own transport, can be difficult to make and, without something to do when you get there, it might seem fruitless.

Developing skills and knowledge

We looked at what areas they wanted to work with and what they wanted to spend more time on. There were some surprising answers when the juniors with us pointed out that the flying they were doing only counted for 50 per cent of their enjoyment.

The post-solo flying was very important to the juniors and all aspects of it are appealing; the types of flying people wanted to do are as varied as the people in the sport. Guidance on how to get into each of the disciplines of post-solo development was the key thing most wanted to know about. This is where mentors can help out with their knowledge of the sport.

The personal skills graphic took us more by surprise as areas that added to personal skills were weighted as much as the flying. Juniors felt that being a member of a gliding club, and part of a team making aircraft fly, would help them in a broad range of life skills. They wanted to take on as many of these as possible, from aircraft maintenance roles to committee and leadership positions. In short, junior development is not all about flying and this is what we will have spent the 2019 Juniors conference discussing.

In addition to junior recruitment and retention of junior members, we think that paying attention to the pathways for individuals as well as clubs to help support juniors will help them in their development. We'll be developing the conversation and guidance for clubs over the coming months, but, in the meantime, you can help by making sure newer juniors at your club understand how to get involved with the club tasks going on around them.

Returning in 2020

*Cambridge
Gliding Centre*

presents

The Gransden Regionals



8th - 16th August

www.camgliding.uk/competitions



This page:

❶ Slingsby Eagle, BBQ, at Milfield for the recent 50th anniversary celebration of Borders Gliding Club. This glider performed the first exploratory flights at Milfield during the August Bank Holiday weekend of 1969 and subsequently spent many years there. Since 2014 it has been part of the Portmoak collection (Richard Lucas)

Facing page:

❶ No, he didn't land on the hangar roof! Wrekin's Noel Hawley takes a crosswind approach to Cosford's Runway 24 in the club's Astir

❷ A nicely packed hangar at the end of the day at Rattlesden

❸ Mike Rose preparing for launch at Competition Enterprise, Sutton Bank. Borders had two entries, but sent a larger team to assist understanding before hosting Enterprise next summer. Mike flew in his first competition, achieving a creditable 17th position. Adrian Loening finished 12th out of 33 entrants (Dave McCormick)

❹ Bringing the K-23 to the launch point at Dunstable (Andrew Sampson)

❺ Devon & Somerset juniors (l-r) Charlie Stuckey, Dan Hender and Josh Funnell (Mark Courtney)

❻ Miles Magister taken from Tiger Moth, at Whispering Wardrobes (Jane Moore)

❼ Southdown's Ollie Newman, 17, took this photo of a DG-505 during sunset

❽ Hus Bos tug fleet on parade for a wedding ceremony. Sally, the club's office manager was married at the club and the groom and two best men were flown in from Leicester with the tugs

❾ D-Week team at Seahawk Gliding Club

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



WW2 veteran Casey Bukowski (centre) flew in Century Note II and (inset) presented Essex Gliding Club with a memento of the day

■ ESSEX GC recently had a special guest visit its former WW2 airfield. War veteran Casey Bukowski, 96, served at RAF Ridgewell during the war when it was used by the US Air Force as a heavy bomber base. He had not been back to the airfield since 22 February 1944, when he set off on his fateful mission as crew in B-17 bomber 'Friday the 13th', which was shot down over Germany. Casey survived the fall, but he and three other crew members were taken prisoner until the end of the war.

DCFI Dave Hertzberg took him for a flight above the Essex countryside in the club's K-13 'Century Note II', named after another of the B-17 bombers based at Ridgewell.

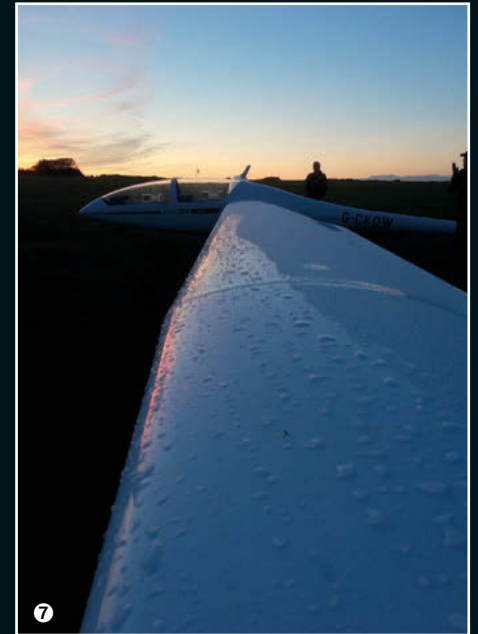
Casey loved his flight, enthusing as



he was undoing his straps: "I love flying without power, it's great!"

Despite the lack of most of the old WW2 buildings and concrete runways, Casey could recognise the airfield. He stood at the end of the grass runway, which would have been about three-quarters of the way along the old runway and said: "I can just imagine those big babies bouncing along here."

He completed his special day with a trip to the Ridgewell Airfield Museum and lunch at the local pub, where where he settled his bar bill which had been outstanding since 1944!



CLUB NEWS

AGC WYVERN (UPAVON)

WWW.ARMYGLIDINGCLUBWYVERN.COM
511712N 0014700W

THE Army gliding team, with a significant proportion of pilots from Wyvern, won the 2019 team trophy at the Keevil-hosted Inter-services gliding competition, repeating its success from 2018. Back at Upavon, whilst the cross-country has been diminished, the instructional pace has continued with a fourth and final five-day basic course for soldiers, followed closely by a Royal Navy gliding delivered development week, which resulted in another club BI (Tom Clark) – whose solo to BI has taken only just over a year. The club has continued its association with Wiltshire Army Cadets, providing opportunity for a further 20 to experience gliding through trial flights. PNGC, who remain integrated pending search for a new site, had a successful trail weekend at Middle Wallop which is emerging as a prospective new home. Work starts early October at Upavon for the new ground facilities building, with significant funding from Army Sports charities to enable this development. The off season looks to be busy with glider maintenance kicking off in earnest in November.

Paul Jessop

BANNERDOWN (RAF KEEVIL)

WWW.BANNERDOWN.CO.UK
511858N 0020631W

MAX Gould went solo at 15. Jonathan Rowney did his 50km to Lasham really quickly (77km/h). We are hosting the Inter-services again from the 22 August for nine days... fab site, come and join us!

Alison Arnold

BATH, WILTS & NORTH DORSET (THE PARK)

WWW.BWND.CO.UK
510742N 0021445W

BWND finished the summer with an excellent flying week, which connected with the Bank Holiday and resulted in flying over 300 launches and 160 hours. As we approach the end of the year, forward planning comes into focus with further training in the form of visiting speakers for 2020, an Open Forum evening for members to air their views and even a scent of Christmas lunch! Our Bath University members have been actively recruiting, taking to their campus and assembling an

aircraft as a demonstrator to encourage interest from Fresher students. They got 30 to sign up, and a pleasing proportion of them were female.

Chris Basham

BIDFORD (BIDFORD)

WWW.BIDFORDGLIDINGANDFLYINGCLUB.CO.UK
520803N 0015103W

DESPITE the relatively unkind weather conditions this season, our membership continues to increase and the total launches were up on 2018, continuing the year-on-year trend for the fourth consecutive year. September proved to be a good month, with Daniel Martinez-Normand flying first solo. Frank Jaynes flew his fastest 300km task in his Arcus at 109km/h. A week later Justin Wills flew 300km in prefrontal wave. Our 2020 Regionals will be held from 4-12 July.

Mike Pope

BLACK MOUNTAINS (TALGARTH)

WWW.BLACKMOUNTAINSGLIDING.CO.UK
515848N 0031215W

WE expect to have installed our newly-refurbished engine into one of our Pawnees in October. Further engine and airframe works will bring a second Pawnee online, as and when funds permit. Plans are under way for its hangar. This will improve the resilience of our aerotow-only operation. Our tugmaster and numerous members continue to work tirelessly towards this goal. We are grateful to the Royal Navy for the hire of their Pawnee, which kept the club operational through a challenging period. Our website was redesigned at the beginning of the year and has proven successful in attracting trial lessons and visiting pilots to our courses. Several visitors have signed up as country members, after seeing first-hand what Talgarth has to offer. Members enjoyed wave flights during September. Congratulations to Keith Bate for his Bronze.

Mike Codd

BOOKER (WYCOMBE AIR PARK)

WWW.BOOKERGLIDING.CO.UK
513642N 0004830W

SUMMER lasted just long enough for our two vintage events. First, we hosted the Shuttleworth Miles Magister and Tiger Moth, with pilots Richard Crockett, Andy Monk and visiting F35 pilot Willy Hackett providing demonstrations of formation flying and the handling characteristics of these fine old

aircraft. The following weekend was the famous Whispering Wardrobes vintage glider meet. The wind was a little too brisk for the more feather-like models, but members and visitors had fun in the syndicate T-21 'Goofy' and Robin Willgoss' Jaskółka. The day finished with Graham Saw flying aeros in his Lunák, followed by a BBQ.

Jane Moore

BORDERS (MILFIELD)

WWW.BORDERSGLIDING.CO.UK
553514N 0020510W

THE club had two entries in Competition Enterprise, but sent a larger team to assist understanding before we host the event next summer (see p52). In the Issoudun and British Overseas Competition, France, Roger Partington finished 21st, but managed a respectable 10th on a notable day. Despite mixed weather for our annual exped to Saltby, everyone managed enjoyable flights. At least two members accepted the uncommon (for us) excitement of a winch launch. Ken Marston was planning to keep his eyes shut throughout the launch! (Note for CFI – Robbie T was P1). Peter Johnston managed two spectacular flights – one over 300km and his Diamond Goal flight. The social life on the expedition lived up to usual standards, with many laughs culminating in a great curry night in a local hostelry with our friendly and kind hosts from Buckminster. Back at Milfield, successes include: Dave McCormick, resolo after 44-year break; Colin Neil, Bronze duration; Kate Ashley, Adam Wilson and Alex Crews, Silver height; Stuart Black, Diamond height; and Feshie's Adrian Loening, Diamond distance.

