

SAILPLANE & GLIDING

VOL. 71 NO.6

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A FIRM LANDING

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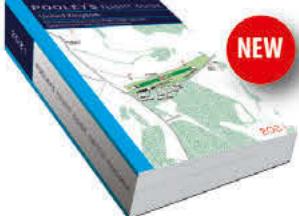
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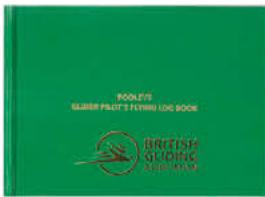
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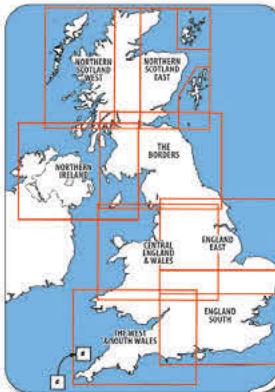
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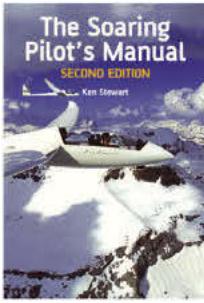
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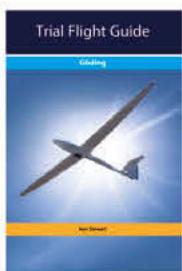
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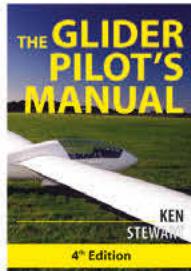
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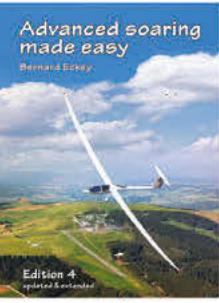
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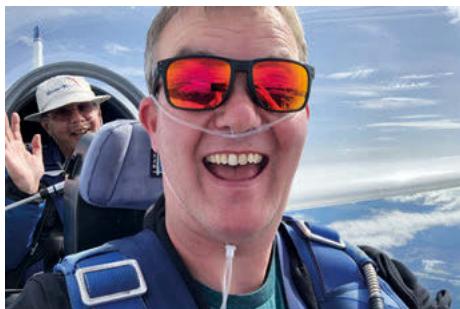
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Jean-Marie Clément discovers another form of gravity wave during a recent expedition to the Atacama Desert in Chile

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It is the glider cockpit and related systems that protect us in the event of a firm landing. But are there improvements we could make for ourselves to lessen the impact? The BGA safety team investigates



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

EMAIL: EDITOR@
SAILPLANEANDGLIDING.CO.UK

EDITORIAL TEL: 01763 246657



COVER STORY
Denbigh GC ran a Covid-safe task week for the juniors who had been looking forward to taking part in the cancelled Junior Nationals in August
(Dan Weston)

DEADLINES

<i>Feb/March 21</i>	
Articles, Letters, Club News:	4 Dec
Display advertisements:	18 Dec
Classifieds:	6 Jan
<i>April/May 21</i>	
Articles, Letters, Club News:	5 Feb
Display advertisements:	20 April
Classifieds:	6 May

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British Gliding Association,
8 Merus Court, Meridian Business
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tel: 0116 289 2956
www.gliding.co.uk
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› The BGA webinar series, put together in the spring through volunteer effort from Matt Page, Mike Fox and Luke Walker, has proved to be a great success. Several clubs have developed their own local webinars, with at least one club inviting people on its membership waiting list to join in. UK Junior Gliding is also running a series of webinars. Online training and engagement is here to stay in support of club-based activity and an informative programme of webinars is planned for the winter months. See <https://members.gliding.co.uk/webinars/>

› Rebates of up to £250 for new Electronic Conspicuity (EC) devices are available, thanks to funding from the Department for Transport (DfT) aimed at encouraging more adoption of EC within the UK's General Aviation and Unmanned Aircraft Systems communities. The BGA has been advised that, although the CAA's website refers to PowerFLARM, the general rule of thumb for acceptable new devices for the rebate is that if the device transmits FLARM, PAW or ADS-B, then it is valid. The CAA will distribute the funds via a rebate scheme, which is open to applications for devices purchased before 28 February 2021 (or until the funding is used).

› The next generation of BGA instructors will be supported by Ted Lys awards from the Launchpoint trust. Awards are given to qualified glider pilots to further develop their skills. Past Ted Lys awards have helped pilots in cross-country flying, competitions, aerobatics and instructing. The focus on instructor training in 2021 is in recognition of the effects of Covid-19 on our sport, particularly the reduction seen at many clubs in the availability of instructors for two-seat training. By helping pilots to embark on instructor training in 2021, we will also make a difference more widely in our clubs and our sport in 2021 and beyond. <https://members.gliding.co.uk/launchpoint>

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■ Schleicher's AS 34 Me pictured during its maiden flight in September. Managing director Uli Kremer said: "We have added an electrically-powered self-launching Standard Class aircraft to our product range, which is primarily designed for pilots who prefer a simple to fly, simple to maintain and simple to operate aircraft on the ground and in the air. As long as they can find a power outlet at the end of the day they can expect a fully operational aircraft when next they arrive at the airfield."

Battle veteran flies with Trig



Old meets new (top left) in Spitfire

TRIG has been selected by the Royal Air Force Battle of Britain Memorial Flight to supply VHF 8.33 radios, equipping its historic aircraft collection. The Flight includes six Supermarine Spitfires. Officer Commanding the RAF BBMF, Sqn Ldr Mark Discombe, said: "Having 8.33 radios fitted to our aircraft was a necessary regulatory change. The capacity to monitor two frequencies can be very useful in an air show setting for the Flight's aircrew. The radios are in keeping with the vintage panel instruments and are working well."

www.trig-avionics.com

DATES

NATIONALS, REGIONALS AND OTHERS

Standard Class Nationals	Lasham	29/5-6/6/21
15m Class Nationals	Lasham	29/5-6/6/21
Open Class Nationals	Lasham	29/5-6/6/21
Competition Enterprise	Milfield	3-9/7/21
Club Class Nationals	Hus Bos	17-27/7/21
Worlds	Germany	18-31/7/21
Open, 18m and 20m multi-seat Classes	(Stendal-Borstel)	
Worlds	France	7-22/8/21
15m, Standard and Club Classes	(Montluçon)	
Junior Nationals	Aston Down	21-29/8/21
18m Nationals	Lasham	21-29/8/21
20m multi-seat Nationals	Lasham	21-29/8/21
UK Mountain Soaring Champs	Aboyne	5-11/9/21
10th SGP World Final	St Auban, France	1-30/9/21

BIDFORD REGIONALS

26/6-4/7/21

SHENINGTON REGIONALS

26/6-4/7/21

HUS BOS CHALLENGE CUP

7-15/8/21

GRANSDEN REGIONALS

7-15/8/21

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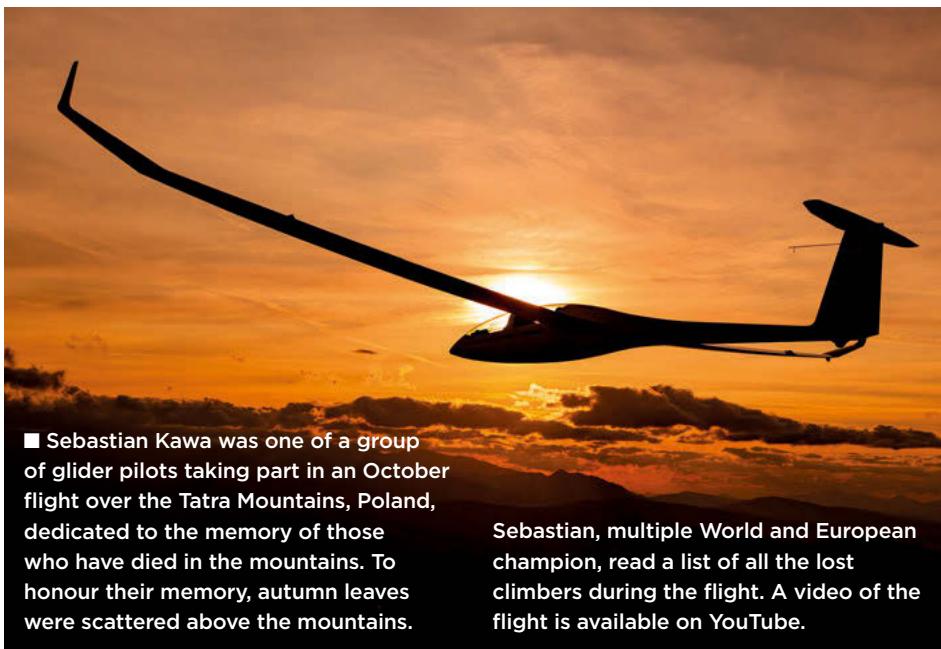
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LOOKING TO ADVANCE?

THE Royal Aero Club Trust has announced the start of its 2021 bursary awards scheme for young persons wishing to advance air sport qualifications. Applicants need to be aged between 14 and 21; or up to 24 in the case of a follow-on bursary. In previous years, a significant number of those who were awarded bursaries have been able to compete in championship

events and have been included among those given the highest places in the events. Of the 33 bursaries awarded last year, 12 went to glider pilots. The closing date for applications, which should be made via the BGA, is 31 March 2021.

Full details of the rules of the scheme, as well as application forms, are available at www.royalaeroclubtrust.org



■ Sebastian Kawa was one of a group of glider pilots taking part in an October flight over the Tatra Mountains, Poland, dedicated to the memory of those who have died in the mountains. To honour their memory, autumn leaves were scattered above the mountains.

Sebastian, multiple World and European champion, read a list of all the lost climbers during the flight. A video of the flight is available on YouTube.

Zoe's 'click and collect' award

CONGRATULATIONS to Zoe Mallam, who was awarded the Graham England Trophy (young person's contribution to aviation) at the Vintage Aircraft Club's Click and Collect Awards at Turweston on 26 September. This 'lockdown' experience included cake and YouTube crowd applause.

Zoe was sent solo on her 14th birthday at Portsmouth Naval Gliding Club in 2014. Her height gain of 17,703ft in 2016 made her the youngest ever Diamond badge claim in the UK, at just 16 years and six months.

A British Women Pilots' Association scholarship award in 2017 was used towards achieving a powered aircraft licence. In September 2019, Zoe became an apprentice aeronautical engineer at The Shuttleworth Collection.



Sad farewell to Peter Saundby

WE ARE sad to report that Dr Peter Saundby recently passed away peacefully at his home following a long illness. Our thoughts are with his family and friends.

As Peter's long-term friend and colleague Max Bishop notes, Peter made a huge contribution over many years to gliding and air sports in general, not only at club level in the RAFGSA, BGA and RAeC, but also as an FAI Vice President and President of CIMP, the FAI Medico-Physiological Commission. He was also a tireless campaigner for rational legislation at European level in Europe Air Sports. Nobody who ever went on a long walk with Peter will ever forget his tremendous range of interests and erudition. He was towering character.

■ See next issue for a full obituary.

Sackville's return to vintage gliding

COVID-19 has proved unexpectedly beneficial for Sackville Flying Club, **writes Tim Wilkinson**. Each year, gliders land here on 50km Silvers, or land out on cross-countries. For many years I have hoped we could get the vintage gliding at Sackville going again. At last the fire has some embers and a small flame has been seen. We have seen a lot of interest, with new members and aircraft and also past members coming back.

There is already an active microlight group and hot air balloon flying and training, including a self-build balloon facility. Now a team has organised itself to get the gliding side of Sackville active. The winch has had a complete overhaul and is serviceable. We have purchased two K-13s. One is flying, the other is undergoing its CofA. We also have a K-6cr.

Around 10 members have expressed an interest in joining and we have three instructors helping as required. There are more gliders stored here and we have three other clubs nearby, happy to bring a tug over on request.

Sackville Flying Club is based in Riseley, North Bedfordshire.
www.sackvilleflyingclub.co.uk

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Competition flying



Paul Whitehead
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Howard Torode
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Andy Holmes
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Steve Noujaim
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



Ain't no mountain high enough

I WAS amused to read Paul McLean's explanation of the photograph on p27 (Oct/Nov 20) of Mount Aconcagua, 22,841ft (see above). He states that it is the second highest in the world. Perhaps he is unaware of the Himalayas, where Mount Everest, the highest mountain at 29,029ft, is located, and where there are other mountains, such as K2/Qogir/Godwin Austen at 28,251ft, Kangchenjunga (which was surveyed by a member of Justin and Gillian Wills' family) at 28,169ft and Everest's neighbour Lhotse at 27,940ft.

I could list off a number more that are

higher than Aconcagua.

Here are photos of Everest and Lhotse with their heads in the cloud, and Kangchenjunga (below) taken when I flew by them in 2018.

Hugh Colton, United States

The editor replies: Apologies, neither Paul nor myself checked the accuracy of that fact. Paul also advises me that the image was intended to be used in a landscape format, which gives me the opportunity to republish his stunning photograph from an RAFGSA expedition to Chile (see above).



First solo in Tiger Moth

AMONG the delights of the latest S&G, the article on the return of G-AOBX to Aston Down caught my eye (*Tiger Moth returns*, p5, Oct/Nov 20).

On 16 April 1960, aged 17, I made my first solo with her at Fairoaks. I am glad to see that she is still flying. So am I, but I am pretty sure that she will outlast me! **John Allison, Filkins, West Oxfordshire**

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



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THANKS FOR DEDICATED EFFORTS

Andy Perkins reflects on challenging times ahead, but remains confident in a healthy future for gliding. Play your part by getting involved with the BGA's national survey of glider pilots



HOPE that all are well in your respective families. With pandemic restrictions looking set to remain for at least the next few months, I know we all remain thankful to the dedicated and careful efforts of glider pilots across the country, who have worked within their clubs to enable gliding in some form this year.

As our 90th anniversary year comes to a close, I truly believe that the comradery and determination of all will ensure that gliding has a healthy future. It will be challenging, but by harnessing the enthusiasm and tenacity of glider pilots across the country, I believe we can develop and grow our sport over the next decade so that gliding is an active and central part of general aviation by the time the association reaches its centenary.

It is easy to say this, how we achieve it is of course another matter. Better connectivity with glider pilots when they aren't flying has been an upside of the pandemic and will help our future. As we head into the depths of winter there are still lots of avenues to get your gliding fix. The BGA Facebook page, Zoom and Teams



■ Scan this QR code for more information on winter webinars organised by Matt Page.



■ Scan this QR code for more information on the BGA strategy document

have been used widely across the sport, and the winter webinars organised by Matt Page are running again, offering a great chance to keep engaged throughout the winter months (see QR code below left). Do remember some members are isolating so, if you have time, drop them a line to keep them involved as I know it makes a huge difference to those in that situation.

Adversity can bring opportunity. I believe that by utilising technology, such as Zoom and Teams meetings, we can reduce the time spent by volunteers running clubs. These efficiencies help keep clubs running whilst allowing club volunteers to spend less of their free time running the club and more time gliding themselves. Taking this further, working together with other organisations gives us an opportunity to 'sweat the assets'. Local government engagement and working on projects that allow other forms of recreation/clubs to use or develop facilities at gliding clubs may be essential for some clubs to survive. It may also allow for a step change. This is, of course, a decision all within the club need to make, but, as the way people spend their free time changes, our airfields provide a great opportunity to engage people in outdoor activities that can help bolster club finances.

I BELIEVE THE COMRADERY AND DETERMINATION OF ALL WILL ENSURE THAT GLIDING HAS A HEALTHY FUTURE

What 'my club' is like is central to why you glide. We engage regularly with club chairmen in an effort to evolve the BGA strategy (see QR code below, right) and to ensure we are providing the support, services and direction required by clubs. With so many changes to our way of life, we will continue this dialogue, but in addition, you may have heard about a national survey. This NEEDS YOU! Gliding has adapted already, but a continued focus on what glider pilots want and to dovetail this into the BGA strategy is vital for us to secure the future of the sport. Please take time to complete this survey (look out for announcements on www.gliding.co.uk), as it will shape the future of our sport. It is your BGA, your sport and I would like to see us strive to build the membership and show more people how fantastic it is to soar like the birds.

The world will have moved on again by the spring. Although 2021 will be challenging, I believe there will be a great opportunity to welcome people into the sport. I will certainly push from the top of the BGA to create the tools needed to help clubs. A focused effort to support and develop the sport will be key to our success. Please do what you can to help your club adapt.

To that end, in the next issue, Tony Smith, our treasurer and company secretary will write the opinion piece and give an insight to what gliding clubs and glider pilots can do to assist in these challenging times in terms of the finances. Wishing you all a safe end to 2020 and many glider flights in 2021.

Andy Perkins
Chairman
British Gliding Association
November 2020



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Launchpoint Supporting the next generation of instructors

The Ted Lys awards, from "Launchpoint" trust, will in 2021 support the next generation of BGA instructors. Ted Lys awards are given to qualified glider pilots to further develop their skills. Past Ted Lys awards have helped pilots in cross country flying, competitions, aerobatics and instructing.

The focus on instructor training in 2021 is in recognition of the effects of Covid-19 on our sport, particularly the reduction seen at many clubs in the availability of instructors for 2-seat training. We need to encourage and support a new intake. By helping pilots to embark on instructor training in 2021, we will also make a difference more widely in our clubs and our sport in 2021 and beyond.

The trust is currently finalising the details of the awards and will notify clubs and pilots of the nature of the Ted Lys awards for 2021, and the application process, through the usual channels.

›PAUL FRITCHE

Paul Fritche achieved a long sought-after goal, gaining the UK Standard Class free three turnpoint distance and also the three turnpoint distance records, during a flight from Lasham on 20 July. S&G caught up with Paul after his successful record claim

Age? 54.

Marital status? Married to the lovely Caroline for 29 years. It sure helps in gliding to have a partner that is supportive, in what can be quite a selfish sport.

Where were you born? West Sussex.

Where do you live now? By the sea in West Sussex. Not ideal for soaring, but lovely for walks and running.

Occupation? Physiotherapist.

How and when did you start gliding?