Dave McCormick

BRISTOL & GLOS (NYMPFIELD)

WWW.BGGC.CO.UK
514251N 0021701W

THE summer drew to an end with a couple of good days allowing a number of St Catherine's Point flights (including this author's first). The Junior Nationals came and went. The weather behaved reasonably allowing World Champion Jake Brattle to retain his 'crown' for the last time, there will be a new champion next year. Pete Bagnell completed his BI course and started flying the public, while Xtophe Mutricy completed his inspector's examination successfully. Lucian recovered the plate again from Lasham. It looks like it will be wintering at Nympsfield

(Left to right): BWND's Andy Callaghan at Bath University encouraging freshers to join; over 50 years apart, two hot ships of their time, an Eagle and an Arcus, photographed in Denbigh's new hangar (Tony Moulang); Dan Hender is sent solo on his 14th birthday at Devon & Somerset



this year. A works team set about renewing the south hangar end walls and some of the 96 doors, while other plans for building improvements were hatched. The big question loomed.

Greg O'Hagan

CAMBRIDGE (GRANSDEN LODGE)

WWW.CAMGLIDING.UK

521041N 0000653W

OUR annual Cloud Rally included challenging weather, but Iain Baker and his team managed to give us five days of exciting competition flying. Graham Drury won the Racer class and Team Perkoz won the Funster class. August also saw us hosting the Cadet Challenge (see p25), won by Bicester, and the ICL final won, after several 'recounts', by Tibenham. Our congratulations go to Aidan Clark, Henry Burbridge and Lucy Cotton, who soloed recently, and to Finn Sleigh, who started gliding at Gransden and came second in the recent Junior World Gliding Championships. On the social side, karaoke, film and quiz nights, birds of prey and a Mexican feast livened up Cloud Rally evenings and the annual fireworks party and a combined Christmas party/prize-giving are planned.

Chris Davis

COTSWOLD (ASTON DOWN)

WWW.COTSWOLDGLIDING.CO.UK

514228N 0020750W

OUR summer courses have been very popular this summer, with plenty of first solos and resolos by returning course members. Many thanks to David Monroe, Gavin Wrigley and Tony Parker for filling the instructor slot after the loss of our planned summer course instructor. Jonathan Apperley and Tim Brailsford have qualified as Basic Instructors and have already been busy conducting trial flights. Andy Smith flew 552km in August, while Jon Huband and Darren Edge flew an O/R to the Isle of Wight. Congratulations to Robin Birch, who has become a Senior Inspector. Finally, we welcome an HpH Shark FES and a second ASG 29 to the club and look forward to our autumn expedition to Portmoak.

Frank Birlison

CRANWELL (RAF CRANWELL)

WWW.CRANWELLGC.CO.UK

530231N 0002936W

NOT too much to report in this edition; can't believe how quickly the year has gone (nearly

said flown by!). We've had a good year to date, with numerous badge claims being made. The programme of winter maintenance has been scheduled as always, a thank you in advance to all who make their contributions. Congratulations to Sheila Weston, who completed her PPL earlier on this year which no doubt will give her a different perspective on flying as well as the gliding, and welcome back Christine Davies whose homemade cake will no doubt cheer us up in the colder weather. As always, seasons greetings to all and let's hope soaring begins on the first of the New Year.

Zeb Zamo

DARTMOOR (BRENTOR)

WWW.DARTMOORGLIDING.CO.UK

503517N 0040850W

THE club is going through a transition period and we are rebranding all the equipment. Some older equipment on site is being fettled for a little longer, and some new equipment has appeared (in the form of vehicles, thanks to the kind donation of one of our members). We are making our club look more professional with new signs and raising the game with some advertising: our "learn to fly a glider" rather than have "a trial flight" seems to be attracting more serious members. Some members organised a successful trip to Long Mynd. We have four pilots taking Bronze examinations and another few lined up for BI training early next year. Hopefully, by the time you read this we will be enjoying the winter wave that Dartmoor has to offer!

Richard Roberts

DEESIDE (ABOYNE)

WWW.DEESIDEGLIDINGCLUB.CO.UK

570430N 0025005W

TWO members and one visitor flew 500km on a totally blue wave day, our resident instructor, Jakub, actually doing Aboyne to Fort William and back three times. We have three new Basic Instructors: Brian Crouch, Tim Martin and Steve Kenyon-Roberts. Tim has also joined the committee. The UKMSC for 2020 is already full, with a waiting list. We have purchased an LS4, which will join us in early 2020 after being refinished. We are already getting bookings for the 2020 September and October wave season.

Glen Douglas

DENBIGH (LLEWENI PARC)

WWW.DENBIGHGLIDING.CO.UK

531239N 0032312W

WE should be enjoying the mud-free winter we get at our Tarmac site! Come and join us for some ridge and wave to keep your hand in over the winter. Remember to book in for our wave season in March/April!

Chris Gill

DERBY & LANCS (CAMPHILL)

WWW.DLGC.ORG.UK

531818N 0014353W

CONGRATULATIONS to David Upcott (solo), Richard Dance (Full Cat), Liz Martin (BI) and to Mike Stephens (fifth in his first Mountain Soaring comp). Also, to the six young people, who were awarded gliding scholarships by the Honourable Company of Air Pilots. Our thanks to Alan Jolly and Nigel Aldred, who have instructed and launched us through the summer. We are now on our winter schedule, with flying available, weather permitting, Tuesday to Sunday. Considerable work has been done with the simulator software and many training exercises can now be practised realistically. The elusive wave returned in early October, with flights up to FL100. Following our third Glide for Guide Dogs evening organised by Tony Kay, when many visually impaired people and their helpers have been introduced to gliding and over £5,000 raised, we were given the honour of naming the next puppy to be born. We chose Puch.

Dave Salmon

DEVON AND SOMERSET (NORTH HILL)

WWW.DSGC.CO.UK

505107N 0031639W

AFTER his first flight, aged nine at one of our Open Days, congratulations to Dan Hender, who has gone solo at 14. Dan has quickly followed up with conversion to Junior and 25 solo flights. Junior members Josh Funnell and Charlie Stuckey have both completed their Bronze endorsement, having had to concentrate on exams for a while. There have been many members cleared to fly the Perkoz, and Andy Davey has completed his Silver. Our new initiatives this year of club member Wednesday evenings and 1:1 day courses have been very successful, and it's been great to see family members helping with the ground operations. We held a well-attended F(S) course at North Hill, and have just taken delivery of an electric golf buggy for glider



(Left to right): G-DCCT awaits launch on a glorious sunset at Ringmer; Owen Thomas, 15, is sent solo by Essex CFI Alex Harris (Gunda Marie Thomas); Herefordshire's Martin Clark completes Silver distance at Bidford; Grasshopper fun at Lasham as the Gliding Heritage Centre's newest glider goes flying



retrieves. Further work has gone into field levelling trials.

Jill Harmer

DORSET (EYRES FIELD)

**WWW.DORSETGLIDINGCLUB.CO.UK/DGC
504233N 0021310W**

THE club has been pushing to grow its instructor base and is delighted that Richard Skuse is starting BI training. Project Phoenix, to get our K-8 back in the air, is making good progress. Our chairman contacted local businesses, looking for support with costs and received a lot of interest. The club is selling the EuroFOX and will aerotow with the Super Cub. If interested, please contact Nick Barnes, our chairman. Congratulations go to Richard Skuse for his first 50km cross-country and successful landout. Our friends at the Park were very kind and helpful to him. Congratulations also go to Ian Simmonds for going solo on the winch. Nick Barnes is due to complete his BGA MGIR in October, enabling the club to offer cross-country training and endorsements. A Christmas/New Year's Eve social event is being planned with festive food, drink and achievement awards.

Allan Powell

EAST SUSSEX (RINGMER)

**WWW.SUSSEXGLIDING.CO.UK
505423N 0000618E**

IN August we held two flying weeks to give members a chance to fly all week, and both were well attended. In September we ran the last course week of the year, ending with a Friday BBQ. We have two new solo members, Richard Watson and Will Varrall, who at 15 is the youngest pilot to achieve this goal at the club within living memory. David Cooper achieved his Silver distance, so congratulations go to all three. The club has acquired another SLZ Junior, from Holland, as a part of a programme to convert our fleet to glass fibre. We have seen an increase in demand for single-seat gliders from solo pilots, so this Junior is a welcome addition. Our new runway has been tested and our contractors are now finalising the work by top dressing the grass in readiness for a handover in the spring.

Mike Jeater

ESSEX (RIDGEWELL)

**WWW.ESSEXGLIDING.COM
520253N 0003330E**

OUR CFI Alex Harris is now qualified as a BI examiner and can therefore now test our own

Basic Instructors, as well as those from other clubs. Lots of other congratulations due, namely to Owen Thomas on his first solo, at 15, and also to Vince Earl on completing his standard aerobatics badge. Millie Yeend completed her Bronze and Callum Hitchings his Silver duration. In September we flew a WW2 veteran, who was a gunner on a B-17 Bomber operating out of Ridgewell. This was his first time back at the airfield since his aircraft was shot down over Germany and he was taken prisoner until the end of the war.

Cathy Dellar

ESSEX & SUFFOLK (WORMINGFORD)

**WWW.ESGC.CO.UK
515630N 0004723E**

WITH the end of the season beckoning, winter maintenance has begun with our German winch getting a new engine dropped in. Our SF27 is due to return to service soon following some maintenance works. Plans have begun for our next open weekend. Our SZD Perkoz continued to prove popular amongst our club members, now with a total of 500 flights and almost 150 hours since its first launch at ESGC in May.

Edward Smith

FENLAND (RAF MARHAM)

**WWW.FENLANDGC.CO.UK
523854N 0003302E**

FENLAND Gliding Club returned to its home at RAF Marham at the beginning of the summer after 18 months away, the last eight months of which it was based out of RAF Honington. Many thanks to all at Honington for accommodating us during this period. Members have been familiarising themselves with the new airfield layout and site operating practices. The winch was dusted off, serviced and fitted with new rope and members have been getting current again after about a year of aerotow-only operations. The club again offers both winch and aerotow and operates a K-21, Astir and Rotax Falke. Now the club has a stable home again it is keen to grow its membership and its fleet. Many thanks to Paul McLean for the huge amount of work and effort to ensure our return to Marham!

Matt Clements

HEREFORDSHIRE (SHOBDON)

**WWW.SHODONGLIDING.CO.UK
521429N 0025253W**

CONGRATULATIONS go to Martin Clark (Silver distance), Peter Cotton (Silver height)

and Ian Orpe for converting to the Junior. Several members have been taking part in competitions at a national and international level: Iain Evans and Rose Johnson flew in the Overseas Nationals in France. Iain also flew at the Bicester Regionals. Tony Maitland and Diana King competed at Competition Enterprise. Bob Pye and Andreas Jelden competed in the Inter-services Regionals at Keevil. In addition to our busy weekend programme, we have been able to fly at least one day during the week, weather permitting. We recently moved into our new hangar. This has brought significant benefits in the preparation, handling and storage of our tug and club gliders at the start of and finish of each flying day.

Nigel Snee

HIGHLAND (EASTERTON)

**WWW.HIGHGLIDE.CO.UK
573508N 0031841W**

CONGRATULATIONS to Ellen Packham, who recently became an Assistant Category instructor. Congratulations also go to Stuart Naylor and Robert Tait, who were placed third in the UKMSC competition and placed second in the height gain competition. Our autumn wave season started well, with a long series of wave days giving flights of up to 19,500ft. Unfortunately, our open day had to be cancelled due to poor weather, but we look forward to the next one in 2020. Our simulator room is taking shape and the VR-based simulator should be operational soon, thanks to Colin Conti, Ian Tait and Mike Black, amongst others.

John Thomson

KENT (CHALLOCK)

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

WELL done to our task week class 1 and 2 winners, Peter Carpenter and Martin Hardy, and to all who took part. Our pilots made good use of the variable summer weather both at Kent and during our successful visit to Sherington, arranged again by Colin Beer. Congratulations to: Martin Hardy for Gold distance; Tudor Williams for Gold distance and Diamond goal; Peter Mather for completing the Gold Badge and Diamond Goal; Steve Care for Silver height and duration; Geoff Brooks for Silver height and Cross Country Endorsement; George Thomas, Carl Cox, Patrick Benham-Crosswell and Graham Bishop for Cross

(Left to right): Paul Kerman and willing crew remove one of the winch drums to replace the brake disc at **Lincolnshire**; James Whitmore and Max Hannabuss are sent solo at **Mendip**; Oriana Rowe is sent solo by **Midlands** instructor Rob Hanks



Country Endorsement. Well done to all Kent pilots for their achievements in 2019. Thanks to all the instructors and the many people at the club for their work, enthusiasm and company.

Mike Bowyer

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

A HUGE congratulations to Jake Brattle and Finn Sleigh for their Gold and Silver medals in the Junior World Gliding Championships in Hungary in August. With the success of the British Team in 2019, a well-attended celebratory evening in September was held for all Lasham-based British team medal winners. Our Lasham Nationals and Regionals 2019 were highly successful also, despite challenging weather conditions throughout; congratulations to the winners and runners-up in each class and our big thanks to the organisation team for its hard efforts. Success also for the Lasham Inter-club League team, which came third nationally overall. Finally, a special mention to Martyn Oliver, who impressively completed his Gold distance just weeks after completing his Silver.

Jordan Bridge

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

THE Dunstable Regionals competition was blessed with eight scoring days – congratulations to winners Malcolm Birch (Blue class) and Mark Newland-Smith (Red class). Congratulations to Matteo Bradshaw (14) and Peter Farrimond on their first solos, and to Nick Wilson on converting to winch solo. Rolf Overliet, David Lord and Matteo Bradshaw have converted to K-23 single-seaters. This year's two-week Air League course was featured on BBC TV. Our thanks go to Bob Dowty, Graham Pursey and Alan Harrison for leading the course. Many thanks to Robin May and his team for another successful two-week expedition to Llanbedr. We have a series of activities for winter, starting with our annual 'clean-up' day. Apart from the fireworks on Bonfire night and the Christmas lunch, we also plan a series of 'Winter Wednesday' evening events, and the Bronze Lecture series starts in January.

Andrew Sampson

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

CONGRATULATIONS to Max Hannabuss and James Whitmore on their first solos. We have had a reshuffle in the committee, with David Close taking on safety officer and James Whitmore being co-opted as secretary pending the AGM. Patrick Hogarth attended the finals of the Inter-club League at Gransden Lodge as the only entrant from the SW region. Our waiting list for membership is slowly being whittled down with the admission of the Baumert family of Mathis, Gemma and Stewart as new club members, and previous instructor Andy Whiteman has rejoined after several years away from gliding. We have enjoyed several late summer thermals and very good ridge soaring days. Many thanks to Don Puttock for his help in instructing over the summer months.

Barry Hogarth

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

THE weather for task week was a bit of a mixed bag, but included some very good conditions. The overall winner for the week was Tim Brunskill. The availability of three Duos enabled several less experienced pilots to gain cross-country experience. The week successfully concluded with a great party, superb catering by Helen and entertainment firstly by a group of our juniors and then by our resident band. After a run of bad weather, conditions improved in time for the Shrewsbury School summer gliding camp to the extent that they were able to fly on all six days and achieve more flights and time in the air than last year. A group from the Mynd attended the Shropshire BizFest, which was another opportunity to promote the club and gliding. Congratulations to Oriana Rowe on her first solo.

Steven Gunn-Russell

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

AUGUST saw our task week successfully end with all listed tasks completed. Our reward was the Sunday night club dinner. Our annual open weekend was a huge success with over 100 people flown. We flew our oldest ever visitor too; 103-year-old David Smith "thoroughly enjoyed and loved every second" of his flight

in a K-13. John Young visited the Lasham vintage competition, taking the winner's position. We had a record-breaking three solos in five days with Shea Kennedy, Liam Ward and Victor Terry. Liam soloed on his 14th birthday, another club record. The Young Pilot Challenge between Cambridge GC, Bicester and NVGC was held at Gransden and the NVGC team of Ben Ponsnoby, Matija Krkovic, Shea Kennedy and Liam Ward came second, with Bicester first. September will see us begin training the young pilots on our scholarship scheme with Abbey College.

Sharon Ponsnoby

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

IT has been a busy and gratifying season for us at Tibenham. With the International Vintage Glider Club Rally in July still ringing in our ears, we are now informed we are the winners of the ICL final, although we have yet to see a trophy. The final was held over the weekend 31 August/1 September at Gransden Lodge. Unfortunately, the Saturday was scrubbed due to high winds and a threatening sky, but racing was hotly contested on the Sunday. Becoming champions is a great honour for us as this must be the first time in our 60 years we have won a national event. Preparations are under way for our annual expedition to Portmoak, we wish them a safe and successful week.

Adrian and Barbara Prime

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

AS a club we've had some good soaring days this year, with a good mix of club and private gliders taking advantage of the soaring conditions. To enhance members' flying we have added an Astir to our club aircraft fleet. So, we now have two K-13s, a PW6 and an Astir. Also, due to the hard work of our CFI (Keith Lewis), by the time this article is published three of our Basic Instructors will have successfully completed their D Module courses. Well done, Frank, Chris and Rob.

Ian Masson

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

AS the sun set on the 2019 soaring season, our members tucked into a delicious Polish



(Left to right): first solo at **Nene Valley** for Shea Kennedy, pictured with Ian Taylor; **Norfolk's** Jack Jenner-Hall (right) receives a medal from Norman Clowes for his hard work during the VGC Rally; **North Wales'** new Astir; Kostas Kostalampros achieves his Silver height in his Swallow at **Rattlesden**



☞ BBQ at the end of season party. Thanks to Hubert and his helpers for the anti-spin ballast. Congratulations to Harry Douglas (solo) Lukasz Solek (first 50km). In other news, some of our members paid a visit to BMGC at Talgarth and the Long Mynd. Others have completed an RT course. Sadly, the threat to gliding's airspace continues and OGC members were present at the recent Brize Norton ACP presentation and will be making OGC's views known at the London Oxford presentation. Preparations are also under way for the annual forum and AGM – who said the end of season means a chance to rest?!

Norman G Nome

PETERBOROUGH & SPALDING (CROWLAND)
WWW.PSGC.CO.UK
524233N 000834W

PSGC members have been heading north for our annual trip to the Borders for a bit of mountain and wave flying. Unfortunately, the wave gods were not playing and despite valiant attempts at staying airborne we failed to make any real impression; however, our thanks go to BGC for hosting an enjoyable week. Plans are in progress to have a safety training day to encourage members to think "outside of the box" about the H&S elements an active airfield has. Apart from being educational, it's hoped to involve a practical DI exercise on a glider, vehicle inspection and basic firefighting techniques, etc, finishing with an obligatory social event. We wish all of our readers a very merry Christmas, a happy New Year and the start of thermal activity in a few months' time.

Roland Pitch

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

WE opened our doors to the public on the August Bank Holiday Monday for our annual open day. The weather was almost perfect with a steady stream of visitors coming through the gate most of the day. For trial flights, we elected to winch launch only and managed to do 57, which kept the instructors and ground crew busy. Other attractions were the BGA simulator, static glider display, talks and videos on gliding and a stand with WW2 airfield memorabilia. It was a very successful day in showing the general public what gliding was all about and we also managed to recruit some new members. Congratulations go to Peter Gibbons for his Silver distance

in the Astir, Kostas for his Silver height in the Swallow and to John Rhodes for his first solo.

Gary Western

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

WELL done to Stephen Clinton, Bill Evans and Ralph Wilson for going solo, and to Callum Wilson for his NPPL (SLMG). The autumn visitor seasons has started, but so far the weather has not been reading the forecast. From the beginning of October we shall have visitors from at least three gliding clubs each week until mid-November. Once more the SGU will host the Juniors' Winter Series from 25-28 October; with up to 70 juniors and many additional instructors, it should be a busy weekend.

Chris Robinson

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

THE club has been very active for the past few months running three courses for the FAAOA and a development week at Upavon, hosted by the Army GC (Wyvern) for service members of the three Navy clubs. All were blessed with reasonable or better weather and well supported by the usual crowd of volunteer, visiting instructors and ground crew, without whom, such events would not be possible. They know who they are! On the members' front, Lawson Tickell has completed his IFP/BI Course and Ed Hillman is now fully qualified for his glider pilot's licence; good going having only started gliding in March. Unfortunately, our tow truck decided to fall over just when our tug was due its ARC so we have been short of a launch facility for the past couple of weeks, but should be up and running again very soon.