I grew up close to Southdown Gliding Club and as a child I always loved the look of gliders flying. When I was 19, I popped up to the club just to have a look around. I was greeted by Craig Lowrie and Ian Ashdown, Southdown's two young "hotshots" (it was 1985), who had their Kestrel fuselages out. The gliders looked so elegant and they were so enthusiastic about gliding. However, the revelation for me came when one of them told me they had flown to Leicester and back, using nothing but thermals! From that moment I was fascinated by how that was possible, and still am to be fair. Craig took me for a flight that only confirmed what I already knew, which was that I had to join the club and learn to fly gliders. I remember



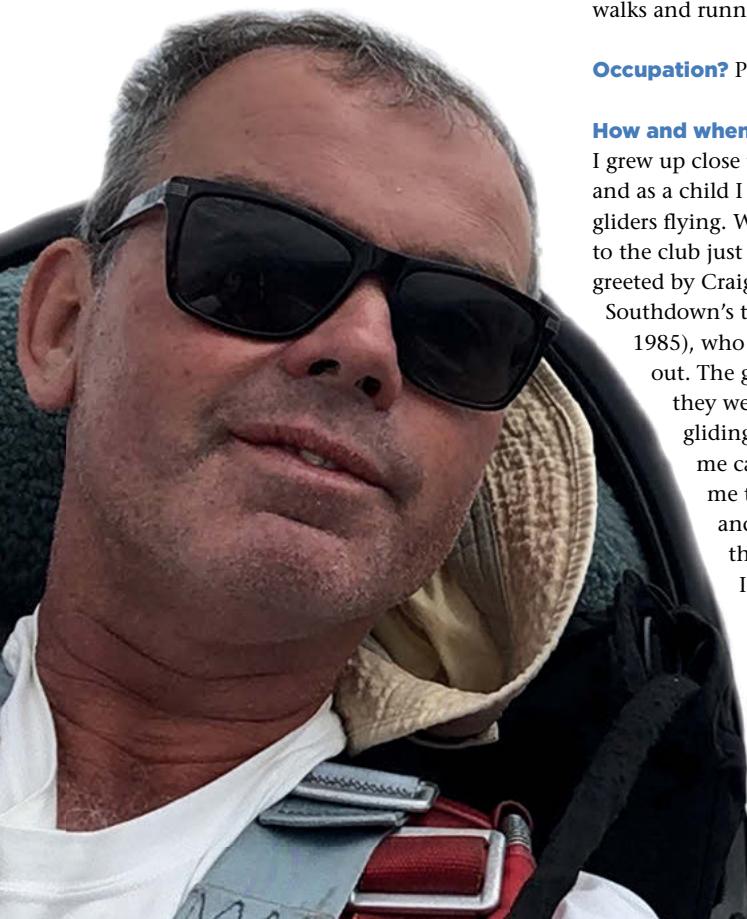
seeing the altimeter winding up in a thermal with no engine to help us. I often think I could have had a different experience that day and turned around and never gone back.

Which pilots most influenced you?

A guy called Mark Darby decided that Martin Roberts and I needed to fly a competition so he hired the club's Grob Twin 3 Acro and entered the Lasham Regionals. It was an exceptionally hot week, with 9,000ft blue thermals. We had a fabulous week, landed out a lot, but enjoyed it enormously. That opened my eyes to what was out there. Crucially, Mark's wife Karen checked Caroline out on retrieving, a skill that would be enormously useful in the years to come. Mark left gliding and is now CEO of an airline, but we keep in touch. One day I'll borrow a Duo and repay the favour.

How many other family members glide?

Dominic, my nephew, is currently at medical school so his gliding is on hold. My brother





Pete is a 777 Captain so it would be a very bad day at work if he does any gliding! Our daughter, Charlotte, says she has already spent too much time hanging around gliding clubs.

You have recently broken the UK Standard Class 3-turning point free distance and distance records by flying 819km in an LS8. Congratulations – had you set out to achieve that?

Thank you. There are a handful of records I've had my eye on for a few years and they were two of them. I came really close five years ago with a Standard Class 760km out of Parham. It's satisfying to do a flight you've planned for so long.

On three occasions you have represented the UK internationally, including last year. What is it like to be part of Team GB and compete internationally?

Internationals are totally different from normal club flying and nationals, in a number of ways. The thing I loved is that

you are part of a team and representing Great Britain. You get a real feeling of "us against the rest of Europe" because you have your own team base and have team briefings before and debriefs after every task. It gave me great pleasure seeing Tom Arscott win, and G Dale come second in the Club Class last year. Howard Jones and I flew together in the Standard Class in Prievidza last year and he was an excellent team mate. He'd flown there before and knew the "lie of the land". I couldn't have come close to flying the way I did without his help. G is a brilliant coach and can't help but coach, even in a competition.

The whole team got on well and worked well together. A happy team is worth a lot of points. If you ever get the chance to fly an international, do it.

Where and what was your most memorable flying experience?

The 2019 Europeans. I was very apprehensive about flying a comp in the mountains and ↗

Paul Fritche flying the Southdown ridge (Piers-Rex Murray)

THE WHOLE TEAM GOT ON WELL AND WORKED WELL TOGETHER. A HAPPY TEAM IS WORTH A LOT OF POINTS. IF YOU EVER GET THE CHANCE TO FLY AN INTERNATIONAL, DO IT



Howard Jones in No 6, in Prievidza, Slovakia, during the 2019 Europeans (Paul Fritche)

■ **Is there someone you would like to nominate to appear in S&G's pilot profile? Send your nominations to editor@sailplaneandgliding.co.uk detailing why you have nominated them.**

HOW MANY OTHER SPORTS WOULD ENABLE YOU TO COMPETE WITH THE BEST IN THE COUNTRY, OR WORLD, AT A RELATIVELY EARLY STAGE?

✉ nearly pulled out. However, G talked me round and it was a wonderful experience. The terrain is dramatic and the mountains deliver brilliant thermals and convergence lines. Every day was different, but exceptionally good by UK standards. After a few days it's lovely to slip into a routine of prep glider, breakfast, briefing, fly, debrief, dinner, sleep, repeat.

What are your favourite gliding sites in Britain?

You'd possibly expect me to choose some amazing wave/thermal/ridge site, but it's a flatland site because of the people that fly there. Lasham. It's a joy to fly with some of the best pilots in the world. We all feed off each other's enthusiasm and passion for the sport. There is an expectation of achievement on the Lasham grid. As long as you follow the rules and fly sensibly and safely, CFI Colin Watt leaves you to get on with it.

What is your favourite site in Europe?

Prievidza, Slovakia.

What is your favourite glider?

Easy! I love my LS8. The handling is wonderful. It "talks to you" in that you can feel what the air is doing. With water on, I've never felt the need for more performance. We've had a lot of fun together and she's always looked after me. She's easy to rig and I'm still drawn to a pure glider.

Who do you admire most in the sport?

I admire different things in different people. Personally I find it easier to admire pilots I've flown with because you can see how they get the results they get. I admire all the guys I regularly fly with at Lasham, but for slightly different reasons.

- Rich Hood for always going fast and winning almost every comp he enters, even when he has a nightmare day.
- Howard Jones for always pushing on hard, even on low blue days.
- Jez Hood for always turning the correct way when entering thermals, to the point that it's a bit annoying! And for doing the thing that Leigh Wells does, where he takes 100ft off you on every glide.
- Matt Cook for never lingering or turning in any weak lift. Ever!
- Andy Holmes for flying so well when he does so little at the moment due to Daddy Day Care responsibilities, and for helping us with met information and task planning, even when he can't fly.

● Dave Watt has been more of an influence on me than he knows. It's impossible to stay with him for long. He pushes hard when low down and reads the sky exceptionally well. He analyses every part of his performance and strives to improve constantly, which is remarkable considering how long he's been at it. I love his enthusiasm and humour. Dave never brags about his great flights, quite the opposite, he avoids any adulation. A very modest man.

- Tom Arscott for leaving no stone unturned in his quest to amass competition points.
- G Dale for his ability to work out very complex problems and explain them in very simple terms. He's such a natural coach.
- Few individuals have ever done more to help a single club than Craig Lowrie at Southdown.
- However, as far as I know, none of these have had to battle with cancer and a 39-month break from solo flying like David Masson. David is a remarkable individual. The skill and time he has devoted to gliding forecasting is astonishing, as is his willingness to pass the information on and help others. His passion and energy for gliding puts most of us to shame. So, to be able to miss almost four seasons and remain engaged is a testament to his character. I've never heard him moan or complain about his illness, or about anyone else. He only ever thinks positively. Maybe too positively at times when it comes to his task distance predictions!

What piece of advice would you give to an aspiring competition pilot?

Nobody said it was easy! You can learn more in a week than you would in a year of flying on your own. How many other sports would enable you to compete with the best in the country, or world, at a relatively early stage? You'll get beaten, but have the chance to go and ask "what was it like down the left-hand cloudstreet; what height did you go around the turn?". You'll fly on days you'd never fly on alone and get around the task because a gaggle of five will always find something. You'll land out and be made to feel very inadequate at times. Persevere. Give it a go. The potential rewards are huge.

What has been your most interesting competition day so far and why?

There are so many, but how many days get a nickname? Getting the perfect start, running with the lead gaggle around a fast task and somehow getting a lucky break

at the end is great fun. However, I find the most interesting days are the ones that require constant gear changes, getting high and taking big detours at a crucial phase. Or the flights where you're constantly low and dodging a field landing, such as the day of "The Wellingborough five" as Dave Watt calls it. We had a 235km task in the 15m Nationals in 2013 out of Hus Bos in very poor blue conditions. There was a big gaggle led by Dave, Matt Cook and Derren Francis. All I remember is constantly thinking we were about to land out, climbing many times from 1,200 ft to 2,000ft, then pushing on. Not in our wildest dreams did any of us think we would ever complete the task. Lower gliders kept getting "rubbed off" by the ground and I remember constantly seeing gliders turboing past us. By 18:30 we were all resigned to our fate, as we approached Wellingborough, and Derren was delighted to make it to land at Sywell. Just then we pulled into 1 knot, which built to 2, then 3, far better than we had had all day. We started to think the unthinkable. Eventually the climb topped out at 3,500ft, which was a comfortable final glide home under thick top cover in dead flat air. Only five of us got round: myself, Matt Cook, Dave Watt, Kim Tipple and one other. At least once a year Dave remembers and says: "yeah, you were one of the Wellingborough five."

What do you always pack for a comp?

A coat and a pair of wellies. A desire to have fun!

When not gliding, what do you do for recreation?

The perfect winter Saturday would be a three-mile parkrun (slowly) with Caroline and friends, bacon sandwich, go to the Amex Stadium for a pie and a pint before watching the mighty Brighton & Hove Albion crush one of the top six Premiership sides with a dazzling display of possession-based football. A few more beers with friends in the pub, before dinner, followed by a few more drinks while watching *Match of the Day*.

What book are you reading at the moment?

The Soaring Engine Vol 3 by G Dale, the best soaring book I have ever read! G tells you everything you need to know about soaring and nothing you don't. He doesn't try to show how clever he is by using complex explanations you don't need to know about.

What is your favourite film?

Silence of the Lambs.

What is your favourite piece of music?

Choose one? I love music. I'd struggle to choose 10, so *Stairway to Heaven* by Led Zeppelin because it's three songs in one.

What would your motto be?

Only those who will risk going too far can possibly find out how far one can go. (TS Eliot)

What's your next challenge?

Let me turn the question round to the readers. What's your next challenge? We all need one. A results-based one like "I want to win a nationals" isn't ideal because it depends what others do, which is outside your control. A distance milestone like 1,000km depends on having the right day and the day off work and the right task. A process-based goal like "improve my thermaling" is hard to measure. But since you ask, it's high time I won a nationals, and 1,000km in an LS8 is just possible, I think.

It really doesn't matter if we achieve our goals, because as soon as we achieve them we go after another. What matters is to have a goal and pursue it, because that will drive you on. Keep enjoying your flying. When the fun stops, stop. You'll never know everything. There's a lifetime's work getting to know what's up there in the sky above us. Nurture that relationship we all have with the sky.

■ The forecast was for 20 July to be exceptionally good. However, because it was forecast to spread out to the north, I set only a 500km, until the briefest of conversations on the grid at Lasham at about 9.30am. Andy Holmes persuaded me that it was a 750km day and pointed me in the direction of Andrew Neofytou, who was doing a 750km set by Bill Murray. The task looked perfect and stayed just south of the duff line to the north and so I changed tasks 30 minutes before launch. That was a great decision. The first leg, which can so often be a problem on long flights with an early launch, was excellent. The second leg towards Norwich required a detour south to stay in good conditions, but even so it was soft for about 150km. Then it "switched on" and was epic to about the 750km point. At that point I was averaging 93km/h, so I had enough day left to slow down and to get high and bimble downwind.

Paul Fritche's pride and joy, his LS8 (Piers-Rex Murray)



DEESIDE'S PERKOZ STRETCHES WINGS



Main pic and right: Iain Macdonald (front seat) and Roy Garden make the most of eased restrictions and take advantage of well-defined wave. Reaching a maximum height of 14,400ft, they made good use of the newly-installed Mountain High oxygen system

Iain Macdonald and Roy Garden put Deeside's Perkoz through its paces with a wave flight



August flight to Inverness in Deeside's Perkoz

FRIDAY 7 August was promising to produce some decent flights at Deeside Gliding Club, Aboyne, with a light south-westerly breeze at ground level and the forecast of some very decent wave at height. Club pilots Roy Garden and I were determined to take full advantage of the excellent conditions and took flight in the club's two-seater SZD-54 Perkoz.

The planned flight for the day was a task which was to begin locally at Dinnet, stretch as far north as Inverness and reach down to Tarfside; an anticipated 300km.

Following a 10:30am launch we released from aerotow at 3,000ft, straight into well-defined wave. Cruising along the edge of lenticular clouds, 8,000ft agl was soon reached after maximising the lift that ranged from 2kt to 8kt up. It was time to begin the task.

There was no NOTAM in place, but Aboyne gliders are fitted with transponders so a call to "Scottish" on 124.500 requesting access to above FL100 was swiftly responded to with no objection. With transponder set to squawk 7000, it was game on! It's worth noting that by communicating with "Scottish" they will provide a basic service

and keep track of you. Once we were done with the utilisation of the basic service, a courteous communication to inform that we were transferring off 124.500 let them know that we were still "on task" (good manners dictated that one shouldn't just "vanish").

This was to be a flight where the newly-installed Mountain High oxygen system was to be fully utilised with a maximum height of 14,400ft reached in the mid-level wave system. After approximately 90 minutes of careful negotiation to find the best lift, we eeked out what we could from the weaker wave.

Scrubinising the wavelength, we jumped from one wave system to the next trying not to lose the precious height. Upon arrival at Inverness we were met by an imposing lenticular cloud that provided sound indication that we were to find more workable lift. Having arrived at the first turning point of the task it was time to about-turn and head for the next turning point, Tarfside, south of Aboyne.

Passing Loch Morlich and Cairngorm Ski Centre below, it seemed that the wave system was beginning to collapse and the lift



was starting to ebb away. Within a matter of minutes, the Perkoz found herself in 10kt DOWN: 9,000ft... 8,000ft... 7,000ft... the altimeter needle rotating in an anti-clockwise direction. This wasn't the way it was supposed to turn out?! It was noted that if we were to reach 5,000ft, Feshie was to be the chosen "bale-out" location should the task need to be scrapped at this stage. With an indicated air-speed of 100kts, the hunt was on to escape the sinking air and seek to get back on task.

Alas, there was no requirement to abandon flight. As we approached Braemar at 4,000ft, we scratched around in 2kts up, light rain, gaining 400ft before the decision was made to scrap the rest of the task and return to base. Perkoz had to settle with a mere 200km distance in three hours under her belt.

The flight confirmed the capability of the club's SZD-54 Perkoz glider as an outstanding cross-country training aircraft, as well as a fully aerobatic one. The newly-installed Mountain High oxygen system means that the sky's the limit for pilots in training at Deeside Gliding Club.

■ Iain Macdonald has been flying solo at Aboyne for three years. He holds his Bronze C and Cross Country Endorsements and is enjoying learning from his more experienced colleagues (!). In his early training, a minor engine failure in a club motor glider secured Iain's desire to fly without an engine. Iain also serves as junior development officer on Deeside's committee.

■ Roy Garden is an experienced glider pilot of more than 30 years, having begun his flying career as a hang-gliding pilot. When not instructing or flying the tug plane, Roy is no stranger to cross-country tasks to all corners of Scotland.



MAINTENANCE IS EYE-OPENER

Harriet Gamble experiences the hands-on work required in having your own glider before taking flight in her loan K-6E

EARLY on during the (first) lockdown, with JAL sat at home, I decided to make the most of some good weather and get her out of her trailer with the intention of some cleaning and preparation. Having been to Adrian Emck's lecture on 'Comfort in Flight' at the BGA conference, I wanted to work out how to make the cockpit as comfortable as possible.

Upon getting her out of the trailer, I noticed some corrosion of the steel frame near the rear door of the trailer and, on further inspection by clambering through the

trailer, realised there were some other areas of corrosion down the right side.

In my dad's workshop, we were able to peel back the glassfibre side panel and aluminium floor to get a clear look at the framework. Unfortunately, this showed the full extent of the problem. While the steel frame visible in the trailer showed some localised corrosion, the sides of the frame that had been hidden by the panelling were corroded down most of the trailer's length and in urgent need of replacement.

Given this trailer is plated as built in 1981 it is no surprise to find some corrosion. With the gracious help of my dad, we set about replacing the corroded steel frame. With new box-sections in place and holes drilled to ensure they would drain should water creep into the frame in future, it should now be sound for many more years.

Metalwork

Cutting out old sections of steel and welding in new was not the end of the project; all the metalwork needed good protection from the elements so needed dressing down and repainting. I got quite carried away with the red paint (to match JAL) and ended up painting all the metal work I could find, using gallons of Hammerite in the process!

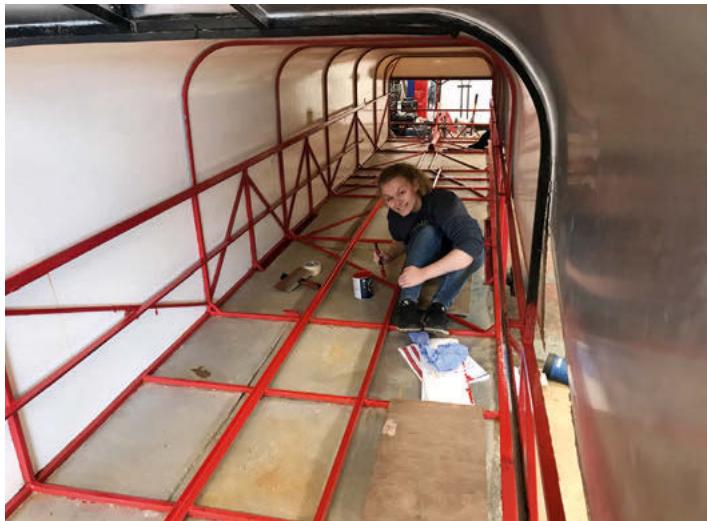
The front of the trailer, including the door, also needed some attention as it had been leaking and corroded. Sadly, we could not salvage the original glassfibre panels, but the front has now been replaced with a carefully engineered aluminium replacement to ensure it is watertight. We also opted to fit new floorboards and refurbish the fixings that hold the glider during transit while we had everything out and easily accessible.