Chris Bryning

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

WE'VE all made the most of late summer weather, enjoying a flurry of cross-country flights and badge claims. Congratulations to SUGC's Beanie, Stan and Sam for all going solo over a period of four weeks; Matt for bagging all three Silver elements in a single flight; Alex for a 300km Diamond; and Bob for his Silver distance. Stan also achieved his

Silver height on his solo flight, by a margin of only a few feet. In other news, the reserve winch has been sent to SkyLaunch. A special thanks to James H and Colin B and all those who have worked so hard on the rebuild project. 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 John Whiting (Full Cat instructor), and to the many Kent pilots who achieved Silver and Gold flights during their expedition to Edgehill. A big thank you to Bruno Brown and Stan Sawicki for running the weekday operation and to Shaun Allgood, who breathed life into the most 'gliding clubbed' vehicles, while being an excellent winch driver. The K-21 is overseas undergoing a regel! Clive is finishing the cockpit fabric on our favourite K-13, and the Falke is also undergoing some renovation. Thanks to all the club members who are getting stuck in with jobs. Planning has started for next year's regionals – the dates for 2020 will be 27 June – 5 July. We're also hosting the Juniors again in April for Round 3 of the Winter Series. You can keep up to date with our weather/activities via the website/webcam and blogs.

Tessa Whiting

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

LAST summer brought exceptional weather and July broke all records for trial lessons flown. With the winch refurbishment, all the club's kit is in fine working order. The field has that manicured look, thanks to our dedicated ground staff. The chairman gave a comprehensive talk on the club's future, and the ongoing negotiations with the CAA regarding local air space. Olie Seward and Ruben Aaronovitch-Bruce soloed, and Josh Setford represented the club at Nympsfield in the Junior Nationals. Tub pilots John and Kate Gowdy are now proud parents of future member Douglas. Finally, Ralph Taylor has received his Cross Country Endorsement, which grants the recipient the inestimable privilege of making mistakes far from prying eyes.

Peter J Holloway

(Left to right): **Rattlesden's** Peter Gibbons waits for a launch before his Silver distance flight to Gransden; Andrew Jarvis carries out delicate fine tuning on the T-21 at **Parham**; **Wrekin's** CFI Ian Gallacher congratulates Rob Wyatt on re-soloing; James Karran is **York's** new BI



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

AS well as our regular weekend members' flying and a steady flow of visitors arriving for trial lessons, we have now held our second summer course for club members. Although the weather did not allow pilots into the air every day, course members still enjoyed plenty of flying, as well as a lot of training and there was some useful team-building. Thirteen pre-solo and four early-solo members took part in the two courses, with everyone making rewarding progress. Many of the pre-solo pilots very nearly went solo and we congratulate Max Romanovskaia-Currell on doing so since. We also now have more well-trained ground crew and our club's operations are noticeably more efficient as a consequence.

Stuart Edinborough

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

WE had another great soaring season here at Stratford. Junior pilot Ben Lyth was selected for the two-seater training at the Junior Nationals where he got to fly with some of the UK's best pilots. On his return to the club he soon put all he had learnt into practice and, during his first ever solo cross-country, he completed all elements of the Silver badge and the 100km diploma Part 1 in the one flight. Well done Ben from all at SOAGC. In October the club enjoyed its annual expedition to Sutton Bank – thank you once again YGC for your hospitality. Notable achievements from the trip include Phil Challans finally completing his 5hrs and our chairman, Andy Balkwill, getting his Gold height in the Yorkshire wave.

Peter Capron

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

AFTER an initial six-month trial period, Steve Codd became the permanent manager of SHGC on April Fool's Day 2007. However, he is leaving on 1 November 2019 and it won't be the same without him. The club has changed massively during his tenure. The fleet has been upgraded, the clubhouse has been reinvented and we have a new winch. I wonder how many flights Steve has made at

SHGC and how many pilots have been sent solo. The best known one is Tom Arscott, who was sent solo soon after his 16th birthday by Steve. We all wish Steve well in whatever comes next – thanks Steve, you will be greatly missed!

Chris Leggett

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

THE tractor-club-within-a-gliding-club is overjoyed with its latest addition, a potent Case that makes light work of heavy lifting and happily hauls our hydraulic gang mower around the airfield. Our near-mythical Acro returned to active service after a protracted belly repair, but a subsequent heavy landing has sent her back to glider hospital. The August task week was a jolly affair, but Andy Burton was too keen for an early launch on his latest Diamond distance attempt. His Libelle hit the stubble just 11km into the first leg, a two per cent achievement rate. Ex-CFI Paul Cronk leads the landout ladder with three excellent field choices this season.

Andy Burton

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

THE club celebrated another well-attended and successful two-seater competition, which was held in memory of our friend Andy Melville. Thank you to Bob Holroyd and Bernie Svenson for directing and to all who assisted each day. We congratulate David Munday and Barry Kiernan, who were sent solo on Steve Wilkinson's summer courses. Our juniors continue to make good progress, with Liam Bowring converting to the K-8b and Matt Rands flying the LS4. Finally, we thank Craig Scott for implementing our new user-friendly website.

Jonathon Richardson

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

IT has been a busy summer thanks largely to the weather. We have enjoyed a full BI programme and have welcomed the opportunity to provide visitors of all ages with their first gliding experience. The summer evening flying programme has kept everyone occupied as it has proved popular with individuals and groups of RAF Cosford

students, who join us to fly after work. Achievements include new club member Rob Wyatt resoloing after a break from gliding of 23 years. This is an exciting time in the club's long history as plans continue to be refined for a planned move from RAF Cosford to RAF Shawbury later in the year. It provides not just the challenge of a new audience, but also the welcome thought of a hangar that doesn't leak in wet weather!

Geoff Catling

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

WE are delighted to announce that James Karran is our latest Basic Instructor – very well done, James. We have carried out extensive Tarmac repairs to our main runway. This is a great asset to the club and allows us to fly all year round while other clubs can get a bit bogged in. It has been a great season for Tom Pavis. After finishing 5th out of a field of 50 at the Hus Bos comp, he then surpassed this with his performance in the Junior Nationals. As well as being the only competitor to complete the task every day, he finished in 2nd place overall – a stunning achievement. Well done, Tom!

Andy Carden

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

AUGUST was not an improvement on an indifferent soaring season. Eight days were unflyable and the rest mostly challenging with few good cross-country opportunities. Nevertheless, our club task week made the most of the conditions under organiser George Rowden's ingenious task scoring based on rules of snooker, cricket and tennis! The overall winner was Jon May. In mid-September, at last we saw a good run of cross-country weather. Congratulations to first solo Konrad Kowalek and to last solo Phil Lazenby. Phil declared his last flight after 56 years and 5,200 hours. As club archivist, he will continue to research, record and preserve important records of our historic club and sport.

Ken Arkley

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



> CLUB FOCUS

BORDERS

AT A GLANCE

Membership:

Full: £260pa
Student: £45pa

Launch type:

Aerotow: £30 (2,500ft)

Club fleet:

Supercub, EuroFOX, K-21,
Alliance 34, DG-505, Astir

Instructors/Members:

20/103

Types of lift:

Wave, ridge, thermal and
convergence

Operates:

Friday (Bronze C & XC
Endorsement only), Sat/Sun
and published flying weeks

Contact:

Tel: 01668 216284
(weekends)
www.bordersgliding.co.uk

Long and Lat:

N5535.52 W00205.37

Radio:

130.105
(For power aircraft, the
airfield is prior permission
only)

SINCE our last entry in Club Focus (Aug/Sep 11), Borders GC has continued to thrive on the re-levelled and grassed site of the old RAF Milfield. Our airfield is at the foot of the Cheviot Hills, 3.5nm NW of Wooler, Northumberland.

We also have a custom-built club hangar, workshop, clubhouse, bunk rooms, office, a caravan site and private members' hangar, which houses 22 gliders.

Borders offers exceptional soaring opportunities in an area of Great Britain with very few airspace restrictions. Ridge flying is possible along the 8km College Valley in wind directions from 220° - 360° and another 7km ridge in wind directions 360° - 060° from Milfield SE down towards the town of Wooler. Cheviot, the highest hill in the range, also gives excellent soaring.

However, where Borders excels is from the wave generated by the Cheviots. Wave can occur in almost any wind direction and the two wave boxes exist for glider flights beyond FL195 up to FL240.

In 2019, Borders GC celebrated its 50th birthday with a hangar party. We

were privileged to have the original two-seater glider back - the Slingsby Eagle currently based at Portmoak. We were also delighted to welcome some early members back to enjoy our celebrations. The party was a great success and the spirit of some key members made it all possible.

Although Borders GC has limited mid-week flying most weeks, we also run various flying weeks through the year, including one wave week in September and two in October. These can be booked via our website.

In 2020, Borders GC will host Competition Enterprise for the first time. Within the UK, this unique gliding competition is an opportunity for club pilots with a Silver C to fly with (against!) some quality competition pilots in a fun and sociable environment. Tasks that reward speed around a defined course are far from the norm, but enterprising cross-country flights using gliders of any standard are the order of the day. Entry for our event opens in January - why don't you join the fun?

Dave McCormick



Graham Smith (left) and Geoff Pook plan the next rigging move on Graham's SF27



A proud Bob Lloyd stands by the immaculate Capstan (Andrew Jarvis)

GLUEBIRDS OVER THE WHITE CLIFFS OF DOVER

THIS wasn't quite the smallest-ever 'vintage' rally, but nevertheless we had a small group of true vintage enthusiasts, **writes Andrew Jarvis.** The Dover Gluebirds Rally was held at Channel GC, 7-8 September 2019. From The Park (Bath, Wilts & N Dorset) came Geoff Pook and Phil Drake, with Phil's SF27. The only other delegation was from nearby Challock, who brought three gliders – Oly 2b, Oly 463 and Capstan, though in the end they flew just one – the glorious Capstan, of which more later. The final entrant was me, with the trusty Oly 463, BYE, from Ringmer.

You can wait ages to see an SF27 and suddenly there are two at once! As soon as Phil and Geoff had rigged theirs, Channel GC member Graham Smith set about rigging his own 27, which is currently a non-flyer. Much brain-power was expended, but eventually the wings went on. A damp Saturday morning was then spent happily scrutinising the finer details of Scheibe engineering. Graham is an aviation polymath and you can follow his achievements on his website for Sprite Aviation Services.

Saturday afternoon proceeded smoothly, with alternating sessions of aerotow and winch. I was fortunate to have a nice soaring flight in the SF27, which lived up to all its proud owner's claims for it; a superbly balanced late wooden era glider.