With JAL's trailer now complete with all the panels and floor reattached, electrics rewired and new brake cable and lights fitted, she was put safely back in her home. Working on the trailer has been a rewarding experience and has given me a chance to learn many new skills. It does also highlight the importance of a thorough check of a trailer for signs of



Above and below left: corrosion on the steel frame in JAL's trailer and, below right, the newly-replaced box section (photographs by Harriet Gamble)





Metal preparation and new paintwork on the trailer

damage/weathering. They are not always obvious and sometimes it is the bits you cannot see that need most attention.

As a final prize, just as we finished work on the trailer, HM Government announced lockdown restrictions would be easing, which would soon allow gliders back in the air. I arranged for Jay Stewart, JAL's owner, to come across to the workshop for a socially-distanced visit to inspect the work we had done. Then she was ready to travel to her new temporary home at the Park!

Having not flown for a number of months, and without the option of a check flight with an instructor, I flew the club K-6CR to refamiliarise myself. Incredibly, my first flight ended up being well over two hours of local soaring, which appeared to be a good omen. With that complete I was ready to fly JAL.

While I have quite a few hours in our club K-6CR, I have never flown a K-6E and

had been told that they feel quite different, given a more reclined seat position and all flying tail plane, so I was keen to find out for myself. As JAL has only a CofG hook I took my first flight in her by winch. It was a lovely calm sunny day and after 20 minutes of soaring we came gently back to earth and I was grinning from ear to ear.

Coordinated

JAL is wonderful to fly, beautifully coordinated and is able to stay up even on difficult days. Luckily, the weather has been quite cooperative so we have had several nice long soaring flights and I quickly got used to her. With a few flights under my belt, an instructor suggested I try aerotowing her to see how I found it on the CofG hook. I was a little apprehensive, but this turned out to be unfounded as JAL had perfect manners – other than getting off the ground quicker than I am used to, she was

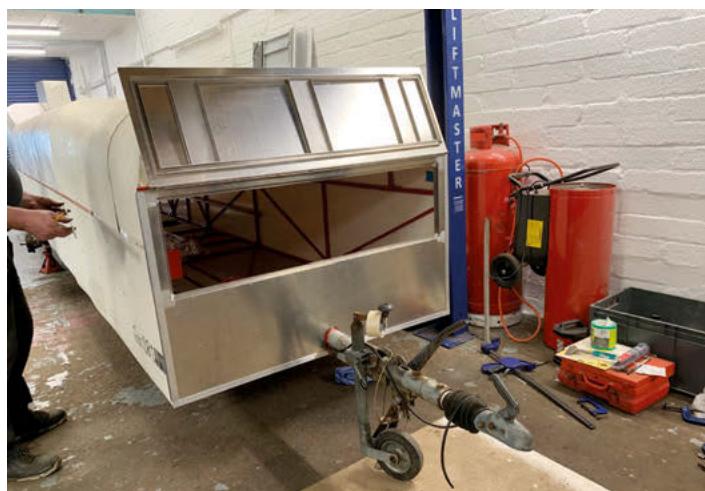


AFTER 20 MINUTES OF SOARING WE CAME GENTLY BACK TO EARTH AND I WAS GRINNING FROM EAR TO EAR

■ For the past couple of years, Jay Stewart has lent his K-6E to be flown by a worthy pilot, through Women Glide UK. This year JAL is being flown by Harriet Gamble.

■ See Harriet's article on being loaned a K-6 just as clubs closed and how she used the time to study and fly Condor tasks – *Waiting for a chance to fly*, pp32-33, June/July 20

■ www.womenglide.co.uk



A new front door and floorboards along with some general sprucing up



JAL alongside our club K-6CR, complete with repaired canopy cover



A view of the Park from JAL

THE TRAILER WORK HAS BEEN AN EYE-OPENER TO THE MAINTENANCE INVOLVED IN HAVING YOUR OWN GLIDER



Harriet Gamble started gliding in 2013, having joined the University of Bath. She held many positions on the university gliding club committee, including chairperson. Harriet now has a graduate role at Airbus Defence and Space and continues to fly at the Park, where she is a co-opted committee member to help represent the junior and cadet members. Harriet holds Cross Country Endorsement and Silver C and hopes to instruct in the future.

very easy to handle.

With great soaring weather and temperatures high, I also decided to sort out JAL's canopy cover, which unfortunately had quite a lot of mouse holes in it. Vertigo Covers very kindly assisted and the cover is now looking as good as new and does a great job of keeping the heat out while she is on the grid.

Having enjoyed many flights through June, it was now time to get JAL through her ARC. Having not done this before it was an interesting learning curve, particularly the paperwork. With the recent change of requirements, JAL needed a Self-Declared Maintenance Program (SDMP) writing and a new logbook. Luckily, her owner, Jay had provided me with very complete and orderly paperwork, which made the process quite simple. There is a lot of clear guidance and examples on the BGA website; this alongside advice from the maintenance team at the Park (special thanks to Nick Bowers) made preparing for the ARC stress free. During the ARC, JAL passed most areas with flying colours and, after some minor works to the electrical earthing and aileron alignment and the necessary secondary sign off, she was all ready for another year of flying.

On 12 July the weather was looking really good so I decided to try a small cross-country task. One of my goals for the year is to complete my 100km diploma so I have been studying up on cross-country flying during lockdown. Given I have never tried to go cross-country in a wooden glider before, and with relatively little cross-country experience overall, I opted to set a 50km task that stayed nice and close to the Park.

After climbing to 4,500ft above site, I set off for Tisbury. Heading to the first turn point I was thoroughly enjoying my flight but ended up with quite a large deviation, which in turn led to a strange route around the turn point. Undeterred, I took a more direct route on to Wincanton with a nice cloud street to follow. Having rounded Wincanton I could easily see the Park and took a nice straight glide back into home, making sure to leave enough height to do more local soaring given the beautiful weather.

Cross-country

Overall, I found JAL really enjoyable to fly cross-country. I found being a wooden glider she was a little trickier into wind than a glass glider, but excellent for finding thermals and getting great climb rates. It turned out I had completed my task at 83km/h handicapped, more than quick enough for the speed requirement of the 100km diploma of 65km/h handicapped.

So, having had JAL for four months now: two months at home in lockdown and two months with a chance to fly, I really feel like I have made the most of my time with her. The trailer work has been an eye-opener to the maintenance involved in having your own glider and I now have the confidence that it is ready if needed for a field landing.

All the studying during lockdown and Condor flying also seems to have paid off, with a first cross-country flight under my belt. Fingers crossed the good weather stays with us. Now I know I can achieve the speed required for my 100km diploma, I think I am ready to put JAL to the test with some bigger and braver flights!

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PHILIP WILLS MEMORIAL FUND SUPPORTING GLIDING IN THE UK



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

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- Security usually taken on asset bought + personal guarantees
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- Minimal legal costs
- Easy access to lenders for discussion

More information is available on the BGA website. If you want to just discuss informally, please email Steve Lynn at Stephen@srlynn.co.uk, 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.



CZECH OUT THE COMPETITION

Finn Sleigh reports on the juniors taking part in the Czech Republic 2020 nationals



Above, l-r: Sophie Curio, Matthew Scutter, Finn Sleigh, Amalia Maiden, Olly Metcalfe, Toby Freeland.

Below: 2nd, Jan Ratz (Std Cirrus); 1st, Ondrej Bordovsky (Std Cirrus); 3rd, Finn Sleigh (ASW 20F)



FOLLOWING on from our article in the last issue, Toby Freeland, Henry Inigo-Jones and I left our training week at Issoudun to make the trip to Tabor, Czech Republic. Tabor is the venue that will host what was the 2021, but – thanks to Covid delays – is now the 2022 Junior World Championships. It's a beautiful grass airfield located in the southern Czech Republic, just over an hour south of Prague and an hour north of the Austrian border and

surrounding hills. It's perfectly positioned for excellent flatland racing, with easy access to hills which regularly produce cumulus on otherwise blue days and convergences to really mix up the AAT days. This, coupled with easy airspace, makes it an ideal place for a Junior Worlds.

In the summer preceding the 2019 Junior Worlds, my then teammate Jake Brattle and I made the effort to fly the Hungarian Club Class Nationals at an airfield only a few kilometres away from Szeged, which would host the Junior Worlds the following year. Despite our best intentions, we actually spent the first four days of that trip sat in the pouring rain while our fellow Junior Development Squad members were flying in some very special weather at our annual training week in Issoudun.

At the time I was a bit frustrated to be missing out on all the fun, but very quickly realised we had learnt some really important lessons which would pay dividends during our Junior Worlds campaign. I'm convinced that this played a key part in the success Jake and I had in Hungary, so I was really motivated to make the effort to get out to the Czech Republic to fly the nationals in order to get a feel for its gliding environment.

It's always a little daunting visiting a new country, with no knowledge of the locals, organisation and conditions. This year it felt particularly strange with all the Covid chaos

and travelling uncertainty, but we have to say a huge thank you to everyone at Tabor for their amazing hospitality. They made a great effort to ensure we felt welcome, taking time to translate everything and listening to all of our questions and feedback.

The weather was largely excellent for all of our stay, perhaps not always classic racing weather – we had a real mix. After flying 10 competition days and two practice days, I felt much more in tune with the local area, familiarising myself with the local knowledge and fully exploring all of the task areas from the site. The flying is quite different to that in the UK; the terrain and topography has a much bigger impact on soaring conditions.

We had a good mix of blue days, some heavily overdeveloped days, days with showers and, best of all, some classic romping cumulus days. Most interesting of all were three or four days of strong shear wave. The best of which, a completely blue day, allowed Henry and I to sit pre-start at the bottom of the FL95 airspace for over an hour watching big gaggles, at times over 5,000ft below. It was a special moment and definitely a highlight of the trip.

Experiment

The standard of the competition was very high, with all the Czech Club Class top guys and girls fighting for selection in the national team. It was also fun to compete against Daniel Ryba again, our nemesis from JWGC 2019 and a good friend. Our main goals from the competition and visit were to learn the area, experiment with the conditions and gain as much local knowledge as possible to prepare for the upcoming JWGC. I think we all felt we achieved this, coming away with a plethora of lessons and multiple low saves above Czech fields.

Here's a quick overview of the how the competition unfolded from my cockpit.

Because Toby, Henry and I were flying different gliders; an ASW 24, DG-300 and ASW 20 respectively, we decided not to team fly throughout the competition. Instead

we worked hard on improving at meeting pre-start, starting in the same window and sharing useful information in flight. We also worked on planning each task, studying the weather and debriefing together each day.

Leaving for Tabor after a great week at Issoudun, I felt really confident, enjoying strapping into the '20 each morning more than ever before and felt very grateful we were getting the opportunity to fly in the Czech Republic because it had looked almost certain it would be cancelled only a couple of months before.

It's a different dynamic for me flying with Toby and Henry, who both have around a third of my hours. Absolutely no disrespect to them, they're both flying far better than I was with that many hours. I've always been the younger and less-experienced teammate previously so the shift has taken a little getting used to. From the off I was able to stay close to the front of the standings, flitting between 5th and 1st overall.

The Czech Nationals use their own handicaps, making the '20 not the most favourable glider. Because of this I had to fly very tactically, leaving much bigger gaps behind lower handicap gaggles and trusting that the glider had the performance to catch up and roll gaggles. I think flying on these handicaps with this level of competition has allowed me to extract more than I have before from the glider so I'm looking forward to getting back to the more favourable IGC handicaps.

One day has really stuck with me and is probably the best lesson I have from the Czech Republic. It was a 300km racing task in the blue, with wisps en-route to the hills to the south which had a big, fast convergence line set up overhead all day. This first half of the flight was, despite some pre-start shambles on my part and a lower than ideal start, as good as you could hope for. I had 12 minutes on all the 'bandits' (our name for anyone in contention for the lead) and was sat at the front of the Club Class gaggle as we approached the convergence and in the lead of the competition. Surely you can't mess that up, Finn? Of course I can...

Long story short, I didn't understand well enough what was happening with the convergence, pushed too hard and ended up stuck on the hilltops in a very unpleasant place, fighting to stay in the air while everyone else climbed above me in 8kts. Not my finest hour. Once I eventually got back up, I was so wound up I didn't bank a solid climb in the convergence, pushing



way too hard to catch up and leaving the convergence low, having to scrape home in the weak blue. So stupid!

Thankfully I lost only around 250 points, but that may well have been the difference between 1st and 3rd. However, these are exactly the kind of mistakes I wanted to make this time around so, hopefully, they can be avoided in two years' time. My two lessons from this are: firstly – recognise the situations that are going to catch you out and make sure you're with other gliders, even if it means you take one or two weaker climbs. Secondly, keep your cool, even when you've made a big mistake. Don't overfly trying to catch up, it'll just get worse. Both are lessons I've learnt before, but these were good reminders.

Impressive

Toby and Henry both flew excellent competitions, finishing 8th and 12th respectively – hugely impressive given their limited hours and the quality of the competition. I finished 3rd in the end, which felt somewhat disappointing, having been in the lead halfway through, but the overall result was not the most important part of this trip. All of the knowledge and experience we now have will be invaluable going forward and will, hopefully, be a huge advantage when we return. Given that next year Lithuania will host the Junior European Championships (JEGC), it seems very unlikely many other teams will get the chance to visit before 2022. This makes our efforts even more valuable.

A huge thank you to Clement Allen – my hideously over-qualified crew for the competition – who went above and beyond to make my life easy.

Finn Sleigh lands ASW 20 '5'

■ **I hope this and the previous article have been of interest to everyone. I will have lots to write about in the new year as we prepare for the first Junior Europeans since 1997, the year I was born! You can expect more Junior Team updates in the spring. In the meantime, for those interested, you can follow the British Gliding Team and UK Junior Gliding on social media for updates and, should you wish the support the team, please google 'GoFundMe British Gliding'.**

■ **Thank you to all our Junior Team sponsors for their continued support: Lasham, Sydney Charles Insurance, Navboys and Naviter.**

■ **STOP PRESS: Toby, Henry, Tom Pavis and I have been selected to represent the British Junior Team in Lithuania for JEGC 2021. Toby and I flying Club Class, Henry and Tom flying Standard. I'm really looking forward to preparing an international campaign with three extremely talented guys, and spending the season racing Toby around Europe.**

SOLO TO SILVER - SEVEN WEEKS

Summer 2020 will be one to remember for Buckminster GC juniors Luca MacGregor and Luke Pike. Luca reports on their speedy progress

BOTH Luke and I have been interested in flying for as long as we can remember and, in June 2019, we were competing in the Model Aircraft Payload challenge at BMFA Buckminster when we saw an aerotow combination taking off from Saltby. Luke and I agreed that we should give it a go and from that moment our fate was sealed.

We had our trial flights on 23 August 2019 with Ben Jenner, who was then Chair of Loughborough Students' Union Gliding Club. It was great to see another junior right from the get-go. Looking back on our first visits to Saltby, the thing that stands out to me is simply how helpful and friendly all the members were. We each flew with Ben twice and immensely enjoyed our first flights. We left the club knowing we'd be back.

Training

We returned in early September, when we both had over an hour of soaring in the Perkoz and each did a local mini task. From then on, we went up every weekend we could. We each progressed through the syllabus at a similar rate.

For the first few months of 2020, flying was difficult as the weather took a turn for the worse. There were very few flyable weekends through January and February. However, Luke and I did go to the Long Mynd for the UK Junior Gliding Winter series. We had an excellent weekend in difficult conditions, and it was great to see so many other young people are involved in gliding.

I was lucky enough to be sent solo by CFI Lyn Ferguson-Dalling on 16 March, just before lockdown. It was the last flight of the day and conditions couldn't have been better. I had an 1,800ft winch launch in the K-21 and it was an excellent flight, which I thoroughly enjoyed.

Lockdown

Like everyone, we were very disappointed when it was announced we had to stay at home. Although we have only been gliding for a short period, it has become an important part of our lives.

Thankfully, Buckminster Gliding Club used the lockdown as an opportunity for ground school and set up four online lectures a week. We used this time to learn our Bronze theory, through the lectures given by club members/instructors, *Bronze and Beyond* and support from instructors.

In the day, members were allowed to attend the club for club maintenance. My exams were cancelled so I spent some days helping to maintain the club and repaint the clubhouse and hangar.

The club also organised a Condor competition. Luke and I competed, and Luke went on to win one evening! We flew various tasks all over the world in different glider types. As Luke and I had only ever



Luca MacGregor completes his Silver badge on 24 August

experienced soaring once before, Condor was extremely useful in giving us some form of practice at thermalling.

After lockdown

On 4 July, two-seat flying was allowed again. With the small crew we had at Saltby, the main focus was for the instructors to fly together to regain currency. I was fortunate enough to fly and did three flights with Roy Ferguson-Dalling and then a fourth by myself. I was elated to get back into a glider in the first place, let alone re-solo.

We pitched our tent at the club and set up camp for the rest of the summer. Throughout the summer there were other juniors, including the Loughborough members, so we had plenty of company and lots of fun.

Luke resumed his training and went solo six days after his first flight back after lockdown. We each flew as much as we could, sometimes doing six or seven flights a day.

The support from club members was key to our success; on my seventh solo I wasn't allowed to take off until I had a logger, and completed my Silver height in the Puchacz. I think this is where Condor really helped me, as I'd had the chance to figure soaring out a bit before trying it for the first time. As we were flying every day, we were able to build experience relatively quickly.

Bronze and cross-country badges

We quickly worked through our Bronze badges, having passed the theory test in lockdown. The focus then turned to the Cross Country Endorsement – I took the first chance I got to get in to a motorglider with DCFI Phil Sturley and completed my navigation test for the Cross Country Endorsement. The university students had helped me plan a route the day before; the flight went well and was lots of fun. I am glad to have had the chance to fly with someone as experienced and knowledgeable as Phil for this part of my training.



Luke says:

‘ The weather throughout August was quite poor and one day I attempted my two-hour soaring flight and Silver height, but a carpet of grey horribleness came over and ruined it. I missed out on Silver height by 200ft and my two hours by 26 minutes! Sure enough, the weather improved and I managed to do my two-hour flight a few days later. During Buckminster's cross-country training week (that had more members on the course than there were thermals on most days) I flew with instructors Phil and Neil Rathbone to complete my Bronze and Cross Country Endorsement in Grob 109 and T-61F motor gliders. ’

Silver badge

On 24 August I completed my Silver badge with my 50km and five-hours. The forecast looked promising so lots of other juniors were planning tasks in the clubhouse ☺

Luke Pike (right) achieves his Cross Country Endorsement and is congratulated by instructor Neil Rathbone

	Luca (aged 16)	Luke (aged 18)
Trial Flight	23 August 2019	23 August 2019
Solo	16 March 2020 (second solo after Covid break, 5 July)	12 July 2020
Bronze Badge	29 July 2020	20 August 2020
Cross Country Endorsement	10 August 2020	24 August 2020
Silver Badge	24 August 2020	1 September 2020

I SPENT THE REMAINING HOUR LOCAL SOARING WITH ALL THE OTHER CLUB MEMBERS OVER SALTBY AND IT WAS A WONDERFUL WAY TO END MY FIRST CROSS-COUNTRY FLIGHT

WE WOULDN'T HAVE PROGRESSED AS WE HAVE WITHOUT HER DRIVE AND PASSION FOR INSTRUCTING



Luca is congratulated on his first solo by CFI Lyn Ferguson-Dalling just before lockdown

Luca and Luke enjoyed an excellent weekend in difficult conditions at the Long Mynd for the UK Junior Gliding Winter series, before lockdown



night before. We all agreed to get up early, empty the hangar and get all the club aircraft ready for the day, setting up the winch before the morning briefing at 9am.

I was flying Les Merritt's K-8, launched at 11am and, luckily, got away. I local soared in the area for two hours before setting off. During those two hours, I was desperate to set off towards Crowland (which was downwind). However, conditions looked worse than over Saltby. Setting off was the most difficult part of the flight. I was in a thermal, slowly climbing past 3,000ft, and just decided to give it a go. It was exhilarating to cut the magical cord between glider and airfield. Seeing the airfield get smaller and smaller was a little daunting at first, but I soon realised 50km really isn't very far!

Crowland airfield itself is only 40km from Saltby so, to make sure I had the 50km in, I decided to go past Crowland to Wisbech. Thankfully, there was a huge cloud street, which practically ran from Crowland to Wisbech, with a base of 4,000ft. Under this cloud street there was very strong lift and it was very easy to get to Wisbech. Having made it back to Crowland, I looked towards Saltby, but it did not look as encouraging as over Crowland. I had done my 50km and had been up for about 3hrs 30 mins. I chose to stay local soaring over Crowland, rather than returning to Saltby, as I wanted to complete my five-hours and get my full Silver.

The last hour or so of the flight was quite uncomfortable. I had played around with different cushions in K-8s before and thought I'd found the right combination; I hadn't. However, there were lots of cumulus clouds and soaring was easy over Crowland, with strong thermals under every cloud I tried.

After confirming I had been flying for over five hours, I descended and landed at Crowland. It was an amazing flight for me.

My first cross-country, my first long flight and my first landing at a different place from where I took off! I am so pleased that I had the good fortune and luck to be able to complete a flight like that this summer and thank everyone at Saltby who helped make this summer so enjoyable for me.

Luke says:

On 1 September I completed my Silver all in one flight! Like Luca, I went to Wisbech. After winching, I climbed up to cloudbase, which was around 4,500ft at the time, in a very strong thermal and then set off towards some good-looking clouds in the general direction of Crowland/Wisbech. Due to the high cloudbase, which ended up being around 5,000ft on my first leg, I got to Crowland in around an hour. However, the task got significantly harder as I got closer to Wisbech as the clouds weren't as developed as they were back towards Saltby, so I had to pick my clouds carefully. There was a blue hole over Wisbech, and I had to go back to Crowland to regain height before pushing on again and getting back to Crowland at 3pm. Cloudbase was at its highest at around 6,000ft.

All I was focused on now was getting my five-hours. I made the decision to make my way back home to Saltby where the clouds all looked amazing. I got back and my total task time was 4hrs 5mins; 124km in total. I now needed only to soar locally for an hour to complete my five-hours and get my full Silver. I spent the remaining hour local soaring with all the other club members over Saltby and it was a wonderful way to end my first cross-country flight. When I got on the ground, we looked at my trace. It turned out that I had completed part one of my 100km diploma, as the task had been declared on my logger and fulfilled all the requirements for part one of the diploma.

Conclusion

We are so pleased that we had the good fortune and luck to be able to complete some of the flights we had this summer and thank everyone at Saltby who helped make this summer so enjoyable. We can both fly the entire fleet at Saltby, and look forward to flying more cross-countries next summer! A particular thank you needs to go to CFI Lyn Ferguson-Dalling. Lyn has been instrumental in our flying, by teaching us to her exacting standards. The time that she has put into our training has been invaluable and we wouldn't have progressed as we have without her drive and passion for instructing.

WHEN SUCCESS COMES SLOWLY

In 1980, I was working in Leicester and serving as instructor at the weekend Volunteer Gliding School at RAF Syerston, (644 VGS). We were equipped with Ventures. Even though I was previously qualified on wooden gliders, Venture instructors were not supposed to fly them, so wangling a place on a soaring course was probably a bigger achievement than the five-hours. Anyhow, I managed to get detached to 636 VGS for a week when they were allowed to borrow the ridge-soaring site at Halesland (now home to Mendip GC). One day, when the ridge was actually working, I got chucked off in a Swallow with no cushion, no food and no water. You wouldn't contemplate that these days, but at that age, you're not afraid of anything.

Grinding up and down a ridge for the best part of a day isn't something I would want to repeat, especially as the last four hours were all spent below 500ft.

50km cross-country

In 1993, I had been flying at Burn since 1991. There were about a half dozen of us in the club who were cleared to go cross-country, but hadn't. The CFI had a somewhat direct method of encouraging us. He would bring a barograph onto the airfield and say, "RIGHT. One of you is going cross-country TODAY. The rest of you are going to pick him up. Sort out who it is and send him to me for a briefing." It worked; by the end of that season, at least four of us had gone in the club SF27.

The great thing about the trip from Burn to Sutton Bank is that the navigation is really easy. From 3,000ft above Burn, you could easily identify RAF Acaster Malbis (it had runways in those days). From there, York Minster is easy to see, and just to the left of it is Rufforth. At Rufforth, you're half way to completion and have never been out of range of a landable airfield. Local soar that for a bit and you could see the white horse cut into the hillside at Sutton Bank. Two more thermals should do it.

I local soared Sutton Bank for a bit before joining circuit to see where they were taking off from and landing. On landing, nobody knew I was there. A tractor came along and wanted to put me back on the launch grid. Mobile phones were rare in those days; no radio either. So landing certificate signed, I walked to the clubhouse telephone, 10 pence piece in hand.

Height gain 2020

In any season, there are a limited number of weekend days that allow a 1,000m (3,280ft) climb from a winch launch. Fortunately, we have Alastair, who can often get a gang together to fly on promising days midweek. Many thanks to him for that.

In the past, doing the climb wasn't really the problem, most people can do that. The problem was doing it with a smoked and sealed barograph. These days, personal GPS recorders are the thing. OK, you need another 100 metres, but you don't need to find the club barograph, find an OO (official observer) to seal it, and none of all that messing with oil lamps and hair lacquer.

So, from a 1,500ft launch, no luck at all until, just when thinking about joining circuit, I got some weak lumpy lift at 900ft. Fighting the club PW5 to cloudbase at 5,200ft, I thought that ought to be enough, and so it was.

So that's it. It shouldn't take 40 years to gain a Silver, but with jobs, kids and just life in general getting in the way, that's just how it fell.

■ **Have you achieved a milestone, or enjoyed a particularly memorable flight (whether long or short)? Perhaps you've experienced a landout from heaven or hell. Why not share it with S&G?**

Burn GC's Allan Hopkins explains why his journey to Silver took him 40 years to complete



Allan Hopkins is delighted to finally achieve his Silver

IN THE PAST, DOING THE CLIMB WASN'T REALLY THE PROBLEM. THE PROBLEM WAS DOING IT WITH A SMOKED AND SEALED BAROGRAPH



Above: Low over Ruthin, trying not to land out

Below: Flying in the sea breeze over Rhyl

Facing page: Taken from the back seat of LEW, soaring over Rhyl seafront
(photos: Dan Weston)

This issue, the Gallery pages focus on a Junior task week. Denbigh CFI Chris Gill reports

LIKE other competitions in the UK in 2020, the Junior Nationals had been cancelled due to Covid-19. I felt that, here at Denbigh Gliding Club, we could host a Covid-safe, relaxed task week for the juniors who had booked time off work, etc, but still wanted to make the most of that time (22-30 August).

We hired in extra showers, toilets, increased cleaning and had more restrictions to minimise risk of spreading Covid. Fortunately, no one left the week with a persistent dry cough!

The general task setting would be completely dependent on the weather, some would be racing tasks, some would be Competition Enterprise style tasks.

We had single-seaters and a group of two-seaters offering coaching to those who would like it: a DG-1001M, Arcus M and two Duo Discus. Thanks to all those coaching.

DAY 1: A south-westerly, allowing us to set a ridge task of 140km. Unfortunately there were lots of showers, making this much trickier than it should have been!

Winning the day was Bjorn Collins, who flew with me in the DG-1001M, at a handicapped speed of 138.5km/h. There were a few gliders that got into some weak wave to around 5,000ft.

DAY 2: Another ridge task, but with less wind on the hill and still isolated showers present. We shortened the task to just 96km. Ollie Seaward, who I was coaching in the DG-1001M, got the best out of the day at 133km/h, narrowly beating Miles Bailey and Alex O'Keefe.

A special mention to Freddie Turner and Lewis Bricknell, soaring the wave to around 12,000ft; they also got some pretty spectacular photos.

DAY 3: A thermal day, with a relatively low cloudbase and shortish window, making it too tricky to set a racing task. I set an 





SPONSORS

We were helped hugely by our absolutely fantastic sponsors (in no particular order!):

● **Navboys** – for donating a shedload of prizes, donating much more than anticipated. Thanks so much to Shaun and the team! Get in touch with them if you need anything gliding related.

● **FlightDeck Wingman** – for helping with sponsorship money, which enabled us to ensure Covid safety. Huge thanks to Scrabble, get in touch with him if you're looking for a job in the aviation industry.

● **BCE Groundworks & Services** – for donating sponsorship money, helping us to ensure Covid safety. Massive thank you to Ben and Chris, who are father and son glider pilots. They undertake many forms of groundworks, including airfield drainage, driveways, etc, so do contact them if this interests you.

● **Trusted trailers** – for donating a fantastic prize. Simon offers trailer servicing, repairs and maintenance, please contact him if you need any of this work.

● **Morris Aviation Services** – for donating a brilliant prize. Nigel runs a maintenance workshop here at Lleweni Parc. If you need annuals/maintenance, please don't hesitate to contact him.

● **Aerocam** – for putting together videos for social media. Bradley has just started his business with doing work using his drone, surveying, videos – he's the man to contact.

● **SkySight** – for donating day prizes. SkySight provide soaring forecasts which are fantastic. You can get a free trial to see you if you like it. I'm sure you won't be disappointed!

■ 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



This page, from top:

Freddie Turner on his way back home from Snowdon on Day 3 (Chris Gill)

Below: Chris Gill showing Dan Weston how to fly the ridge properly (Dan Weston)

Facing page, clockwise from top:

Trying to 'push out' on our OCL as far as you can task, passing some wind turbines at Llyn Brenig

Climbing up in weak wave off Denbigh Ridge to 5,000ft

Looking out towards the west at 12,000ft MSL above Llyn Brenig (Dan Weston)

✈ OLC task of 'go as far as you can' and get back home.

Winning the day was Tom Colquhoun, flying with me in the DG-1001M, making it round Snowdon (under it!) and back home.

Special mention again to Freddie Turner, who also went to Snowdon in his ASG 29, with a cool picture here on the way back home (see photo above).

DAY 4: The wave day! Points were awarded for max height, height gain and distance – all handicapped. The day was challenging and got harder as it went on. A high aerotow was needed and those who got away early seemed to achieve more.

Many flights over 12,000ft were achieved, and also distances over 100km.

The day was won by Lewis Bricknell in his Std Cirrus. His first taste of wave soaring was this week – well done, Lewis!

DAY 5: Another thermal day (but harder!). Although I've since lost the results, it was a very difficult low cloudbase, weak thermal day, with around a 15kt NNWly wind, blowing sea air over the airfield. The task was to collect as many local turnpoints as possible, with extra points for OLC distance. I can't remember who I flew in the DG-1001M with me day, but they got the most TPs.

DAY 6: (Tasksetter cock-up day). I had been eyeing this as a 300km day for a





few days leading up to it. As the morning developed, the sea air had come in further than forecast. This delayed launching. We then moved the start point further on task and launched. The only one getting round was the Arcus, who set off first! Everyone else either landed out or motored home. Had we have moved the start point earlier and launched earlier, more would have got round!

The week was won by Alex O'Keefe, who was generally in the top three every day. Second was Lewis Bricknell and third Tim Williamson. Well done to those guys.

During the days we had a trailer reversing course, which provided some entertainment as you'd expect. We had social (distancing) evenings, including cocktail nights, meals throughout the day (thanks Kelly) and general scrub day activities.

Huge thanks to everyone who came and made the week fantastic and respected our Covid guidelines.

Again, thanks to our sponsors, who made this week possible.

■ We may look at doing another task week in 2021; perhaps some of you could be interested in joining us!

We are investing in our site, to make it a truly special place, so that we guarantee our place in the future. Please support us.





Dave Latimer in 782 from Perkoz LVO during the 2020 UK Mountain Soaring Championship (Jakub Hlavacek)

Creating bubbles
enabled Deeside GC
to run a successful
competition, reports
Steve Thompson



Wave north of Aboyne – a classic view! (Mike Whyment)

WE SURVEYED the sky, as glider pilots are wont to do. A huge Golden Eagle worked its way low across the airfield to dwarf the buzzards soaring in the morning breeze on Scar Hill. It was wonderful to be back at Aboyne. Was it that same eagle that, later that day, helped Rob Tait and Stuart Naylor out of a hole beyond Ballater? They had the wheel down and the field selected when the eagle showed them the way, and they climbed away to a successful flight and ultimately a first prize!

I never saw the eagle again, but many morning skies were graced with long skeins of greylag geese heading away from the safety of their overnight roosts. Where do they go? We'll go that way later, following the tasks set by Roy Wilson and the two John Williams. To explore the remote Cairngorm Mountains.

The northern half of Scotland

is a beautiful, wild and uncompromising place and the people who live there have a character which matches their surroundings. There is an attraction which is strong and magnetic and, if you feel it, the attraction grows as you sample it more often. Those of us who travel north to fly our gliders find it impossible to resist the temptation to return.

The UK Mountain Soaring Championship (UKMSC) was born out of the Scottish Regionals, a competition which ran for a few years during the mid-90s. The strict format of a regional competition did not allow pilots to take full advantage of the unique soaring conditions, and so the brain child of James Davidson was born. It is designed specifically to encourage pilots to exploit Scottish soaring to its fullest extent. Cross-country tasks are set daily, and a running total of height gains is also kept. Both height and distance are valuable and, if no task is possible, a height gain can yield success in that aspect of the championship.

I have taken part in many of these competitions since 1997, and there are a few pilots who have never missed! I look forward to the event every year, and was disappointed when Covid-19 struck and threatened the highlight of my soaring year. I should have known better than to lose heart. The wild and uncompromising members of Deeside Gliding Club were made of stronger stuff, and they were not about to let anything as insignificant as a world pandemic interfere with their annual championship.

Taking part in a competition is easy. Turn up, fly the tasks, and bask in the glory of doing well or suffer the indignity of failure when the judgement or tactics are less than perfect. Except for the lucky few, most of us enjoy the experience of both emotions. Running a competition is not easy and requires many volunteers to help with all the aspects: weather, task setting, airspace, gridding, scoring, towing, logging, signalling and directing. Food and drink (beer and wine!) are also important.

Bubbles

I have a drawer full of polo shirts from previous UKMSC events, but the first indication that this would be different was when Glen Douglas (the director) sent an email to say we would not get one this year. Instead we would have to wear a colour-coded tabard to indicate our allocated bubble! We would be divided into half a dozen bubbles. We were to help each other within our bubble and nobody else! This would prevent cross-contamination, protect us all, and stop the virus in its tracks. Moreover, it would satisfy the requirements of the Scottish Government's Covid contingencies. What a brilliant, simple idea. And it worked really well. We were all warned not to breach the Covid rules, or we "Would get a yellow card... and you don't want two of those!" Another brilliant idea. I never saw anybody get a card!

Nobody was allowed in the clubhouse except to use the toilets, so the briefings were undertaken on Zoom. We all gathered in bubbles in our cars, campers, caravans or cottages. Updates to proceedings were promulgated by WhatsApp. Everybody could stay apart and save lives, but still get the necessary information. We helped each other within the bubble on to the runway, and everybody launched with the minimum of delay. We scanned a QR code to check in and out daily.

Breakfast rolls of bacon, sausage and



Stornoway Black Pudding were cooked up on the BBQ by chef Pete Faulkner, who then made a quick dash to the other end of the airfield to act as launch marshal as soon as Fran Knowles (weather wizard and sky sniffer) had been signalled aloft by Sue Heard. Mike Whyment, the scorer, arranged to receive all the traces by email, again reducing the contact and potential transfer of the virus.

So the flying. There were three cross-country competition days. Aboyne is known as a wave site, but Scottish thermals are spectacular. The first day was a thermal day with a rising cloudbase, and we set off over the mountains in air so clear we could see more than 50 miles. Stunning views of Lochnagar, Ben Macdui, Ben Avon, Loch Ericht, Cairn Gorm and Loch Garten were there to delight as we bounced along hot rocky ridges.

The next day was too cloudy to safely set a cross-country task, but local height gain flights were popular.

Day Three was a tricky wave day. Climbing locally was not difficult, but finding lift on the way to the first turn point was a challenge that left many down on the ridges in the malt whisky domains of Glenfiddich and Glenlivet. Get high and stay high was the order of the day.