On Saturday evening there was delicious BBQ, expertly served by Dover members.

Sunday quickly developed into a very nice soaring day. The geography means you are never far from a sea breeze front, so after an early aerotow launch I found myself circling lazily above Dover harbour for a long while, at a safe height, watching the ferries plying

the incredibly blue seas. I could almost see the breakers on Calais beach. Photos? Sorry, I forgot my camera.

If there was a 'best glider' it had to be the superbly restored Challock T-49 Capstan, brought by Bob Lloyd and Malcolm Kearsley. It proved extremely popular, even doing some trial lessons during the weekend. I was again lucky, having the last flight of the meeting: an hour's mutual with Malcolm. We pushed this amazing flying sofa to its limits, including some very sporting chandelles from Malcolm, and a landing 'by committee' which worked out very nicely, ending a just couple of yards short of the trailer.

It was a memorable and very rewarding weekend, and we are most grateful to Channel GC for inviting us. If we are invited back, do please come with a wooden glider and a friend.

■ www.vintagegliderclub.org



■ Dealing with a puncture during the Whispering Wardrobes Rally at Booker. Did you identify it? Robin Wilgoss' SZD Jaskolka: introduced in 1954, this beautiful Polish type captured 16 world records!

UK RALLY ROUND-UP

I HAVE tried to launch a new mini-rally every year. It isn't easy to find space amid the fixed events of the VGC year. In astronomical terms, these rallies are asteroids rather than planets.

So, we had the Dover Gluebirds this year, which was small, but lots of fun. You didn't come? Shame, but maybe these two 2020 newbies will appeal! First, there is the brilliantly-named Park and Glide Rally. This is on the early spring Bank Holiday (8 May) and takes place at The Park. The rally name, incidentally, was dreamed up by Park member Phil Drake, who I met at Dover.

The National Rally will be at the Long Mynd (23-30 May). After a week's respite, we have a new one-off event, which is Parham90. You may remember the sequence of three rallies we had at my home club (Southdown/Parham) in 2007, 2008 and 2009. These were memorable days and it is sad how many great VGC chaps, who came and flew, are now gone forever. But life, and vintage gliding, does go on and Southdown's dynamic chairman, Craig Lowrie, felt we should hold a vintage event to coincide with Southdown's 90th anniversary celebration. The week allotted is 8-12 June.

After this comes the great Camphill/Capstan Rally (19-26 June). Time for one more event at the Long Mynd – the unique Olympian week (13-17 July). Then a short trip to Nordhorn, Germany, for the Rendezvous, and on to the 48th International Rally at Achmer (25 July – 9 August inclusive).

Finally, the Slingsby week at Sutton Bank, now jointly run by Jerry Henderson-Newton (29 August – 5 September). **Andrew Jarvis, VGC President**

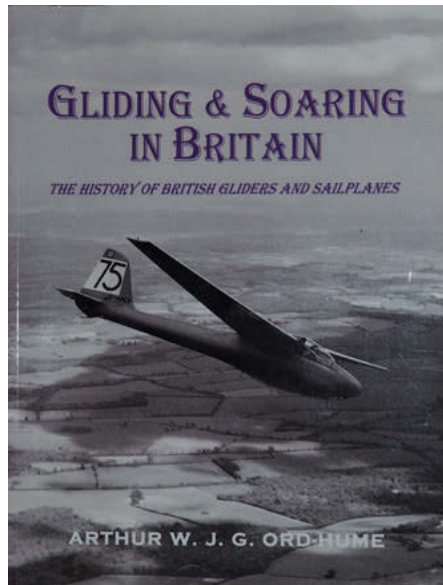
GLIDING & SOARING IN BRITAIN

THE HISTORY OF BRITISH GLIDERS AND SAILPLANES

TO ANYONE who has had a passing interest in either vintage light aircraft or in British aeronautical history, the name Ord-Hume will be as familiar as the irrepressible Pou de Ciel. A literary giant amongst aviation experts in the past 20-30 years, Ord-Hume has many a book under his belt to date. Although more of a powered man, I guess it was only time that dictated that one day he would turn his attention to bringing the history of British gliding to his readership.

British gliding history has always been fragmented in the way it's been covered over the past 100 years. With detailed books appearing before the war and with the budding sport's rapid development, history was often far from any author's pen, after all, it was still in the making! As a result, authors understandably tended to focus more on the sport itself, with Latimer Needham's 1932 book, *Sailplanes*, even having one entire section which is dedicated to working out the bending moments of different spar sections, before romping into the vagaries of sailplane 'pilotage' (nevertheless, Needham's book was considered a most important publication of the day). At a time of the infancy of the then fledgling BGA, Needham provided British gliding with a basic reference manual enabling those without previous experience to safely navigate through the entire spectrum, from design to club flying.

Later in that same decade came other, less



Gliding and Soaring in Britain: The History of British Gliders and Sailplanes by Arthur WJG Ord-Hume

Published May 2019

304 pages, 473 illustrations

ISBN: 9781840338355

£37 plus p&p from Stenlake at:

www.stenlake.co.uk

engineered, books on gliding such as Terence Horsley's *Soaring Flight*, a beautifully written work that flows as easily as the opening pages of Homer. Post-war saw the first of any


real histories beginning to be recorded as the sport began to mature. However, these publications are now either outdated, or were often no more than thumbnail histories by giants of the gliding world like Philip Wills and Ann Welch.

So it was with anticipation that I opened the Ord-Hume book to begin a journey into our gliding past. As the author notes in his opening pages of acknowledgements, almost all of those he cites as having contributed in terms of material have now passed on. This reinforces the notion that this country is long overdue for a really up-to-date history of British gliders, as well as a comprehensive essay on the sport's development within these shores.


The biggest problem with taking on British glider manufacture is that this country hasn't really seen anything new since Edgley's aptly named 'Optimist,' which in a word sadly encapsulates British aspirations in the field! The trouble is, authors past have tackled the same subject in various formats, primarily with either cameo histories and diagrams of each type, or in short histories as part of a wider context on gliding.

Ord-Hume's book opens with the fledgling beginnings of British gliding, leading up to the Itford contests of 1922, before entering the mid- to late-1920s when the sport took two metaphorical steps backwards. From there we enter the 1930s and learn how British gliding finally began to invigorate many enthusiasts to the aerodynamic and technical developments, with the war years following. Post-war covers a broad-brush development of gliding, from the wood age to the introduction of the glass age, before the book matures into a summary of British manufacturers and builders. The largest single chapter of the book covers brief individual histories and drawings of individual British gliders.

With some of Ord-Hume's books already on my library shelves, there was going to be no question as to the skill of the author to carry the reader along. As is the trade mark of his other publications, I particularly like the way in which Ord-Hume intertwines



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snippets of history, which are often not directly related to the subject in hand but help the reader to appreciate both political and social views of the day. This allows the author to reinforce a point he may be making. I particularly enjoyed reading about the Itford competition, not because I was unaware of the event, but rather this is where I felt Ord-Hume was probably at his most comfortable in terms of both period and historical recourse.

On a more critical note, I was a little disappointed as often there wasn't the coherency I was expecting. At times Ord-Hume seemed to jump about like a cat on a hot tin roof in terms of eras. He often got bogged down in technical explanations, sometimes arriving at points that were both only partially correct and arguably irrelevant to the immediate story as a whole. At times it was confusing to know if one was about to stumble into a technical paper on a particular subject at the expense of more generalised points. Not only that, Ord-Hume, as a prominent power enthusiast, has a hard row to furrow with gliding enthusiasts and would have benefited from more proofing of the final texts by gliding specialists in their fields, which, sadly, often shows through.

I would have also liked to have seen more mention of the social history of British gliding. I feel that this was very much a missed opportunity to present a more encompassing bible, which would enhance the story of British soaring history, one which is long overdue.

Finally, at some 300 pages, *Gliding and Soaring* features hundreds of black and white photos, many of which are very grainy. Comparing Stenlake's other Ord-Hume publications, such as his edition on the *Flying Flea*, I felt that the quality of both low, and especially higher, resolution photos of this publication suffer with the non-gloss finish when comparing the two publications.

All in all, *Gliding and Soaring* is a worthy publication that will appeal to many aviation enthusiasts. However, gliding aficionados and book collectors may balk at the accompanying price tag of a softcover book at £37, which may well put the book firmly in a limited market within the aviation world.

Bruce Stephenson

HELLMUTH HIRTH 20,000 LEAGUES IN THE SEA OF AIR

THIS book provides a fascinating window onto the early days of powered flight in Germany, from 1909 to 1914. Published originally in German in 1915, the book has finally been translated into English by Shirley Girard.

Hellmuth Hirth was the elder brother of the famous gliding pioneer and designer of the 1930s, Wolf Hirth. Born in 1886, Hirth begins his book by describing a childhood obsessed with motors and motorised transport. Fast becoming an experienced engineer, he soon became obsessed with aviation as a young adult.

Hirth's own early attempts to learn to fly by himself were not very encouraging. So, at 23, he decided to join the factory of Etrich in Austria, making the famous Tauber monoplane, and to obtain a proper pilot training.

After his first two flights with an instructor in the two-seater Tauber lasting a total of 14 minutes, Hirth was sent off on his first solo hop. After three more solo flights his instructor announced that he could now fly cross-country!

Having learned to fly – it was not long before Hirth became a flying instructor and it is this extensive and detailed account of his experiences in teaching others to fly, combining practical ideas of the time with words of wisdom, that will most appeal to glider pilots.

The remainder of the book comprises riveting descriptions of flying in various rallies conducted to promote flying to the general public of that time. Flying sometimes in impossible conditions, with strong winds, torrential rain, clouds, fog and often at night, unsurprisingly lead to many prangs and occasionally serious crashes. Open cockpits, fragile airframes, underpowered engines, lack of navigational



Hellmuth Hirth 20,000 Leagues in the Sea of Air

Published 1915, English translation by Shirley Girard published in 2019

ISBN: 978-3-00-060431-7

£18 plus p&p via:

sales@vintagegliderclub.org

aids or blind flying instruments and near-impossible landings make for vivid stories of unbelievable daring.

In summary, this book provides a wonderful first-hand insight into the world of pioneer aviation before the First World War. Containing hundreds of black and white photographic vignettes interspersed within the text, it is a gem that will appeal to anyone with an interest in detailed adventures of early flight.