If that had been a challenge, Day Four was even more so. The wave was fickle, strong in places, but moving around. Those that got high found themselves over a lot of cloud

Above: a winning bubble, flying hors concours (Sue Heard)

Below: Staying out late! R1 at sunset (Mike Whyment)



**WE WERE ALL
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OR WE "WOULD
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OF THOSE!"
ANOTHER
BRILLIANT IDEA**



Bubble in a field (Mike Whyment)

■ **Deeside GC successfully held the UK Mountain Soaring Championship from 6-12 September. Congratulations to Robert Tait and Stuart Naylor in Duo Discus R1 for winning the 23rd UKMSC. The Height Gain was won by Graham Paul in JS1 C 8Q. Team DGC, flying the Perkoz, scored the most points during the competition, but were flying hors concours.**

■ www.soaringspot.com/en_gb/uk-mountain-soaring-championship-2020-aboyne-2020/results



Steve Thompson started gliding at North Wales Gliding Club in 1987. He has also been a member of Glyndwr Soaring (Denbigh), Angus, Deeside and Highland. Steve has been flying at Yorkshire Gliding Club for the past seven years. He has 2,500 hrs and is currently a Full Cat instructor with three Diamonds, flying a Ventus bT.



Launch crew bubble (Sue Heard)

with gaps that kept changing places. A few valiant pilots managed to struggle round, or get some way and land out or scrape back. Then the sky changed. Mid-afternoon, and the wave became organised and predictable with bigger gaps. Many took to the air again, and enjoyed superb wave soaring in very strong lift and winds aloft of 50-60kts. Take care when flying crosswind. But enjoy the thrill of amazing ground speeds on the way home with a tailwind!

The tasks were all Area Assigned Tasks. They were very cleverly set to take account of the wide variety of pilot abilities and glider performances. It was also important to try and minimise field landings. (Remember the virus!)

Days Five and Six were both height gain days. The conditions were unsuitable for cross-country tasking, but again wave climbs locally

were popular and gliders were to be found above 17,000ft after games of brinkmanship to get the last launch of the day.

Unfortunately, the last day proved too windy and unstable for any flying, and the UKMSC 2020 was concluded at noon with the prize-giving conducted on Zoom. Six amazing days' flying out of seven.

The remarkable ingenuity, hard work and uncompromising determination of all at Deeside Gliding Club is to be commended. There is a huge debt of gratitude owed by all the competitors to all who helped to make this competition possible, in the most difficult of circumstances. Special mention has to go to Mark Recht and Glen Douglas, who shoulder the responsibility, but also to everybody else. You all hosted a wonderful competition with easy good humour. Thank you, Deeside. See you next year!



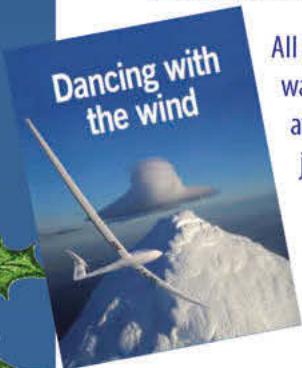
Off we go! P7 on tow during the UK Mountain Soaring Championship (Mike Whyment)

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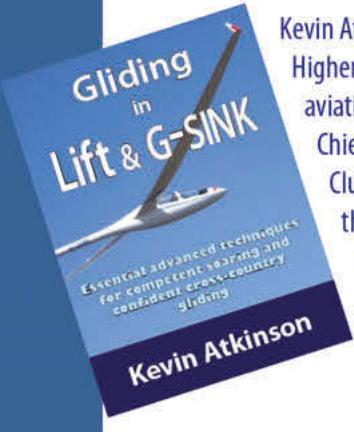
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EVENTFUL TALE OF A DRAWBAR

Bruce Marshall tells the story of a winter afternoon retrieve, with a twist in the tail!

Pete Belcher has a similar tale to tell

BACK when the world was young, in the late 1960s, I found myself one winter Sunday afternoon driving out of Portmoak in a borrowed Land Rover. I was towing a T-49 trailer to retrieve Erik, who had landed near Thornhill, Stirlingshire, having flown his Silver distance in the club's Olympia 2.

Why a borrowed Landie? Well, in those days, few of us owned a car capable of towing. Charlie had a new Land Rover, but refused to get involved in a retrieve as it was his wedding anniversary and he was under pressure to take Jane out for dinner that evening. However, he agreed to a complicated arrangement, where he would use my minivan to get home. I would take

the Land Rover and trailer to his farm after collecting the Oly, and he would bring them back to the club on the next weekend.

And why a huge T-49 trailer to retrieve a little Oly? Well, the universal open trailer had recently been sold along with the K-7 and was still to be replaced. The university club had a trailer for their Olympia, but there was nobody on site who could give permission for it to be used.

And why me, on my own? Well, I just happened to be in the wrong place at the wrong time. And if you want to find who your real friends are, try landing out on a winter afternoon!

I headed westwards towards the sunset at a stately 40mph, as the combination would start to snake alarmingly at any greater velocity! However, an hour or so later, there was Erik at the roadside, talking to a couple of farm labourers in the gathering gloom. "Hello," he said, opening the door, "oh, where is everybody?" "I'm it," I said, "but we should manage if these fellows give us a hand, and I take the trailer into the field." "Okay," he said, "but there is deep mud at the gate". "This is a Land Rover," says I. "It has four-wheel drive and low ratios. A bit of mud shouldn't bother it!" I engaged the FWD and, taking a big swing to the far side of the road, lined up with the gate on the left. All was going well until there was a shout. "Stop, you are about to take the trailer mudguard off on the gatepost." I tried to reverse, but nothing happened – all four wheels were revolving in the mud. I was completely stuck, with the rear half of the trailer completely blocking the road. At that moment, the headlights of a car came into sight, approaching from the west at high speed.

"I'll signal him to stop," shouted Erik and ran off down the middle of the road towards the approaching car. I watched from the Land Rover cab, and was not unduly surprised when the car drove past him without slackening speed. I mean, dear reader, would you stop if you encountered a bearded, long-haired individual, dressed in standard gliding club winter apparel, waving



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Cartoon by Ross Martin

his arms in the middle of the road? No, I thought not! But I was alarmed when the driver evidently failed to notice that the road was blocked by an eight-foot high, blue and white obstruction.

Just as I was beginning to think that there must, after all, be a gap between the back of the trailer and the far roadside, there was a screech of brakes and tyres, followed by the most splendid sound of splintering timber it has ever been my privilege to hear. I leapt from the cab and struggled through the mud to the road, to find a Volkswagen Beetle with its bonnet wedged under the rear of the trailer. The occupants were shaken, but unhurt, with the driver evidently feeling rather foolish. Strangely, the trailer seemed to be undamaged, with nothing visible to account for the noise of shattering timber.

Scrapes

We pushed the car back from under the trailer. Apart from the loss of a wing mirror and some dents and scrapes on the bonnet, it too was scarcely damaged. We unhitched the trailer, pushed it back out of the gate, and parked it at the roadside. We exchanged particulars with the car driver and sent them on their way. As it was now pitch dark, I was keen to get the trailer lights back on. One of the farm hands fetched a tractor and quickly had the Land Rover back out of the mud, onto the road. We hitched up, and got the lights connected.

"Better pull in a bit," said Erik, "the back end of the trailer is in the middle of the road." I drove forward, on to the grass verge. "You need to pull in more," shouted Erik. "I'm nearly on the wall already," I called

back. "Something must be wrong." And that is when we discovered the cause of the splintering noise – the A-frame on the trailer was now at an angle of about 20 degrees from the centre line!

What to do now? We obviously needed more help. Erik went up to the farmhouse and phoned Portmoak. After a remarkably short space of time, headlights of two cars appeared and they screeched to a halt. The first was my minivan and out climbed Charlie, not in the best of moods, as the message had become somewhat garbled in the retelling and he was expecting to find his new Land Rover on its side in a ditch! He calmed down once he found out that it was none the worse (although somewhat muddy), and quickly drove off again towards his dinner date. The second car was Kenny, who had a reputation in the club as a fast driver. He was, however, visibly shaken. "I didn't know the way," he said, "so I had to keep him in sight and I could barely keep up!"

Shortly afterwards, another car arrived bearing Tony and Fergus. We de-rigged the Oly by torchlight, lifted the pieces over the dry stone dyke and stowed them in the trailer, securing them with the aid of the ropes and old mattresses which had been stowed there for the purpose. We then agreed that we would try to get the trailer to Charlie's farm by driving at a modest speed, with the cars following, hazard flashers on.

For the first mile or so all went well, with the trailer following smoothly, although out in the middle of the road. However, when we came to the first short (and by no means steep) hill, I was unable to prevent the combination from grinding to a standstill. ☺

■ IT WAS a choice: call up the RAF station and ask to enter their ATZ and land, or land in that nice grass field with a tractor in it. I chose the grass field.

After landing, I went over to the guy near the tractor, who was erecting an electric fence. First words: "This is going to cost you!" said with a snarl. Long and the short of it, it turned out he'd had a herd of pregnant heffers stampeded by a hot air balloon landing, causing some of them to abort. I was treated to the full account of how the price he got for his milk was appalling and how "people like me" were out enjoying themselves whilst he slaved away.

When he said how much he wanted, I said I'd have to go back to the glider to check what I had with me – more to give myself time to recover from the 20-minute tirade I'd just received. I walked back and gave him the £20 he'd demanded, then offered to help him finish putting in his electric fence. This was accepted and, whilst he didn't exactly embrace me, at least the abuse stopped and the retrieve crew were allowed through the farmyard.

Maybe I'd not made a friend, but, at least, perhaps the next glider to land in his field may be looked on with a fraction less hostility?

Pete Belcher

WHEN WE CAME TO THE FIRST SHORT (AND BY NO MEANS STEEP) HILL, I WAS UNABLE TO PREVENT THE COMBINATION FROM GRINDING TO A STANDSTILL

YON GLIDER FRIGHTENED THE BULL, SO HE LOUPED OVER THE DYKE AND GOT IN AMONG THE HEIFERS!

■ 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

Restart engine, engage first gear, try to pull away – engine stalls. Engage low ratio and try again – same result. Fergus appears at my window. “What the **** are you doing?” “It won’t pull up the hill,” said I. “Ach, get out, I’ll drive!” says he. I climb out and watch with some satisfaction as he proceeds to repeat the whole pantomime. However, it was noticed that the gap between the car and the trailer widened noticeably during his attempts, as the A-frame was doing its best to part company from the trailer. It dawned on us that the trailer brake cable was being pulled tight, jamming the trailer brakes on!

We slackened the adjuster off as far as possible and I returned to the driving seat. With everyone else pushing from behind, we reached the top of the little hill and were able to continue for the next couple of miles. However, on reaching the gradual incline into the village of Port of Menteith, the combination ground to a halt again. We held a council of war. It was obvious that we had no chance of climbing the long hill over the moor on the road to Charlie’s farm. Just across the road was the village hall, with a small car park, so we unhitched and pushed the trailer into it.

We split up and made our separate ways home, with me returning the Landie to Charlie’s farm and collecting my van. During the following week, things were gradually sorted out. Charlie took some of his workmen to the trailer and bodged up a temporary fix, which enabled him to tow the trailer to his farm, where permanent repairs would be conducted. Meanwhile, permission was obtained to borrow the university trailer, which was used to get the Olympia back to Portmoak.

There was, however, one final twist in the tale. When I arrived at the club the following weekend, I was buttonholed by Ian, who had a dental practice in Stirling. “Were there any cattle in the field Erik landed in?” he asked me. “Well, it was pretty dark, but we didn’t encounter any,” said I. “Why do you ask?” “I had a phone call from one of my patients who farms in the area,” he said. “He asked me ‘Do the gliders carry any insurance?’ Like an idiot (said Ian), I replied ‘Yes, third party for a quarter of a million. Why do you want to know?’” “Weel,” said the farmer. “Yon glider frightened the bull, so he loupéd over the dyke and got in among the heifers!”

I never did hear the outcome of that – I was scared to ask!



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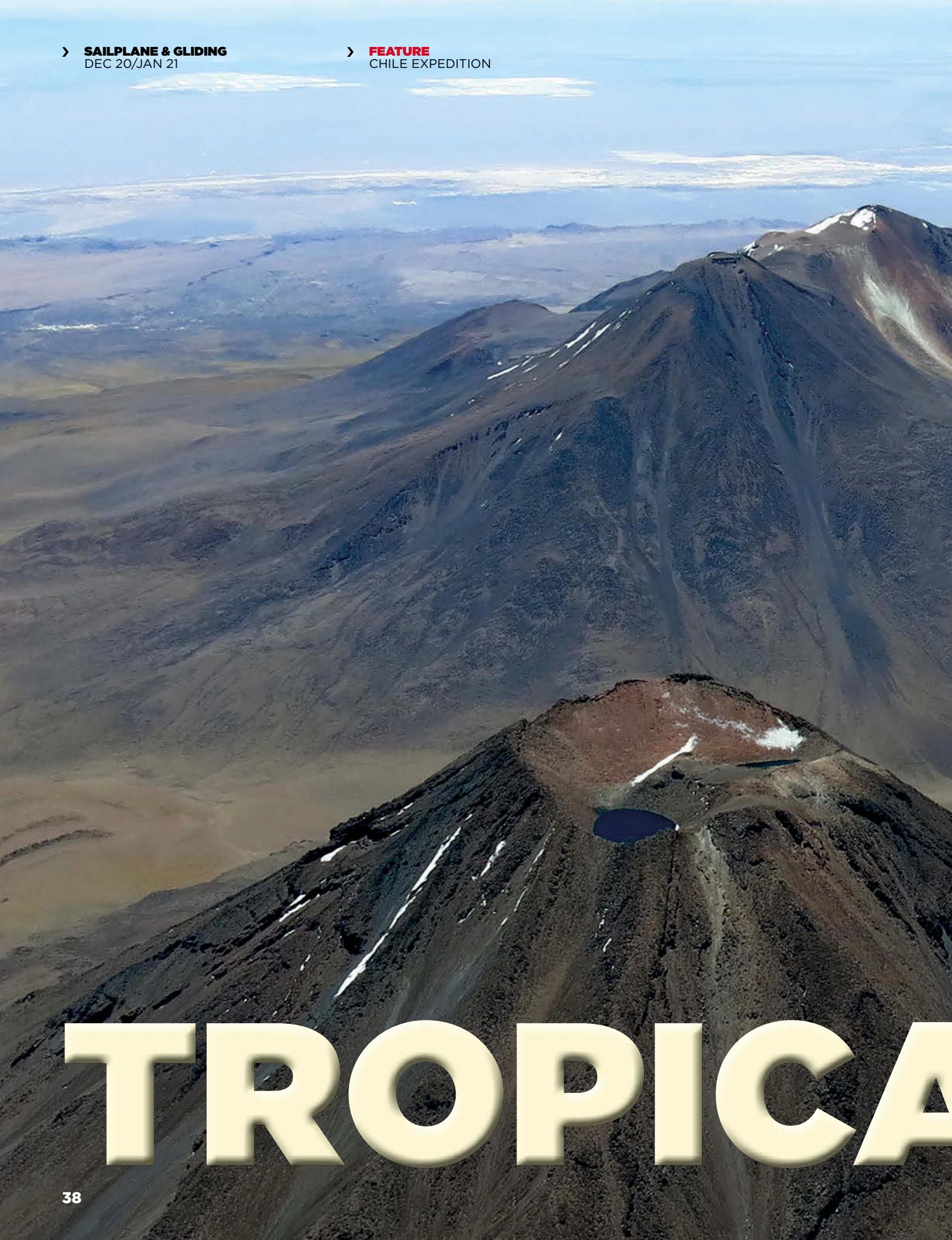


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› SAILPLANE & GLIDING
DEC 20/JAN 21

› **FEATURE**
CHILE EXPEDITION

A high-angle aerial photograph of a vast, rugged mountain range. The mountains are dark and rocky, with patches of snow clinging to their peaks and ridges. In the foreground, a large, dark, circular crater lake is visible, surrounded by a mix of dark rock and lighter, sandy-colored ground. The background shows a vast, flat landscape stretching to the horizon under a clear blue sky.

TROPICA

Jean-Marie Clément discovers another form of gravity wave during a recent expedition to the Atacama Desert in Chile

EIGHTEEN years ago, I launched my first expedition in the Andes to discover the wave phenomena of which airline pilots spoke while trembling and the rare glider pilots who returned from it had their eyes twinkling. Given the many uncertainties and complications during the preparation of the 2019 expedition, which was almost abandoned a few weeks before departure, we set off rather unprepared to go "fighting the volcanic thermals". We did, however, take two precautions: check the ground winds in Calama (gateway to the Atacama Desert) and reach an agreement with SkySight's Matthew Scutter.

The help from SkySight was particularly successful, even if it took 10 days to run in the system, ceilings of 7,000-8,000m in thermal (most often blue) not being part of the meteorological standards. The forecast was limited to two days, sufficient for our goal, the discovery. The main interest of SkySight in thermals was the forecast in steps of 30 minutes, allowing us to anticipate the beginning and the end of convection because, at the tropics, the sun goes down very quickly. At 6pm you have to be on final glide (120km); at 8pm it is dark. Of course, the strong point

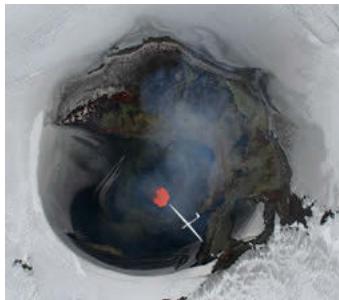
Photograph: The Laguna Azul (Blue Lagoon) of the volcano Chiliques. The Atacama Salar with San Pedro is visible in the background

AL WAVE

**I FEEL A
LITTLE LIKE
THIS GENOESE
NAVIGATOR,
WHO WAS
LOOKING FOR
THE INDIES
AND FOUND
AMERICA**



November 7: first flight over the volcanoes of Atacama and the first flight in the wake of a volcano, which was the only way to go up to 6,000m (just below the summit of the volcano Licancabur) to ensure a return without engine. West breeze of 25-30km/h was insufficient to make the ridge work, complicated by the perfect conicity of the volcano; but sufficient to generate the wake convergence



The crater of Villarrica, one of Chile's most active volcanoes, in November 2004 (Claus Dieter Zink)

■ For a full report on the 2019 adventure and Jean-Marie Clément's other expeditions, visit www.topfly.aero

of this software lies in the forecasting of dynamic systems and we did use it, without neglecting the study of general maps of public domain on continental scale, and especially the jet streams. It was confirmed once again that their presence is a sufficient condition for the establishment of powerful wave systems. All the types of gravity wave were present during the trip.

I launched the "Atacama" expedition in the hope of bringing back memorable souvenirs about "volcanic" thermals under cumulus. In fact, we were living in the "Bolivian winter", technically the altiplanic winter, which kills our beautiful clouds at 2pm.

In short, I feel a little like this Genoese navigator (Columbus), who was looking for the Indies and found America. Instead of volcanic thermals, I discovered a new expression of the gravity wave, which I quickly named "the tropical wave". It now remains to understand how to explain it and share it with my passionate companions.