Nick Newton

IDEAS FOR YOUR CHRISTMAS WISH LIST? OR WHY NOT TREAT YOURSELF, OR A FRIEND, TO ONE OF THESE EXCELLENT BOOKS?

A FUN BUT SAFE INTRODUCTION

The BGA safety team looks at how we can ensure that first flights are as low risk as practical



Colin Haynes introduces a visitor to gliding at Wrekin GC

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)

The Effects of Wind Gradient
(Oct/Nov 19)

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

WHAT do you remember about your first glider flight? Perhaps you were struck by the snug cockpit, and surprised to be seated in the front. You followed, but didn't fully take in, the pre-flight briefing. It was probably your first time in a small aircraft, quite possibly your first venture into the air. The launch was thrilling – either the formation flying of an aerotow or the roller-coaster of the winch – but the glider felt more secure than you'd expected as the ground quickly receded and the view

opened up. You were surprised by either the silence or the sound of the airflow, and pleased to avoid airsickness despite a slight queasiness in turns and bumps.

The calm instructor impressed you as s/he pointed out landmarks and explained the flight. Perhaps you were given control. Did the glider over-react to your movements, or did your cautious attempts have little effect? Surely the instructor was still flying really. With practice and prompting you improved and could see how, in time, you might master this. But what relief when the instructor took over again. Astonishing how calmly and precisely s/he guided the glider back for the gentlest of landings. Who knew that gliders were capable of such finesse?

The intense experience was over too quickly, yet you felt you couldn't take in any more. But you had gained utter faith in the instructor, and were thrilled at the prospect of learning to fly yourself. In a calm debrief over a cuppa, you relived the flight as the instructor traced the route on a map, answered your questions and explained the next steps in your flying career.

You weren't at all disappointed the flight hadn't been longer, the manoeuvring more exciting, or the route more adventurous. You couldn't recall most of what the instructor had told you, and during the brief quiet periods had enjoyed just looking out at the

STRAIGHTEN
UP & FLY
RIGHT

view. And, while you couldn't wait to learn to fly, you felt you'd had quite enough time on the controls for a first flight.

First flight accidents

How would even a minor accident have changed your impression of gliding, your faith in the instructor, and your desire to learn to fly? Did you realise there was any risk involved? Every year there are a number of gliding incidents and accidents. Very sadly, our 45 years of statistics include a number of very serious accidents during first flights. We individually accept a degree of risk in sport flying, but we can't expect our temporary members to evaluate the risks fully. First flights should be the safest, most cautiously conducted flying we do [1,2].

Some patterns emerge from our 45 years of records. Fatalities have occurred from spins, largely after winch launch failures, and mid-air collisions. Other injuries resulted from stalling and from field landings – after either an aerotow failure or drifting away from the airfield. Undershooting, overshooting, landing and insecure canopies have all caused injuries and damaged gliders.

Poor or deteriorating weather has often played a contributory role, with strong winds, turbulence and rain adding extra hazards. Two new pilots had lucky escapes when their Full Cat instructors descended through cloud until the ground met them.

Underlying causes

Many first flight accidents stem from one or more of the following:

- Poor launch conditions, including airfield set-up, launch failure options, weather, ground crew ability and aircraft choice.

- **Distraction:** aerotow upsets have resulted from keeping up a commentary, and at least one landout a year since 2014 from drifting out of range of the airfield as the trainee practised, or instructor tried to soar.
- **Value for money:** attempts to give more than was sensible in the circumstances, or the instructor was fit to deliver.
- **Ambition and showing off:** aerobatics, competition finishes and adventurous soaring complicated subsequent flying.
- **Convenience and efficiency:** cutting corners to save time and glider retrieval.

All of these could be mitigated by a more cautious approach with a willingness to say 'no' and a focus upon minimising the risk.

First flights

Depending where you flew, your first flight could have been an air experience flight, an introductory flight, a gliding lesson, a glider experience, or a trial flight. The BGA has generally adopted the term trial lesson, to emphasise past legal constraints about what we could offer to whom. EASA's approach, adopted by the UK ANO, is less burdensome, with no need to include any instruction [3] – hence the recent introduction of the Introductory Flight Pilot endorsement [4-6]. You'll therefore see increasing reference to first flights – a simpler phrase that we hope signals that they'll be the first of many.

This minor 'rebranding' gives us a chance to emphasise that first flights need to be treated differently from normal club flying. Weather that might be fine for sporting flying and training might not be acceptable for a first flight; launch operations need special consideration; and the instructor's focus should be upon safety, not training value or entertainment, and margins should be more conservative. "This is a first flight" should prompt us all to reassess conditions and redouble our vigilance. We all have a part to play:

Club management

Clubs need to ensure that first flights are actively managed, with clear criteria for supervision, weather minima, crew staffing and operating methods that will often be more stringent than for other club flying. First flight pilots' expectations will need to be handled to avoid pressure to fly when conditions are unsuitable.

Launch operations

The launch crew needs to monitor carefully that the weather (visibility, cloudbase, cloud

cover, wind, turbulence, rain, low sun, canopy misting) and ground conditions (crosswind, launch performance, launch failure options, ground crew capability) remain adequate for first flight operations, and be prepared to intervene if not. The launch crew could be the first to spot when an instructor is unfit (illness, fatigue, stress, dehydration) or a canopy insecure, and able to replace a trainee winch driver, or postpone launching during a competition finish.

Instructors and introductory flight pilots

The priority is flight safety and instructors must err on the side of caution. Be aware of the risk of distraction when giving a running commentary or letting the student take the controls. Don't try to impress with heroic soaring, aerobatics or competition finishes; don't feel obliged to give 'value for money' or push limits for convenience or efficiency. Our records show that all instructor categories are similarly vulnerable.

We naturally feel an obligation to a potential new member who's made the journey specially. We wish to provide a memorable experience, and give good value. There's a sense of duty to our club, to earn club income, recruit new members and just get things done. We're probably happy to fly anyway, and we might be keen to impress a beguiling trainee.

Whatever our motives, it's important not to press ahead with a first flight until the conditions are suitable, and to ensure that the flight is as safe as reasonably possible. For the instructor or introductory flight pilot, this might mean the flight is dull routine, but for the first-time glider pilot it will be utterly brilliant.

Tim Freearge and the BGA safety team

FOR THE INSTRUCTOR THE FLIGHT MIGHT BE DULL ROUTINE, BUT FOR THE FIRST-TIME GLIDER PILOT IT WILL BE UTTERLY BRILLIANT

■ For more information about First Flights, see pp16-18 of *Managing Flying Risk* [1] and section 29 of the BGA Instructor Manual [2].

[1] BGA *Managing Flying Risk* <https://tinyurl.com/flyright1927>

[2] BGA Instructor Manual, section 29 <https://tinyurl.com/flyright1928>

[3] CAA Information Notice IN-2015/029 <https://tinyurl.com/flyright1929>

[4] BGA Operational Regulations <https://tinyurl.com/flyright1930>

[5] BGA Introductory & Passenger Flights Requirements <https://tinyurl.com/flyright1931>

[6] BGA Introductory Flight Pilot course booklet <https://tinyurl.com/flyright1932>



Leaving a legacy

Supporting people to progress in gliding is important. A gift to our charity "Launchpoint" will help develop the next generations of pilots, and you will be part of the future of gliding.

Please see <https://members.gliding.co.uk/leaving-a-gift-in-your-will/>

BGA accident/incident summaries

AIRCRAFT				PILOT	
Ref	Type	Damage	Date, time	Injury	P1 hours
74	K-21	minor	24/04/19, -	none	5
Rudder damage after hitting a fence. The pilot misinterpreted the wind direction and set up a landing across the narrow airfield. The circuit was flown too high, too close in and, despite turning final with full airbrake and side slipping, the pilot couldn't stop the glider. He deliberately groundlooped the glider to go into the fence backwards.					
75	LS7	destroyed	04/05/19, 14:00	fatal	-
AAIB investigation.					
77	Vega	substantial	05/05/19, 14:00	none	not reported
Undercarriage retracted on take-off. The pilot was able to keep the fuselage off the ground with just the gear doors scraping on the runway. After releasing at height the pilot cycled the undercarriage, but the travel and feel felt abnormal so he elected to land on the grass without further damage. A bellcrank in the mechanism had sheared.					
79	Libelle	substantial	06/05/19, -	minor	not reported
Heavy landing. The pilot flew over a glider being retrieved before pulling out more airbrake. The glider stalled during the roundout and dropped to the ground from about 5ft agl. The pilot injured his back and the glider had damage to the undercarriage and fuselage. The pilot thinks that he may have inadvertently raised the nose and slowed down as he passed over the glider on the ground.					
80	PA 25	substantial	12/05/19, 16:00	none	373
Groundloop after wheel brake failure. The pilot noticed signs of previous brake fluid leaks during the DI, but the brakes were adequate during the first flights. On the accident flight, the glider pilot released during the ground run and the tug pilot slowly reduced the throttle to leave room for the glider to land behind. After briefly becoming airborne, the tug landed and the pilot tried to use the wheel brakes, but the starboard wheel brake had no effect, the tug yawed to the left and started to groundloop. During the groundloop the starboard wing touched the ground, damaging the wingtip.					
82	PA 25	substantial	15/05/19, 15:25	none	472
Tug ran out of fuel. At about 1,300ft ato, the engine faltered, the tug pilot rocked the wings and the glider pilot released. After reducing the throttle and selecting carburettor heat, the pilot set up an abbreviated circuit back to the airfield. The engine stopped completely on final approach. The pilot had to pull up to clear a line of trees, after which the tug stalled onto the ground about 50m short of the runway. The undercarriage collapsed, the propeller broke and one wing was damaged.					
83	Nimbus 3	minor	17/01/19, -	none/none	8,935
Tailwheel hit a Tarmac edge during landing. No damage was noticed at the time, but on a subsequent flight a noise was heard from inside the tail. A detailed inspection revealed a hairline crack at the front base of the fin; the maintenance workshop later found that the tailwheel axle was bent and a rib in the fin had cracked.					
84	K-13	minor	20/04/19, 15:45	none/none	938
Jammed rudder pedal. During a spin recovery exercise, the front seat rudder pedal base jammed on a screw securing the foot plate. The P2 was able to kick it loose. After the flight the bottom part of the pedal was found to have snapped and bent. The report is unsure whether this was the cause of the jam or the result of being kicked free. After the flight there were visible signs of scraping on the surface of the foot plate, as well as the underside of the pedal.					
85	T-61	minor	16/05/19, 17:25	none	11
TMG tipped onto its nose during landing. On the last leg of a student solo navigation test the engine lost power and, unable to maintain level flight, the pilot set up a field landing. He cut the engine on short final and landed safely, but when he used the wheel brake the TMG tipped onto its nose, damaging the propeller and cowling.					
86	EuroFOX Astir	substantial minor	21/05/19, -	none none	23,000 8
Glider hit tug during landing. The glider was towed to 1,000ft ato for circuit practice and soon after releasing positioned to start the circuit. Another glider called downwind for the runway and both the tug and Astir made their downwind calls and positioned to allow the other glider to land first. The Astir pilot saw the tug below while on the diagonal leg and assumed that it would pass under him on final approach. After turning final himself, he watched the first glider on its ground run to see where it would go; he wasn't aware of the tug until during the flare when he realised that it was close by on his left. Despite a late attempt to turn, the glider's wingtip struck the trailing edge of the tug, damaging the flaperon and the leading edge of Astir's wing.					