We therefore report good surprises concerning the wave phenomena that nobody expected, convergence waves, jump, hydraulic "Bidone" jumps. Certainly not to make big numbers in terms of kilometres, but for the pleasure of the eyes and the comfort of the crew, we cannot do better, the potential is immense.

Before leaving for Chile, I asked the pilots in Santiago what temperature we should prepare to fly at 7,000-8,000m in the tropics. I was told "-20°C", hence a whole case of flight suits, heated socks, overboots, gloves, etc. What a mistake! To my surprise, Jean-Pierre, during the first flight with me, left barefoot in Crocs. He never changed, but just added a pair of light socks for days of doubt. Luckily, the canopy of the Stemme S10 allows you to have sun on your legs, but even at 6,000m the temperature was never freezing. The biggest surprise was during the last flight, at 8,000m in a short-sleeved shirt as if we were in a European summer in thermal. Turbulence and rotors were unknown at any altitude, even near a rotor that materialised. Just a few quivers at the bottom when the wave movement started to take place, around 500m AGL (5,000m AMSL).

This personal designation "tropical wave" is undoubtedly inappropriate because it can lead to confusion with that well known to

meteorologists, defined by Wikipedia as "*a barometric trough (or talweg) of the tropics which can lead to the formation of tropical cyclones. This hollow in the rectilinear air flow arises when the intertropical convergence zone goes up towards the pole in summer in a hemisphere.*" So, a tropical wave is a line of violent thunderstorms formed by storms at the base. No relationship with ours.

As we have decided to deepen our research on the causes and methods of the materialisation of this phenomenon, in collaboration with international experts, we will no doubt have to find another name. I will gladly receive any proposal!

How to characterise this phenomenon in few simple words? The more complicated ones are the subject of a study, which will be published at the next OSTIV congress in July 2021.

- You leave the restaurant quietly after lunch. The temperature is pleasant, between 25-30°C at 2,400m; there is no wind on the ground, the sky is of a postcard blue, you sit comfortably in the same clothes worn in the restaurant and take off towards the volcanoes.
- Thirty minutes later, you are 5,500m on the ridge, the rising breeze is only 15kts and is not sufficient to climb.
- You turn around the volcano and go to the lee side, catch the lift and leave around 7,000-8,000m because the oxygen delivered by the EDS oxygen system is no longer sufficient.
- The wind at this altitude is only 30-40kts, which is very little considering the increase in glider performance: your L/D has increased by one or two points but at a speed 40 per cent higher, it is enormous! Your maximum L/D is now around 165km/h (92kts) TAS. Watch carefully for the VNE which is only 195km/h (108kts) indicated for the S10.
- You travel downwind of the alignment of the volcanoes and you fly for hundreds of km without worrying about the wind.
- If you are lucky, lenticular clouds can form, but they are inaccessible, between 10,000-12,000m. Possibly some cumulus-rotors, absolutely calm, will tell you where the best lift is.
- In general, the higher you fly, the stronger the lift. We observed up to + 7.6m/s (15kts) at 8,300m that it was necessary to abandon for insufficient oxygen flow (we would need a pressurised breather).
- If you are no longer 20 years old, don't forget to set the EDS to the maximum flow rate (F20 or F4 depending on the model)

and watch the pressure carefully, because below 70 bar (1,000 psi) you have less than one hour, which is just what it takes to get back home! Re-read chapter 12 of my book, *Dancing with the Wind*.

● Quiet landing, with maybe 10kts of wind in San Pedro, or 15-30kts in Calama, but well aligned with the runway, no problem.

It is no more difficult than that. It's within everyone's reach, once you understand how it works.

Of course, our oxygen distribution system does not allow us to climb higher and, even at 7,000m, you are only 2,500m above ground. This allows you to admire the landscape. Remember, the usual cylinders, even filled to their maximum pressure, give approximately four hours of endurance and, again, for young and healthy pilots. This needs to be resolved for the next expedition.

But the show is worth it!

Epilogue

Never has a flying expedition been so improbable and close to cancellation. I did everything to succeed, against all odds: strikes, social violence, refusal of insurers. I was abandoned by most of those who had supported the project. The support of the pilots of the Olmué club (Club de Planeadores de Valparaíso) was total and unlimited; the club gave me four volunteer "legal pilots-in-command" throughout the month. Without them we could not have done anything under these extreme conditions, so thank you. In one month, the S10 flew 91 hours, including 21 hours of local engine, plus 12 hours for the ferry flight, without incident.

If the "classic wave" project in the south had to be cancelled for lack of third party liability insurance, it was brilliantly replaced with a "tropical wave" part, as extraordinary as it was unexpected.

Calama was a necessary hell given the social situation, but allowed us to identify and resolve all the technical and administrative difficulties. We now have all the elements to establish a real gliding base in San Pedro de Atacama, where I have no doubt that candidates will flock – me first.

The Chileans will have to find a solution to secure the place, by subcontracting to security companies. The Stemme S10 is well suited to these conditions, the S10-VT model would be even better to climb faster from 2,400-5,000m in 30km. For classic self-launching gliders, it will be necessary to check the take-off characteristics at 2,400m



and 30°C, and how to reach 5,000m. It will probably be necessary to change the carburettor jets and correct the mixture; no doubt the manufacturers will have a solution. A tug plane would also be welcome for non-powered gliders, the ideal being the Pilatus PC6. There are some available for hire in the country. For ballasting, no need for antifreeze, the communal well is a few hundred metres away.

In November and early December, temperatures are still pleasant and the tourist flow is acceptable, therefore there is good availability of accommodation and fair prices. After that, and especially in January, it can also be another type of hell!

The stage is set to launch glider flying in San Pedro de Atacama; the Chileans loved it, the virus of "discovery flight", opposed to "km only", is also spreading around Vitacura (club of Santiago). For Europeans, gliders can be delivered 300km from San Pedro, in the port of Antofagasta – no need to go to Valparaíso, 1,600km further south.

Good news for lovers of wide spaces and discoveries!



During Jean-Marie's last flight, he passed by chance over this meteorite crater, 56km south of the ALMA radio telescopes. The Atacama Desert is an inexhaustible source of meteorite fragments. San Pedro has a museum where 3,000 pieces are kept. These pieces are several billion years old, in this desert which is 200 million years old.

If it's not the planet Mars, it's very much like it. Forget about trying to restart the engine!

NEVER HAS A FLYING EXPEDITION BEEN SO IMPROBABLE AND CLOSE TO CANCELLATION. I DID EVERYTHING TO SUCCEED, AGAINST ALL ODDS



Jean-Marie Clément's first flight was at 14 in 1959. A national team member in 1963, he was CFI in 1964, before a professional pause working in Turin. After a first 1,000km in wave in 1982, he's applied an engineering mind to create and divulge an almost unique understanding of wave and dynamic flight. Jean-Marie was European champion in 1989, has 29 national and six world records, and 6,000+ hours

■ Jean-Marie's book, *Dancing With The Wind*, is available at www.bgashop.co.uk



Aerotow launch for Adrian Morgan in Highland's Junior, with K-21 in the foreground (Richard Gale)

Adrian Morgan
returns to the skies,
but things do not
go as smoothly as
he would have liked

HE WAS from a club somewhere down south, with a strip on the top of a windy hill. Sometimes, he told me, when the wind was especially strong, their old K-8s could be flown backwards, and spot landed. At least, that was his story and I had no reason to doubt him, having done the same many times with 4m radio-controlled gliders off our local Highland slopes.

Those who fly in wave have also recalled the times when their ASIs have read 80kts,

while the GPS registered a ground speed of 10kts, tailwards. Or faster.

But this is not about flying backwards, even if it is possible for those who fly from windy strips atop southern hills and wave hunters, but about progressing backwards or, not to beat around the bush, getting worse. The old two steps forward one step back syndrome that must (surely, please, someone?) ring a bell or two among those like me, who think after 15 hours solo they are better than they are when, in fact, they are no better than they should be.

It's not healthy to dwell too long on past mistakes, they tell me, other than to review, reflect and move on, taking forward the positive and leaving the negative in your slipstream like a discarded chute after a cable break. Lockdown, however, was an invaluable opportunity to not only pass the Bronze paper, but to reflect on the past year and the hours spent in a K-21 and then Junior, mostly flying the Easterton ridge, with occasional thermal flights and one or two much longer ones, including a weak



Pre-lockdown activity at Easterton
(Adrian Docherty)

wave flight right over the airfield. Around 30 flights, and an average of 30 minutes a flight.

Re-soloing after two flights in fairly brutal thermal conditions came over a single weekend, and off into the blue I went, back in the little Junior, free to explore the skies once more after more than four months. Free again; instructor-free, in my personal bubble, the next challenge being simply to satisfy the CFI that I was worthy of a full Bronze Endorsement. No bother, except it was... After three flights in the Junior, I realised I was flying backwards. And faster.

Three flights which should have logged three hours in total, or apiece, yielded an hour. Missed thermals; a too early release and a blind belief in my ability... against the drip, drip background sound of confidence ebbing away. At least I hadn't forgotten how to land nicely.

When a broken throttle cable grounded our EuroFOX, out came the winch and a chance at least for some cheap flights. Despite 18 months without a winch launch, how hard could it be? It would be like riding that clichéd old bike. Theory: take up slack; all out, one and two and three and 60kts and whoosh up to 1,200ft, stick back, feel the power drop off, release, nose down and look for lift. Reality: one and two and 50kts and whoosh up to 1,000ft, release under tension before winch power drops, cable breaks, drum tangles, ear drums burnt from back seat and land (at least that went well). Weary look from winch driver splicing cable.

Winch launch two: better, not brilliant. Launch three: here we go, practice cable break. John Thomson: "You OK to take her down?"

"Yep. No problem." And, although I say it myself, it wasn't. Nice circuit and landing. That's the simulated cable break out of the way, except it wasn't, for there, lying half way down the strip was the parachute John had released after, for the second time that morning, the cable had indeed broken.

"So that'll be my simulated cable break all done then, John, kind of for real, no?"

"Not at 500ft it isn't. Too easy."

I reckon launch four was OK, maybe 8/10 ("More like 7½," says John.). And that wraps it up for the day. Current on winching? Not yet. Next weekend it'll be the CFI in the back. A chance to impress; put to good use all the accumulated experience of 30 solo flights; four winch launches, two cable breaks, and half a dozen or so perfectly acceptable circuits, approaches and landings.

What do you think? You are right. The forward step might have been the two winch

launches that bright late-August morning; the two steps back were the chronic lack of coordination in a good-looking thermal, which took us up to cloudbase at 2,500ft despite my attempts to lose it. Also the circuit, which required full air brake from 400ft over the boundary in order for us not to "make close acquaintance with the winch driver" – as CFI Mike put it so succinctly – watching with alarm our approach, 500m further down the strip.

Any chance of impressing my CFI went west – literally – with a final approach that day, which was a tad low for my comfort, a round out that almost wasn't, and what is confusingly called a "landing on", which begs the question, what's a "landing off"? I didn't dare ask Mike. You could see he had been hoping for better, and deserved better.

Postscript

That evening, John Thomson responded to my email:

Don't worry about 'making a mess' of your flying, you are being overly self-critical (as usual?), not that self-criticism is a bad thing, it is essential, but it needs to be kept in perspective.

The last time we flew, you had the first winch launch in many months so it was not surprising it did not go as smoothly as you would have liked.

Getting distracted thermalling happens to everyone, especially low-hours pilots. Not catching the thermals on even a good day happens to everyone. It's a case of reviewing what happened and deciding what the cause was so that you can try to prevent repeats (but they will still happen...).

- Did you just launch at the wrong time?
- Did you chicken out in the strong sink surrounding the strong thermals?
- Did you allow stroppy thermals to chuck you out rather than being firm on the controls?
- Did you have a plan of where to search for the lift?
- Did you try the wrong side of the clouds?
- Did you try the wrong/dying clouds?
- Were you insensitive to a wing being pushed up by lift?

This is all typical early-solo pilot stuff, it is in the past now and may never repeat itself (apart from failing to soar), so don't worry, just try to remember what happened and learn from it.

MISSED THERMALS; A TOO EARLY RELEASE AND A BLIND BELIEF IN MY ABILITY... AGAINST THE DRIP, DRIP BACKGROUND SOUND OF CONFIDENCE EBBING AWAY



Prepping on the ground at Easterton (Richard Gale)



Adrian Morgan soloed in 2019 at Highland Gliding Club. A keen sailor, he first experienced gliding 30 years ago as part of a journalistic assignment that resulted in a slim paperback book, *Gliding in 8 Days*.



MAKING LIFE A LITTLE EASIER

A system to make ground handling less unwieldy has been developed in Australia by Rob Brown, with Graeme Greed and Mike Burns

THE BGA COMMENTS:

THIS looks like an interesting idea. In an EASA environment, because this is permanently bolted on and flies with the ball socket fitted, it would be seen as a modification.

This modification would be outside the scope of EASA CS Stan 3 to allow the modification to be fitted without EASA or the Type Certificate holder approving it.

In this situation, I would consult with the glider manufacturer.

ON-FIELD retrieval of tail dragger training gliders can be slow and cumbersome, requiring the attachment of a saddle to the tail boom and a towbar to the saddle. This saddle often has a swivelling wheel, meaning the tail of the glider must be lifted to fit the dolly. A typical example is shown in figure 1. For a two-seater, the weight can approach 50kg and lifting this poses a risk of injury to the operator unless an auxiliary lifting mechanism is used. The saddle is often difficult to make fit snugly to the curved areas against the fin and causes damage to the gel coat over time. Similarly, the tow bar can damage the glider surfaces with everyday use.

Manual ground handling is unwieldy.

A new system has been developed that uses a one-inch tow ball permanently fitted to the aircraft just behind the tailwheel. This tow ball is attached either via a bracket or is glassed into the structure of the glider. The bracket (see figure 2) is held by the tailwheel axle and no modification to the aircraft is required apart from a longer bolt.

For the K-21, total weight added is less than 600gm. The change in weight and balance must be calculated and a new spin table obtained from Schleicher and printed for the cockpit and flight manual.

The bracket is designed to be light and of limited strength. The hoop is 304 stainless steel, selected for strength and endurance.

Two K-21s were fitted with tow ball

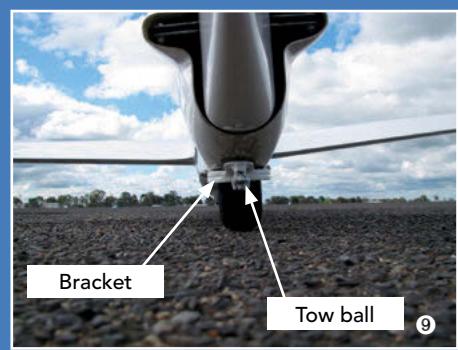
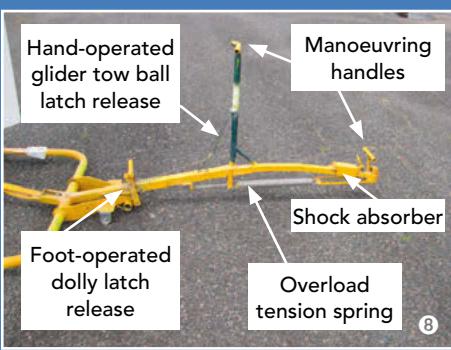
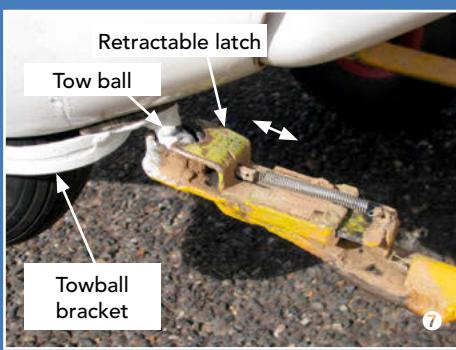
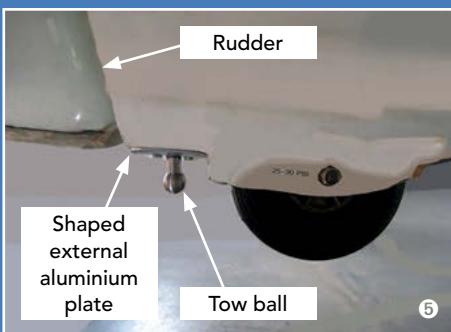
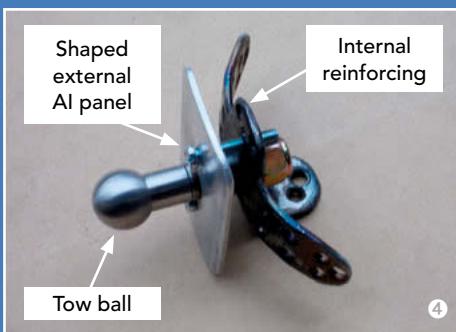
brackets (figure 3) in 2017 and have been in continuous operation since then.

A Twin Astir was fitted with a tow ball (figure 4) that was integrated into the aircraft structure (figure 5). Steel and aluminium reinforcement is provided to distribute and convey the load to the empennage (tail assembly). The components are epoxied into the glider immediately behind the tailwheel and against a bulkhead. The shaped rectangular aluminium panel is mounted on the outside and the inner steel components are shaped to the inside of the tail and bulkhead. This system has been in routine operation for the past two years. Weight of the assembly is around 600gm.

A Jantar 2B was fitted with a similar tow ball assembly, tailor-made for the aircraft, in around 2009 and has been in routine use since then.

For towing, a two-wheeled tow dolly (figure 6) is used. This can be towed by any vehicle – or operated by hand for manoeuvring at close quarters.

The dolly has a cup to engage the glider tow ball and a cantilever action mechanism built into the dolly is used to lift and latch the glider tail to a towing position. This obviates any heavy lifting by operators. The glider tow ball is captured via a latch on the tow dolly cup (figure 7). This spring-loaded latch is held retracted via a hand-operated cable during hookup. The latch is only necessary on aircraft with a very light tail,



such as the K-21. The low weight on the tow ball might result in the glider tow ball bouncing out of the cup when travelling.

The two wheels of the tow dolly are sprung by leaf springs, which act to give a gentle ride for the glider and the tow dolly.

An inbuilt end-to-end shock absorber ensures no high G shocks are transmitted to the glider. An overload release mechanism, which operates on the cup that engages the tow vehicle tow ball, acts to decouple the tow vehicle from the glider should it be towed into an object, or if the tow force is excessive. The setting is adjustable.

So far, the tow ball system has been used with IS28s, K-21s, a Twin Astir and a Jantar 2B. Operation over many years has proven the system to be rugged and reliable.

Manual manoeuvring of gliders by one person is fast and easy using the tow dolly system.