BGA accident/incident summaries *continued*

AIRCRAFT

Ref	Type	Damage	Date, time	PILOT Injury	P1 hours
87	Discus	minor	22/05/19, 15:00	none	78

Wheel-up landing. After a local soaring flight, the pilot omitted his pre-landing checks and landed with the wheel up on a Tarmac cross runway. The bottom of the winch hook and two layers of fibreglass were worn away. The CFI intends to fit gear warning systems to club gliders.

88	Vega	substantial	23/05/19, 16:20	none	846
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Landing in crop. On a marginal final glide back to the airfield, the pilot rejected the option of landing out at a power airfield a few miles short of the gliding club in favour of a straight-in approach. The glider landed in oil seed rape between the perimeter track and runway threshold. A wingtip caught in the crop, yawing the glider, bending the wing pin and associated spar mounting holes.

90	K-13	minor	26/05/19, 13:15	none	10
----	------	-------	-----------------	------	----

PIO during landing. The low-airtime pilot flew the approach using very little airbrake and subsequently over controlled the round out, leading to the PIO which ended in a hard landing damaging the nosewheel.

92	LS4	substantial	25/05/19, 16:25	none	2,400
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Undercarriage collapsed during a field landing. The field was mostly soft soil with some large rocks and although the wheel had been locked down it retracted during the landing, damaging the gear doors, the underside of the glider and the tail skid.

Incidents

69	ASW 19	-	20/04/19, PM	-	205
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Tug upset in turbulence at 1,200ft ato. The glider pilot reports strong negative G bringing a water bottle and radio out of the side pocket and leading to him losing sight of the tug. The tug pilot reports seeing the glider PIO in pitch in the mirror before the tail of the tug was lifted, putting the tug into a steep dive. Both pilots pulled the release and the rope was lost over farmland. During the debrief it was found that the ground crew had attached the aerotow rope to the winch hook; the glider pilot reported that handling on tow felt unusual and that he had difficulty in maintaining position.

70	K-21	minor	20/04/19, -	-	-
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Cracks in canopy discovered at the end of the day when the glider was put back in the hangar. The cracks were not present during the DI, nor during an introductory flight. The glider had been left in the open for the rest of the warm sunny day, without a canopy cover, and the report suggests that heat from direct sunlight may have initiated the cracks, which propagated from a DV panel rail screw.

71	Mini Nimbus	-	21/04/19, 16:15	-	1,360
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Airprox with departing tug and glider combination while on short final. The wind was light to moderate from the SE so the glider pilot chose to land on the SE runway, announcing his intention over the radio when joining downwind. He noticed a glider and the tug parked at the far end of the runway near the glider and trailer parking area. While turning final he saw the tug lining up in front of the glider on the reciprocal runway and requested that the launch be stopped. Receiving no reply and seeing the combination take off he moved off to one side, watched the combination pass about 50ft away at a similar height before lining up with the runway and landing safely. He tried to call the tug and then the towed glider over the radio, but again received no response, he then called a previously landed glider, who confirmed that his radio was working. There was no FLARM warning from either the tug or towed glider. The tug pilot first saw the landing glider as the tug took off, he moved to one side and estimates separation as 50m. The radio at the launchpoint, in the tug and in the towed glider were all u/s for varying reasons. Several gliders had previously attempted radio checks with the tug without success, launchpoint operations continued without a radio. The FLARM in the tug had a wiring issue and was disconnected. Most of the the other gliders that day landed on the easterly runway, avoiding any conflict with aerotow launches.

72	Grob 109	none	21/04/19,16:00	-	1,800
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Engine stopped at 2,000ft ato close to the airfield. The fuel gauge had indicated 25% of the 80l capacity during the DI; another 25l were added before departure. After gliding back to the airfield the gauge indicated 25% fuel remaining, but the tank contents were found to be at the minimum. After adding 40l of fuel the gauge read 75% full. The TMG was grounded pending fuel sender and gauge replacement.

73	Grob Astir	minor	06/04/19, 12:00	-	60
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Wheel-up landing. After the pilot got out, two club members came to help by raising the rear fuselage while the pilot tried to lower the wheel. Unable to lock the wheel down, when the helpers lowered the fuselage the partially extended undercarriage doors were damaged.

Continued on p68

BGA accident/incident summaries *continued*

AIRCRAFT				PILOT	
Ref	Type	Damage	Date, time	Injury	P1 hours
76	Pilatus B4	none	04/05/19, 12:20	none	1265
Wheel-up landing. After rejecting the winch launch at low level the pilot set up a straight ahead landing, but retracted the wheel instead of opening the airbrakes.					
78	DG-100	substantial	05/05/19, 17:00	-	-
The front half of the canopy was run over and broken by the wing dolly of a glider being towed.					
81	PA 25	substantial	13/05/19, 11:00	minor	-
Tug tipped onto nose. The pilot started the engine to warm it up and perform the usual engine checks. As he wasn't intending to fly yet he hadn't strapped himself in. A magneto check resulted in a larger than usual drop in rpm so the pilot increased power and leaned the mixture in an attempt to burn oil deposits off one set of spark plugs. The first attempt didn't work so the pilot opened the throttle even further, the pilot then felt the tail lift, but he was unable to cut the power before the tug tipped onto its nose. After the propeller hit the ground the engine stopped and the tug fell back heavily onto its tailwheel, damaging the rear of the fuselage. The pilot's head was cut after hitting the instrument panel. After the incident, the elevator trim was found to be in the neutral position. As the trim is powerful, holding the stick full aft with the trim neutral requires a significant pull by the pilot so the club SOP was to have the trim fully aft during power checks. The report points out that using almost full power with the elevator neutral will likely have lifted the tail. The report also points out that the pilot will have been unable to maintain aft stick after being tipped forward and recommends that pilots should be properly strapped in whenever the engine is running.					
89	-	-	24/05/19, 10:00	minor	-
Winch vehicle parking brake not set. The lorry-mounted winch was pulled towards the launchpoint during the first winch of the day, the winch driver cut the power and a second winch driver jumped from the cab to set the wheelbrake in the lorry cab. The glider landed safely. After checking the cables, the winch was re-positioned and the second winch driver went to attend to cuts and bruises caused when he fell over jumping out of the winch. The winch driver went to double check that the parking brake was correctly set, only to discover that it wasn't.					
91	EuroFOX	-	24/05/19, -	none	-
Rectifier in Rotax engine failed during aerotow. The tug pilot smelled burning electronics at 600ft ato so, once at circuit height, he instructed the glider to release and both aircraft returned to the airfield.					
93	ASW 15	substantial	06/05/19, 16:00	-	780
Wingtip caught on a fence post while being towed behind a car. The tail of the glider was pulled off the tow gear, damaging the tailplane attachment.					

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



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

We look forward to hearing from you.

In conjunction with the



BGA BADGES

No.	Pilot	Club (place of flight)	Date
Diamond Goal			
2-2631	Martin Hardy	Kent (Shenington)	08/08/2019
2-2633	Peter Johnson	Northumbria	08/08/2019
Diamond Height			
3-1866	Julian Anderson	North Wales	30/08/2019
Gold Badge			
	Martin Hardy	Kent	08/08/2019
Gold Distance			
	Martin Hardy	Kent (Shenington)	08/08/2019
	Peter Johnson	Northumbria	08/08/2019
Gold Height			
	Matthew Roberts	Dumfries & District (Portmoak)	01/07/2019
	Julian Anderson	North Wales	30/08/2019
	Peter Gill	Derby & Lancs (Millfield)	21/09/2019
Silver Badge			
	Robin Sutton	Lasham	20/08/2019
	Simon Harding	Kent	20/08/2019
	Bryon Smee	Dumfries & District	13/08/2019
	Stephen Kingham	London	29/08/2019
	Duane Pickering	Banbury	05/08/2019
	Robert Symons	Shalbourne	08/09/2019
	Nicolae Iorga	Bristol & Glos	16/07/2019
	Benjamin Lyth	Stratford On Avon	08/09/2019
	Jonathan Salt	Trent Valley	08/09/2019
	Philip Challans	Stratford On Avon	11/09/2019
	Matthew Beckett	Shalbourne	01/09/2019
	Steven Care	Kent	20/07/2019
Silver Distance			
	Robin Sutton	Lasham	20/08/2019
	Simon Ducker	Banbury	19/08/2019
	Thomas Macgowan	Lasham	21/08/2019
	Luke Walker	Buckminster	08/09/2019
	Stephen Kingham	London	29/08/2019
	Marek Kowalski	Cambridge	01/09/2019
	Duane Pickering	Banbury	05/08/2019
	Nicholas Squirrell	Lasham	02/09/2019
	Robert Symons	Shalbourne	08/09/2019
	Nicolae Iorga	Bristol & Glos	16/07/2019
	Benjamin Lyth	Stratford On Avon	08/09/2019
	Michael Watts	Gliding Centre	08/09/2019
	Jonathan Salt	Trent Valley	08/09/2019
	Lukasz Solek	Oxford	08/09/2019
	Peter Gibbons	Rattlesden	01/09/2019
	Matthew Beckett	Shalbourne	01/09/2019
	Xavier	Essex & Suffolk	21/08/2019
	Overbury-Tapper		
	Luke Bishop	Booker	08/09/2019
	Steven Care	Kent	20/07/2019
	Keith Natrass	Edensoaring	07/09/2019
	Paul Waghorne	Banbury	08/09/2019

Congratulations to everyone listed achieving badges and instructor ratings

KEITH MARCHANT (1942-2019)



IT IS with great sadness that I report the recent death of long-time club member Keith Marchant. Keith learned to glide in the mid-1990s, prompted by a trial lesson, and

very quickly became keen.