General observations

Being behind the tailwheel (figure 9), the tow ball has little chance of catching on anything and the front of the tow ball bracket is also shaped to present no edges. The whole assembly has insignificant drag being streamlined and largely sheltered by the tailwheel.

The bracket system is easier to fit than the built-in tow ball assembly and requires no modification to the glider. Both operate equally well.

There have been no failures or issues with the tow ball system. Some installations have been in use for over 10 years.

One of the tow dollies (figure 10) snaps together within minutes and can be taken apart to fit in a car boot.

Summary

The tow ball system can be equally applied to single-seat or two-seat gliders. The benefits in easing and streamlining operations have been very marked and the skin damage to gliders has been virtually eliminated.

With the dolly used, heavy lifting is eliminated and overload protection acts to protect the glider in ground handling accidents.

Single operator retrieval and manoeuvring of the glider is routine with the system.

The efficiency of club operations – rapid turnaround time during training – is very much improved with the system.



Easily taken apart to fit in a car boot

OPERATION OVER MANY YEARS HAS PROVEN THE SYSTEM TO BE RUGGED AND RELIABLE

THE TEAM:

- Robert W Brown: design and construction of the tow ball hardware and tow dolly redesign.
- Graeme Greed (LAME): design checking and fitting of the tow ball systems.
- Mike Burns (Aeronautical Engineer): design validation and airworthiness accreditation.

rwb103@hotmail.com



ADVISORY 16: DISCOVERING SOMETHING NEW... OR NOT

Ebenezer Grimshaw continues his mountain soaring saga for newbies to expeditions

MY CLUB week in Deeside had ended. The Ballater cottage so lovingly rented by my deeply caring CFI was abandoned... awaiting the next week's group. Paying fees at the Deeside clubhouse had a feeling of finality about it. But I like Scotland. I didn't want to go home. It was a fine stormy wet Highland Saturday, perfect for skulking in teashops... but I had my cosy motorhome. And then it struck me... *Feshiebridge... they fly at weekends!*

OK, not this weekend obviously... but the

lust for adventure hangs on. I could at least seek the place out! So I crawled up the A939 to the Lecht ski summit in thick cloud at 2,090ft... then a slow trundle down to Nethy Bridge... scene of certain youthful adventures I'd better not go into. It's big country, this. You either love it or hate it. Then slowly up the southern edge of the Spey valley on minor roads until my ageing sat nav said I'd arrived.

This was Feshiebridge. A couple of dark, woody, bendy road junctions did not look promising, but there should be a sign to the gliding club somewhere. Eventually I found it and headed southeast through open farmland straight to the very foot of the Cairngorms. It can't be any further. A steep pine-covered ridge loomed up with vast slopes beyond. Through a gateway a flat grass strip was tucked along the bottom. A soggy-looking caravan was the only structure visible. Surely that's not the clubhouse! Where is everything? I followed the track round and tucked deep into the corner... wonder of wonders... buildings... hangars... trailers! I parked next to the hangar with the clubhouse door at the left end and tip-toed in.

"I say chaps, I don't suppose you welcome time-expired expedition refugees from..." I named a well-known southern club. And received the warmest welcome I've ever had anywhere. They fell over themselves to make me feel at home. Apparently extreme friendliness is a Feshiebridge thing and there are no warning signs. And that was *before* I produced the bottle of 22-year-old Malt to lubricate things... I had a great evening.

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Photo: Alastair Mackenzie

By bedtime I felt like I'd been a member for years!

That Saturday night, even by the hangar, wind and rain rocked the stiff suspension of my motorhome in vicious blasts. So obviously there'd be no flying next day. It was a south-easterly for a start... damp air pouring down 4,000 feet of Cairngorms straight onto us.... hopeless! The club is clearly sited for massive slope-soaring the other way round. But I was wrong. The rain stopped and by 9am sunshine mysteriously flooded down through a local clearance just on our side of the A9. People were getting out two-seaters and an Astir.

I staggered outside to assist. "Who's flying first then?" I enquired, merely as polite conversation.

"You are," I was told, "here... sign this!"

The aircraft was Polish, half the club seemed English, but I had a Real Scottish Instructor. One odd thing though: The tug pilot very carefully inspected *both ends* of the tow rope... all weak links put under intense scrutiny. I'd not seen that before. "Who's doing the take-off?" I enquired and a burry granitic voice said again... "You are." I like this place! There's almost a thousand yards of grass... nearly twice as much as I'd had in Deeside... and my excitement at flying the central Cairngorms was undeniable. What could possibly go wrong?

Trees looming

Well, maybe the grass was extra soggy... or perhaps their Robin tug planes aren't as poky as ours, but the take-off seemed to go on for ever. I'd never balanced a glider on its main wheel for so long and there's something about trees looming ever closer that tests your metal! Eventually the tug lifted off and hauled us over the tops... just... and there were an awful lot of trees very close below. And then the fun started: WHOMP... a nasty tug on the rope. WHAM... a much stronger one. And it got worse. Everywhere you looked there were sharp-looking pine trees... whole swathes of them undulating over endless hillsides that seldom seemed more than 200ft below us. WALLOP! Where's the tug gone? It's shot off to the left. WHAM! Now it's on the right. No... it's dropped down. And from the back I kept getting this Scottish hollering: "OH HECK"..."OH BL**DY H*LL!" "ARRGHH" "STREWTH!". At particularly rough moments, expletives tended to include the name of a revered spiritual leader. This was a little disconcerting for a new chap like me. Was I flying it wrong?

Imagery of that tug pilot carefully examining the weak links flashed through the remains of my brain... *now I knew why*. WALLOP... WHAM! "Crikey," I thought, "If those links break we'll be in the treetops!" I know it's the Cairngorms, but is *this* normal?

Eventually I worked out a method of handling it. You know how instructors tell you to match the angle of bank of the tug aircraft? Well, forget that! Instead, I aimed where I thought the tug would be in the next four seconds based on the experience of the previous 30... and it worked quite well! At least the WHOOMPS and WHAMS were not as sudden or as violent. It was hard to get enough time even to glance at the altimeter, but we seemed to be slowly gaining height. Eventually, at 2,200ft, a gruff granite voice said: "Release." So I did.

And to my amazement we started going up at 2-4kts!

I assumed we were in wave. Obviously, air pouring down the Cairngorms was bouncing up past the airfield with rotor everywhere. We were over that now and going up nicely. However, the higher I flew the odder it all seemed. I couldn't make sense of it. By rights today should have been a write-off. Why this unexpected clearance... just here and nowhere else? Wave lift is normally consistent, but this wasn't. Wave usually peters out to zero at the end of the bar, but this plummeted suddenly to about eight knots down at both ends! Wave usually has lenticulars or rotor cumulus marking it, but this cloud was nothing like that. On my left... along the line of the A9 towards Aviemore was a vertical mile-high wall of boiling white stuff. You could actually see huge lumps of it turning in on itself. "Stay out of that," came the voice from the back... as if I needed telling! Further along, the cloud looked more normally distorted... triangular wisps blown sideways like you often see. One thing was for sure. If this was wave, it was not like anything I'd experienced at Deeside!

We topped-out at 6,200ft with the entire Cairngorms hidden under white stratocumulus. We stooged up and down the line of clear sky between Loch Morlich and Loch Insh for an hour before heading back to the airfield. I was dreading the approach and thoroughly glad I had a local instructor who knew the area, but it wasn't too bad once I was shown the correct heading and had High Key pinned to an obscure hilltop. The viciousness of the tow was not repeated in the circuit... to my relief.

After we landed, my instructor said: ☺



**ON MY LEFT
WAS A VERTICAL
MILE-HIGH WALL
OF BOILING
WHITE STUFF.
YOU COULD
ACTUALLY SEE
HUGE LUMPS OF
IT TURNING IN
ON ITSELF**



IT COULD BE WHY WE SUDDENLY HAD A BIZARRE VERTICAL MILE OF BOILING FOG INSTEAD OF RECOGNISABLE WAVE CLOUDS!



■ All cartoons by Ross Martin

“Well... that was the second roughest tow I’ve ever had. I was convinced I’d have to take over at some point, but you flew the whole thing... so well done!” I’d have preferred that in writing, but... at least I hadn’t disgraced my club’s good name!

Someone said the tug pilot had gone on strike and was now lying down in a darkened room.

I discussed the weirdness of the flight with the chap who’d flown the Astir. “Ah!” he said. “What we had there was not wave...”

“No? Well what was it then?”

“It was a Hydraulic Jump.”

“A WHAT?!!”

I was propelled into the clubhouse kitchen where my host turned on a tap. Water shot straight down into the sink in the usual way.... But then he pointed to that strange circular ‘wall’ of water that you always get... a few inches out. “See that?” he said. “Water’s heavy stuff... you wouldn’t expect it to rebound upwards like that. That’s a hydraulic jump... and that’s what you experienced this morning... only with air dropping down off the Cairngorms!” The mathematics, he warned me, is very complex...

I thought about that for a bit. It could be why the tow out had been so rough everywhere... air shooting out having descended 4,000ft from the Cairngorm plateaux. It could be why we suddenly had a bizarre vertical mile of boiling fog instead of recognisable wave clouds! And why the lift pattern was irregular... it did seem to make sense.

And then I had a truly stimulating thought: *This was something entirely new!* The great G Dale doesn’t mention hydraulic jumps anywhere in his books. Neither does Ken Stewart... not in the fourth edition... and I’m pretty sure Derek Piggott didn’t detail

anything like that! There’s only supposed to be four types of lift... Hill, Thermal, Convergence and Wave. *But I’ve found a fifth one...* Hey... I’m a pioneer! What will the Great Ones in my club say when they hear about this? Imagine it... little old me! Oh, and those splendid guys in the Cairngorm Club... I guess they’re pioneers too!

So there you have it... more mountain fun. But what does it mean for our club Newbie? What conclusions can be drawn from all this excitement?

First... it pays to stick your neck out in the right way. Not with slow skidding turns... but going somewhere new. Meeting new people. Flying new places.

Second... the learning curve never ever stops in this game. Verily it goeth on for ever...

Third... take a decent Single Malt Scotch with you. It usually goes down well and you might need it later.

Enthusiasm

Needless to say, as soon as I got back to my club I cornered various Whizz Kids and Venerables: “Have you ever flown a hydraulic jump?” I got some strange looks! So I wrote, with mounting enthusiasm, to our Illustrious Editor here and guess what? She revealed that S&G (being a Leading Magazine) *had* published several articles referring to them, including *Phenomenon of hydraulic jump* (pp45-49, June/July 17). And she further informed me that one Jean-Marie Clément had mentioned them in his book on mountain flying even earlier. And I’m told Giorgio Bidone... a Professor of geometry at Turin published a paper on hydraulic jumps in water as far back as 1820. And before him Leonardo da Vinci may have mentioned it, but neither of those gentlemen flew gliders... er... not proper ones! So sadly the fourth point here is that, in gliding, *nothing... absolutely nothing... is ever really new!* I am still, to this very day, devastated that the French discovered hydraulic gliding jumps before me... there is clearly something terribly wrong with the world.

On the other hand I’m pleased as punch that, hopefully, I’ve flown something that even G Dale and Ken Stewart haven’t.

Strange... but possibly true?

*Ebenezer
Grimshaw*

■ **NEXT TIME: What They Actually DID Tell You**

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#4 DYNAMIC MIXING AND FLOWS IN THE THERMAL FACTORY - PART 2

The Thermal Factory Boundary Layer (TFBL) - 'Flat' ground

The thermal strength is largely determined by the depth of the ground based TFBL. The deeper the layer the taller and stronger (not wider) the potential thermal. As much air must go down (structured or unstructured) to replace the air that goes up.

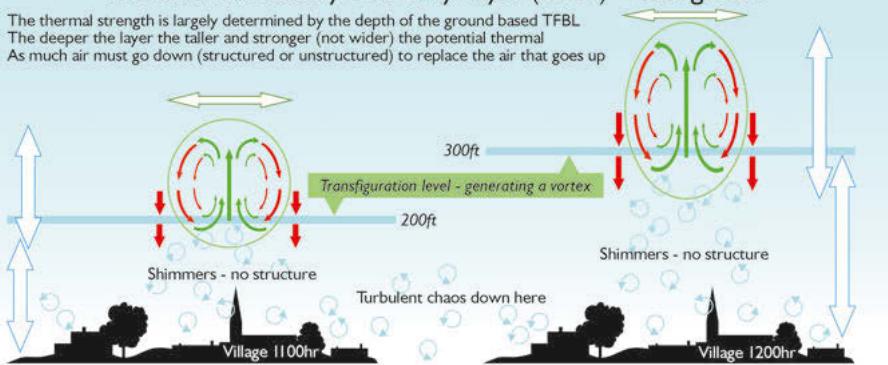


Figure 1: The importance of the TFBL thickness (illustration by Steve Longland)

GMAD – Gliding Mathematics and Atmospheric Dynamics

IT IS misleading to suggest that buoyant air rises like boiling water in a pan. You can't, however, keep nature's slightly buoyant air from ascending as it will always be gently forced up by the surrounding denser air, but initially not at such a rate that will break the Rayleigh number. In other words, there is no immediate ground level generated vortex. Buoyant air simply shimmers up and mixes in a similar way that smoke drifts from a cigarette.

The 'hot' energy is dispersed/diluted due to conduction, Brownian motion and turbulent mixing (entrainment), which causes an immediate local weakening of any buoyancy. The vortex will only form at the transfiguration level, which normally goes up as surface temperature rises, and in turn raises or breaks any low-level inversion.

Figure 1 depicts hot air thermals (a blue day, if you will) and the simple mechanism within the ground attached thermal factory. Buoyancy below the transfiguration level simply presents a chaotic mix of motions. As the day warms, the depth increases giving potential for taller stronger thermals.

At the lowest levels, the ground restricts any weak accelerating inflow and this interferes with the breaking away of any vortex of buoyant air. As small buoyant air shimmers up, sinking air generates a sideways and downwards flow and a general chaotic turbulent mixing of all air in its vicinity. This is further effected by topography, trees and buildings, etc. Temperature is rapidly distributed by both mixing and conduction, whilst any humidity might disperse at a lesser rate through mechanical circulation

and Brownian motion (Nb). As the morning warms up, the lowest layer therefore has a mixture of warmed, humid air trying to ascend in an unstructured way. We see this low-level chaotic turbulence all the time on thermic days at the airfield when the windsock starts to fluctuate both in indicating the wind strength and direction.

Where else can we get any indication of the turmoil that is happening in the ground base thermal factory?

A vertical ascent of 2kts is considered significant, but a horizontal surface wind of 2kts is so insignificant that it won't be forecast! Yet the lightest of surface winds encourages turbulence and mixing. We can observe smoke or bubbles from bubble machines in the high street dancing round, even on almost windless days. At low level we experience the weak unstructured turbulence in our everyday flying during launch, landings and final glides.

We can watch the soaring birds, especially when they are trying to soar at low level, climbing in the weak shimmer or whilst on a cruise through the estates. Perhaps as an encouragement for you not use your legs as an undercarriage, low level chaos is displayed by some YouTube video of painful parachuting and parascending 'landings'.

Standing on the ground we may feel the blustery wind, but we never feel the thermal vortex lifting off, because this is likely occurring at some 300 feet above us.

Kevin Atkinson, Aim Higher lead coach

■ *Next time: outsourcing the mechanics.*

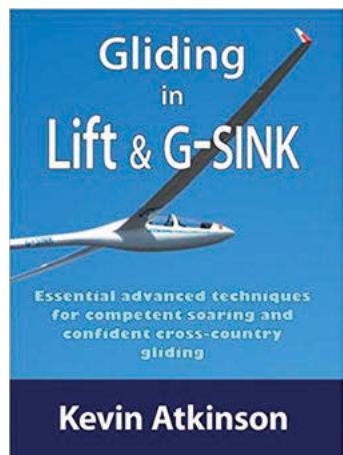


■ Aim Higher courses are held at clubs by arrangement, run either by Kevin or by club coaches briefed on the training materials and S&G articles developed by Kevin and Tony Cronshaw.

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



Kevin Atkinson is the club coach lead for the BGA Aim Higher initiative (www.gliding.co.uk/bgainfo/aimhigher.htm). With more than 7,500 military jet hours (Tiger Moths to Typhoon), Kevin started gliding at age 13 at Ouse GC (now York), flying his first solo on his 16th. Kevin has over 3,500 hours gliding, including competing in UK national and regional competitions



Kevin Atkinson

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

WHEN WORK IS FUN...

GLIDING is not just a wonderful sport; it's a rich and complex community, set in some beautiful places. The national and international work has been great, but the real highlights have been during club visits, the lightbulb moments, the hospitality I have experienced and the coincidental happenings: the International Space Station; the Vulcan on a swansong flypast; a lone Spitfire commemorating fallen brethren; being 'kidnapped' because it's a Sunday evening and 'we always go for a curry'; unzipping my tent door in some stunning locations; the perfectly timed random discussions that bring insight.

None of this would be possible without the people I work most closely with: club management volunteers; the BGA volunteers and staff, especially the current Development Committee Chair, Dave Latimer.



Alison presents at a Club Management Conference (Paul Morrison)

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

THE IMPORTANCE OF COMMUNITY

IT'S BEEN 15 years since I joined the BGA team as a part-time development officer alongside Roger Coote and Diana King. I had been working in community development in Cornwall and was excited by the opportunities of working with gliding clubs as communities. There have been so many achievements and opportunities - countless times I have had to pinch myself because, when I set out, I could not have envisaged the sheer variety and calibre of people, places and projects I would come into contact with.

Even though we're only a small sport, gliding consistently punches above our collective weight, ensuring our voice is heard. I've been fortunate to be invited to represent British gliding in a number of ways, including: Youth in Aviation; leading a team of Junior reps at Parliamentary Aviation days; and the HMRC CASC Forum. The buzz of securing external funding for key projects that make a difference: the BGA IT and CRM systems; JGC development; governance projects - policies, guidance and training and the short notice £20k BIS training project. I've been privileged to facilitate the annual BGA Club Management Conference. I also guided the BGA to achieving the Foundation Level of The Equality Standard for Sport.

Generally, development committee work is low visibility, structural, preparatory and often involves specialist experts from a wide range of backgrounds. Typically what we do is designed to flow on into other work, enabling other people to get on with making a difference for people who glide.

Development can be naturally slow moving. Cultural shifts take time. It was during the CASC review work that the realisation occurred - gliding is so much more than just the flying. This was a gateway shift for two key areas. In addition to flying, marketing gliding as a wide range of activities (recruitment); and valuing the non-flying activities (retention). We are only part way through this shift.