He was a gentle, friendly man, who could always be relied on to help out at the club, often putting his master carpenter skills to good use on glider and building maintenance. You can still see some of Keith's handiwork at Warwick Castle, Upton House, and at various National Trust properties in the area.

In 'civilian' life, Keith enjoyed scuba diving and cycling, before gliding took over. He went on club gliding expeditions (UK and overseas) and bought a share in a bright red K-6CR, which was his pride and joy.

Gliding was a positive factor in Keith's life in other ways, as it was through gliding that Keith got to know Rosemary, providing lifts home for her teenage son, Tomos, who was also learning to glide. Later, Keith introduced Lucy - the (then!) teenage daughter of one of his best friends - to gliding, proving that gliding really is a family and friends affair.

In later years, Keith gave his share of his beloved K-6CR to Lucy, to enable her to build up her hours and experience. Although ill health caused Keith to stop flying a few years ago, and to enjoy more gentle pursuits such as fishing, he regularly popped up to the club to socialise and catch up on news.

It seems fitting that Keith was buried at the natural burial ground below our ridge, on a perfect gliding day, in sight of the area where he had always lived.

We will greatly miss Keith and send our sympathy to wife Rosemary, daughters Emily and Claire, and the rest of his family.

Tess Whiting, Shenington GC

MICHAEL 'MIKE' POINTON (1954 -2019)



MIKE was a keen and active member of Surrey Hills GC for nearly 20 years and was well liked by all who knew him. He may have seemed, at times, a quiet person, but

beneath that exterior lay a dry and mischievous sense of humour.

Living locally to the airfield, Mike managed to squeeze as much flying as possible around his work as a chartered surveyor, for which he ran his own successful business with his wife, Dorcas.

Mike dedicated a lot of time to the club and being local meant he was often on hand to pop over and help whenever it was needed. He was also a member of the committee as safety officer for a number of years and in 2008 he became a basic instructor. He enjoyed many club trips round the country and always made the most of flying the Discus in which he had a part share, at places like Shobdon and Aston Down, as well as Denbigh, where he flew as recently as May this year. He was always great company on these trips and it will be strange going away without him.

Outside gliding and work, Mike was a keen sailor and shared many sailing holidays with his wife and friends. He also loved his motors, being the proud owner of an Alpha Romeo Spider, among other cars.

Mike was a true gentleman and he sadly passed away very suddenly this summer after a very short illness. He will be sorely missed by all that knew him and especially by his loving wife, Dorcas.

Marc Corrance, Surrey Hills GC

DON'T MISS OUT - PUT THE DATE IN YOUR DIARY NOW

The BGA Sporting Conference and AGM, exhibition and awards dinner is on Saturday 29 February 2020 at the Belfry Hotel, Nottingham



BRITISH GLIDING ASSOCIATION

BGA BADGES

No.	Pilot	Club (place of flight)	Date
Silver Duration			
	George Downing	Lasham	13/08/2019
	Mark Horsfield	Essex & Suffolk	05/07/2019
	Simon Harding	Kent (Lasham)	20/08/2019
	Bryon Smee	Dumfries & District	13/08/2019
	David Green	Bicester	23/08/2019
	Gregory Zak	Buckminster	17/09/2019
	Duane Pickering	Banbury	15/07/2018
	Chia-Man Hung	Bicester	22/05/2019
	Dmitry Leyko	Chilterns	08/09/2019
	Shaun Sanderson	London	02/09/2019
	Callum Hitchings	Essex	21/08/2019
	Benjamin Lyth	Stratford	08/09/2019
	Emma Burns	Buckminster/ Loughborough Uni	13/09/2019
	Peter Milligan	London	03/08/2019
	Philip Challans	Stratford	11/09/2019
	Matthew Beckett	On Avon (Sutton Bank)	01/09/2019
	Jonathan Stoner	Bicester	08/09/2019
	Eileen Scothern	Burn (Portmoak)	13/09/2019
	Tiago Oliveira	Staffordshire	08/09/2019
	David Fothergill	Chilterns	01/09/2019
Silver Height			
	Jack Vincent	Buckminster/ Loughborough Uni	29/07/2019
	George Downing	Lasham	13/08/2019
	Mark Horsfield	Essex & Suffolk	05/07/2019
	Martin Howitt	Midland	15/08/2019
	Simon Harding	Kent (Lasham)	20/08/2019
	Thomas Brand	Cambridge	20/08/2019
	Callum Wellington	SGU	01/07/2019
	Thomas Macgowan	Lasham	12/05/2019
	Peter Gill	Derby & Lancs (Aboyne)	29/08/2019
	Luke Walker	Buckminster (Aboyne)	23/09/2019
	Neil Bale	Burn	08/08/2019
	Kostas Kostalampros	Rattlesden	01/09/2019
	Max Lazenby	Cotswold	01/09/2019

Henry Morris	Bicester	13/08/2019
Dmitry Leyko	Chilterns	21/08/2019
Shaun Sanderson	London	02/09/2019
Peter Cotton	Herefordshire	13/04/2019
Benjamin Lyth	Stratford	08/09/2019
	On Avon	
Peter Weaver	Burn	01/09/2019
Lukasz Solek	Oxford	08/09/2019
Paul Holder	Gliding Centre	25/08/2019
Matthew Beckett	Shalbourne	01/09/2019
Xavier	Essex & Suffolk	21/08/2019
Overbury-Tapper		
Luke Bishop	Booker	08/09/2019
David McCormick	Borders	21/09/2019
Jonathan Jenks	North Wales	01/09/2019

100k Diploma Part 1

Oliver Lee	Kent (Shenington)	08/08/2019
Benjamin Lyth	Stratford	08/09/2019
	On Avon	
Michael Watts	Gliding Centre	08/09/2019
Jonathan Salt	Trent Valley	08/09/2019
Xavier	Essex & Suffolk	21/08/2019
Overbury-Tapper		
Paul Waghorne	Banbury	08/09/2019

100k Diploma Part 2

Stephen Brown	Stratford	08/09/2019
	On Avon	

Cross Country Endorsement

Marek Kowalski	Cambridge	17/08/2019
Richard Davis	Buckminster	21/08/2019
John Elkington	Buckminster	20/08/2019
Nicholas Gras	Midland	17/08/2019
Peter Belcak	Bicester	27/08/2019
Stephen Whybrow	Deeside	21/08/2019
Charles Field	Lasham	24/08/2019
Sam Coole	Surrey Hills	28/08/2019
Chia-Man Hung	Bicester	05/09/2019
Jeremy Pratt	Lasham	08/09/2019
Ewan Hogg	Lasham	08/09/2019
Gregory Zak	Buckminster	03/08/2019
Gabriel Ng	Lasham	31/08/2019
Stewart Hills	Cairngorm	15/09/2019
Ralph Taylor	Southdown	04/09/2019
Ewan Reid	Deeside	22/09/2019

Robert Dowdell	Chilterns	19/09/2019
George Downing	Lasham	14/09/2019
Paul Callaghan	Seahawk	01/06/2019
James Howarth	Cambridge	03/10/2019
Paul Ogram	Rattlesden	07/10/2019
David Shirley	East Sussex	06/10/2019
Edward Newland-Smith	London	03/08/2018
Geoffrey Moody	Wyvern	11/10/2019
Paul Smith	Gliding Centre	08/09/2019

INSTRUCTOR RATINGS

Basic

Benjamin Jenner	Buckminster/ Loughborough Uni	22/08/2019
Terry Dunford	Lasham	23/08/2019
Kristoffer Ahlner	Essex & Suffolk	23/08/2019
Richard Davis	Buckminster	29/08/2019
Tim Martin	Deeside	29/08/2019
Brian Crouch	Deeside	29/08/2019
Robert Cobb	Gliding Centre	30/08/2019
James Walker	Buckminster	02/09/2019
Stephen Guy	Gliding Centre	02/09/2019
Ian Walton	Midland	06/09/2019
James Karran	York	06/09/2019
Jonathan Cox	Gliding Centre	06/09/2019
Elizabeth Martin	Derby & Lancs	10/09/2019
Philipp Kerth	Bicester	16/09/2019
Robert Shepherd	Midland	26/09/2019
Thomas Clark	Wyvern	26/09/2019
Luke Bishop	Booker	26/09/2019
Geoffrey Hughes	Bowland Forest	04/10/2019
Roger Rhodes	London	04/10/2019
Luke Walker	Buckminster	02/09/2019

Assistant

Ellen Packham	Highland	10/09/2019
Mark Jerman	Yorkshire	12/09/2019
Brian Marsh	Gliding Centre	04/10/2019
John Batch	Banbury	11/10/2019

Full

Christopher O'Boyle	Burn	30/08/2019
David Gethin	Bowland Forest	06/09/2019
Samuel Prin	Wyvern	10/10/2019
Richard Dance	Derby & Lancs	12/09/2019



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INSTRUCTOR REQUIRED

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Editor: Dave Unwin



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INDEX TO DISPLAY ADVERTISERS

AFE/RD Aviation	inside back cover
Aeropaint Service	73
Airborne Composites	74
Anthony Fidler	72
Black Mountains	73
Bristol & Glos GC	44
BGA	IFC + 9 + 65
Cambridge GC	51
Centre National de Vol à Voile	44
Cobra Trailers	36
East of England	74
Essex Sailplanes	28
Forbes Brokers	36
GASCo Flight Safety	72
Gavin Wills	36
Harry Mendelssohn	15
Hayward Aviation	15
Hill Aviation	69
John McCullagh	73
Kennedys Law	73
Midland GC	68
North Yorkshire Sailplanes	74
Oxfordshire Sportflying	72
Philip Wills Trust	69
Service Centre Terlet	30
Skylaunch	62
Soaring Oxford	74
Soaring Safaris	73
Southern Sailplanes	back cover
Stein Financial	72
Sydney Charles Aviation	7
Trig Avionics	71
Zulu Glasstek	44

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