These fundamental shifts have occurred

before, with three in the past 15 years. Firstly, junior gliding: when Andy Perkins began his juniors work, I was a club secretary and he was yet to be persuaded to join the BGA by Patrick Naegeli. There was a pervasive myth: young people don't and won't glide. It took a decade of persistence and diligent development work to shift from myth to successful reality. It's been done before, it can be done again. Secondly, the emergence of more formalised communities of interest: typified by UK Junior Gliding and Women Glide UK. Neither are bound by club geography. The other significant cultural shift is the way that clubs now support one another and collaborate. In 2005 the overall sentiment was competition between clubs. Now, there is openness and collaboration. People running clubs are much better at sharing ideas and looking beyond their peritrack for solutions.

I am constantly impressed by the wide range of experience brought by the volunteers who step up to help run their club. It is the club support work which I enjoy the most, especially witnessing individuals grow in confidence with their role, even during times of duress. Stepping up within the club community can be daunting. It is a privilege to be part of their development.

However, poor membership retention persists. As I look ahead, community is more important than ever. Business gurus are promoting community development as a critical business strategy because serving your community well fosters emotional attachment, bringing loyalty and retention. Building on gliding's natural strengths and our earlier cultural shifts will enable us to complete this current, critical, cultural shift.

There has been a revolution in 2020. Thanks to being abruptly forced into lockdown in March, we have found new ways to communicate and connect. We are no longer constrained by geography and 3D travel. Communities of interest, combined with a collective philosophy of serving one another well, offer us remarkable development and enrichment opportunities for clubs and their members.

ENCOURAGING NEW INTEREST

DURING another very helpful round of virtual meetings with BGA club chairmen during late October, it was particularly interesting to hear how, following the UK lockdown, many clubs had experienced significantly greater activity than during the same period in 2019, with several seeing increases in membership. It is often the case that we do not appreciate what we have until it is taken away from us. Clubs are also reporting that they are experiencing signs that there is growing new interest in healthy outdoor and adventurous activity. Some good from what is proving to be a challenging year for most!

New interest in our sport is, of course, vital for the future; natural turnover and advancement in experience among the existing membership means that new people who may choose to become student pilots are always welcome. Social media and local news are highly effective promotional tools. Effectively facilitating the steps from first flight to learning to glide at the right price is very important, as is ensuring the training delivers against reasonable expectations. Informed and engaging Introductory Flight Pilots and BIs followed up by dedicated and capable instructors, who can deliver the training syllabus within a safe, efficient and fun flying operation are obviously key ingredients of our clubs' gliding training product and contribute to wider success in gliding.

As previously reported, from October 2021 pilots of EASA sailplanes and powered sailplanes (for 'EASA' read 'Part-21' from January 2021) will need to hold a Sailplane Pilot Licence (SPL)*. The conversion process from BGA qualification to SPL is straightforward. Please follow the guidance on the BGA members' website. If you need help, do contact the BGA office staff. Hand in hand with the SPL comes new training requirements, including a standardised syllabus. While the new syllabus and required organisation is a bit more formal, it's essentially business as usual; learn to fly, go solo, do more training, pass a theory and flying test, and become a qualified pilot. The

key difference is that, instead of ending up with Bronze and cross-country endorsements, the newly-qualified pilot gets an SPL.

As an early part of the BGA's Fit for the Future programme in support of gliding over the next 10-20 years, we are currently developing training resources that next year will be provided to clubs and their student pilots. These will include template documents and hard copy professionally produced student manuals and training records. Most importantly, together with clubs, we need to accelerate the uptake of the next generation of instructors, including smoothing the process as well as encouraging our existing highly experienced instructors – including those who may come back after a break. The instructor rating renewal process is painless and can be arranged via the local Senior Regional Examiner.

Of course, first flights do not need to be delivered by sometimes hard-pressed instructors. Any suitable qualified glider pilot can help their club by stepping forward to become an Introductory Flight Pilot (IFP). It is a great way of helping your club when you are not doing your own flying. The IFP course is one day of safety and standardisation training, which everyone who does it seems to enjoy. Your CFI should be able to organise the training.

Finally, we are very conscious that one of the greatest concerns about converting to an SPL is the medical requirement. The BGA has lobbied hard on this topic in recent years. Both the DfT and the CAA have repeatedly stated that in early 2021 the pilot medical (self) declaration will be made available for use (in the UK only) by all recreational pilots, which includes SPL, PPL and LAPL holders. This is good news and over the coming months and years, the BGA will continue to press for regulatory changes that meet the needs of our sport.

The BGA's Chief Executive, Pete Stratten, reflects on building a strong future for gliding



Wrekin's Will Dean, seen here with instructor Alan Jolly, training to deliver first flights for his club

* An FCL LAPL(S) or SPL is automatically deemed to be an SFCL SPL

**ANY SUITABLE
QUALIFIED
GLIDER PILOT
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FORWARD TO
BECOME AN
INTRODUCTORY
FLIGHT PILOT**



This page:

❶ Silver Success for Lasham's George Downing and Nik Smirnov (Jordan Bridge)

❷ Andy Hill's 12-year-old daughter, Jemima, during her first glider flight in a K-21 at Wattisham. She is learning to fly and regularly does the computer logging at Anglia Gliding Club

❸ Buckminster GC has painted hints on runway 25 about rainbows (Guy Roberts)

❹ Suzie Forbes took this photo after a short, but intense, downpour at Wyvern Gliding Club on Sunday 25 October

Facing page:

❶ Airbus A319 (G-EZEY) has just taken off from Lasham, photographed by Serena Lambre, flying in a Duo Discus XT

❷ Juniors enjoying Friday night flying at The Gliding Centre

❸ In memory of Dave Kassube, Darlton GC

❹ Dartmoor's K-13 follows a rainbow (Ed Borlase)

❺ Ulster team with Steve Male (MGC & RE): Brian Irwin Dep CFI (BGA MGIR Pt 2 & 3), David Stewart, Matthew Morrison and Simon Langtry (the three new BIs), hiding at the back is CFI Mike Miskimmin



Diminishing returns

Jeb waited at the launch point
Whence all but he had fled,
Full clad in antiseptic suit
A mask wrapped round his head.

The tug stood firm and trembling
No contact was allowed,
The towing rope resembling
The lacing for a shroud.

The Covid rules much advertised
Throughout the epidemic,
Had gradually been revised
The past was academic.

No contact now of any kind
Farewell the Rule of Six,
The code had now been redefined
The club was in a fix.

Full twenty yards was hence decreed
For any type of contact,
And only two would be allowed
This was the latest contract.

But shortly after taking off
There came a new decree,
A gathering of more than one
Was worse than heresy.

So in some far off lonely field
Jeb waits there in the rain,
For friends to come and rescue him
Alas, he waits in vain.

And should in happier times some day
Jeb show up at our door,
We know he'll fully comprehend
Our reverence for the law.

© Peter J Holloway, Southdown GC



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

CLUB NEWS

AGC ANGLIA (WATTISHAM) WWW.ANGLIAGLIDINGCLUB.ORG.UK 520739N 000572E

WE RETURNED to full operations on 1 August. As one of only two army gliding clubs in the UK, we were delighted to host the President of the Army Gliding Association (AGA), Major General Neil Sexton, and Commander Wattisham Flying Station, Colonel Paul Hayhurst, with other serving army personnel and their families on 19 September. This coincided with the delivery of our refurbished winch from Skylaunch. Our airfield is over a mile long (grass and tarmac) and Major General Sexton now holds the winch launch record for Wattisham at 2,650ft. Jerry Berringer has revalidated his BI rating and we hope to recommence work on our new clubhouse.

Simon Ginns

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

WYVERN has maintained a constant gliding tempo this summer, with Covid-19 arrangements allowing near normality. In August, we concentrated on training at Upavon with a junior solo (Harvey Wardroper). Then September rounded off the season with four five-day courses back to back – a far better outcome for the year than perhaps was anticipated at the end of March. Additionally, the club has delivered all its Service gliding courses, albeit rescheduled. Eyes now turn to winter maintenance. Our new chairman, Bill Blakey, is enjoying the baptism of activity and, where work allows, trying to resurrect his training to solo (from 2007 is a long gap!).

Paul Jessop

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

WE BEGIN with congratulations to Mike Woloschuk (solo), juniors Theo Nellis and Max Gould (who completed their Silver with 50km flights), Jamie Stokes (solo) and Ian Harris (500km). Bob Bromwich and Richie Arnall flew the eGlide competition in Germany. Everyone is enjoying flying again.

Alison Arnold

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

ALL but a few pilots are back in the air and limited first flights have been flown. Flying

weeks were excellent or dreadful, governed by the prevailing weather. We had first solos from Ollie Bobrowsky and Keith Longden, Bronze for Damien Murray and Keith Longden. Nicky Pike, along with Damien, achieved Cross Country Endorsements. Harriet Gamble, meanwhile, put in a very fast 200km in a K-6E, which she has on loan through WomenGlide UK (see p16). Graham Hoile achieved his Gold distance in his new Discus 2 FES. We have revamped the road to the club, and now arrivals are much less bumpy.

Chris Basham

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

FOLLOWING the resignation of David Findon as chairman, Paul Kaye was appointed interim chairman, Chris Edkins as tug master and Louise Shaw as treasurer. Since the restrictions to gliding were lifted, there have been numerous 300km and 500km flights. The winner of the Club Ladder was Bill Inglis. The other awards will be announced in the next issue.

Mike Pope

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

ONE club K-13 is being refurbished whilst the other remains operational. Members enjoyed wave during September. The committee has formulated a financial survival plan considering uncertainties of the pandemic, the goal being to keep the club going safely for members, whilst attracting new people and visitors. Geoff and Julie King stepped down from the committee after many years' hard work. Thanks go to them both. Thanks to Mike Stringer and Martin Brockington, who step down after doing incredible jobs as treasurer and tugmaster respectively. We're most fortunate that Andy Sutton and Barry Gwynnett have stepped into these pivotal roles.

Mike Codd

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

WE ARE getting used to working with the new ground-air radio procedures at Wycombe Air Park and have been busy with training flights, including evening groups on every summer weekday. Our new solos are 14-year-old Leo

Sentinella, Andy Duncan, and power pilots Jag Nahar and Jim Pearce. The Whispering Wardrobes vintage glider rally was a great success, as was the Easter Egg Cup Aerobatics comp. In less than ideal weather the nine contestants put on creditable performances; visitor Will Jones went off with the trophy, with Leo Sentinella second. Thanks to Graham Saw for both the events, and for finding the Easter egg prizes.

Jane Moore

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

ANOTHER of our young pilots, Max Fawcus, soloed in August; he went thermalling with buzzards on his third solo, clocking up an hour and 40 minutes! During lockdown, Max translated the flight manual for our French two-seater, the Alliance. Thanks Max. At the time of going to press, we are just coming to the end of our first wave week, which started just after the Covid-19 restrictions were tightened in the North East. Understandably many visitors cancelled, and we hope to be able to host them next year. We have a new BI in Adrian Loening, although he's worried he'll never get to fly his LS8!

Kate Ashley

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

THE club continued to make the most of the summer despite the difficulties. We held the prize-giving for last year. Special congratulations to resident instructor Larry Lawes, instructor of the year. Sid's task week became one of the few opportunities for some relaxed flying with regular visitors. The week went ahead with additional measures for the showers and campsite facilities. The weather allowed some challenging blue-ish days to be completed. Thanks Sid. The club welcomed a number of new members and planned a new members' day to allow further introductions. The Pawnee shed bits of metal into the oil filter necessitating an expensive overhaul.

Greg O'Hagan

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

THE past couple of months allowed some great flying with many coming to support the

(Left to right): **BWND**'s Ollie Bobrowski is sent solo by John Hull; Leo Sentinella, 14, with dad David after his first solo at **Booker** (John Herman); Garry Johnson is sent solo by **Buckminster**'s Lyn Ferguson-Dalling; **Cambridge**'s Lorna Sleigh after her first cross-country flight in 28 years



club. We have two new Bls: DJ Gibbs and Jim Jennings. Congratulations to: Archie Buxton (solo, two-hours, Silver height, Bronze exam); Garry Johnson and Chandroop Singh (solo); Ben Jennings (seven-hour epic to get 300km); Luca MacGregor and Luke Pike (solo to Silver in less than three months – see p22)! We had a very successful expedition to Denbigh with over 90 launches and 64 hours of flying. Josh Bean completed his Silver. Thanks to everyone at Denbigh – we've booked for next year! Despite the limitations of Covid-19, the club is doing well and continues to develop.

Danny Lamb

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

DESPITE challenges, we've had spectacular successes. Allan Hopkins completed his Silver with a height gain in August (see p25). Allan flew his five-hours in 1980, and his duration in 1993. Mike Cursons took his Bronze paper at Rufforth in February, his five-hours at Chipping in July, his Silver height, Cross Country Endorsement and one-hour at the end of August and his field landing checks in September, all here. Finally, his two-hour flight at Chipping in September. Dave Bell stepped down as our CFI in October after five years and becomes one of our DCFIs. Chris O' Boyle has taken over. We're very grateful for Dave's leadership and welcome Chris.

Neil Bale

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

COVID-19 prevented summer socials, but flying continued with Alex Maund, Duncan Withers, Emily Nutt, Erik Pretorius, Eszter Olah, Jamie Dickens, Max Hayes, Paul Bonhomme, Timothy Shan and, at just 14, Lowenna Cotton, going solo. Many achieved their first badge flights and Lorna Sleigh did her first cross-country in 28 years. Congratulations all. The Cloud Rally took place in August, but was weathered out except on two days. Congratulations to Graham Drury and Chris Barrott, respective winners of the Racer and Funster classes. Thanks for organising it to Chris Lewis and the comps team. Task week was held in late August. The weather meant scoring tasks were flown on only one day.

Chris Davis

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

WE WERE able to resume our summer courses for visitors and experienced pilots have been able to take gliders to France for Alpine flying. Further progress has been made in fully segregating the vehicle and aircraft workshops and Chris Swann has created a secure store for aviation spare parts and test equipment. Sadly, the resident EuroFOX tug owned by Adrian Hegner has been withdrawn from service for the remainder of the year following a failure in the crankcase casting. Interestingly, there has been a grass shortage in the south of England and a local farmer has asked to cut our airfield twice at no charge other than the grass.

Frank Birlison

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

WE ENJOYED the end of summer, congratulations to: Ryan Letherby, Matt Meikle, Alex Emmerson (solo) and Katie McLean (solo, two-hours, Silver height), Ross Craney and Ewan Weston (Silver duration, plus Silver distance for Ross). We welcome new members Ron Breezer, Dave Moss and Adam Youle. We say a fond farewell to instructor and maintenance engineer Frank Kennedy, and to Andy Langton and Becca Langton, who are emigrating to New Zealand. Finally, having contributed to S&G for Cranwell, I would like to thank all those who have contributed information for articles over the years and hand over to Ian Webb. Best wishes for Christmas and the New Year.

Zeb Zamo

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

THE club held a very successful flying week in September with a limited number of members and over 61 hours flown. Congratulations to Paul Stinson of Warwick University GC (solo) and Jack Coleman (Silver height). We have a K-21 from Portmoak to replace our Puchacz, already very popular with members. It's with great sadness that we announce the death of two old members. Dave Kassube served as our winch master with a reputation of always making everyone laugh. Mike Davies unexpectedly passed away at his home in

Spain. Mike was a long-time member of one of our founding clubs. We send our condolences to both families and remember them with great fondness.

Barry Patterson

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

CONGRATULATIONS from all at DGS to Rick Wiles on achieving Full Cat rating, a real achievement at a small club like ours. Thanks as always to our CFI Mark Courtney, and the team at NHL for the help. The winter wave has returned at BRT and members have had some good flying so far. The new (to us) K-13 has been worked on by Colin and is looking great. Thanks also to Gavin Short, our new fleet manager, for the exacting level of organisation getting the paperwork and systems in place for 2020/2021.

Richard Roberts

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

AFTER a slow start, we had a successful summer seeing first solos by Paul Watt and Finn Hilton in August. Finn's flight was notable for being on his 14th birthday. Well done both. Tim Martin also completed his Silver cross-country flight. As I write we're in the middle of our wave season, with visitors from the UK and Germany flying from Aboyne. Unfortunately, increasingly tight restrictions mean several visitors have been unable to come. We also hosted the UK Mountain Soaring Competition, which despite the social distancing was a great success (see p30).

Steve Kenyon-Roberts

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

AS I write this, we have a new group from Saltby enjoying wave on most days and we are preparing for our busiest wave season ever. We are welcoming pilots, even with Covid-19, but of course there are sensible restrictions in place. If you're looking for somewhere to fly over winter, why not take advantage of our winter trailer rates to leave your glider and enjoy our all year ridge and wave soaring? We operate seven days a week from our tarmac runway.

Chris Gill



(First solos, left to right): **Deeside**'s Finn Hilton; **Devon & Somerset**'s Stewart Henshall; Tim Butler, also at **North Hill**. Both Tim and Stewart are commercial pilots returning to gliding; Tom Shadbolt at **East Sussex**



◆ **DERBY & LANCS (CAMPHILL)**
WWW.GLIDINGCLUB.ORG.UK

531818N 0014353W

THE wave that seemed to have deserted us for years has returned, meaning lots of flights and two to FL195. We were well represented in the Mountain Soaring Competition, and Mike Stephens completed his Gold there. Two of our Puchacz and a K-8 are now de-rigged pending more normal times. The mixed weather continued, but August and September provided flying for over half of the days, and some good soaring. We've now started our winter season and we plan to be open seven days a week, though some days will only offer solo flying. We were pleased to get the road along the South ridge re-opened, but the Abney road remains closed to vehicles.

Dave Salmon

DEVON AND SOMERSET (NORTH HILL)
WWW.DSGC.CO.UK

505107N 0031639W

COMMERCIAL pilot members who've returned to gliding have been making progress, with Stewart Henshall and Tim Butler both resoloing. James Smart completed his Bronze and has been coaching on the FRTOL courses, whilst Stewart leads the Condor racing sessions. We ran three summer courses, with a mixture of members and new members. Normal club two-seater training resumed in October following nearly three months of restricted booked training slots. The Autumn Denbigh expedition was shortened by the Welsh lockdown, with the Long Mynd and Portmoak expeditions cancelled – but a Juniors week was planned for half term. A marquee is providing some additional socially distanced space for groups of six.

Jill Harmer

DORSET (EYRES FIELD)
WWW.DORSETGLIDINGCLUB.CO.UK

504233N 0021310W

THE club is continuing dual flying with appropriate precautions in place; however, trial flights are currently suspended. Charlie Waygood, Andy Grant and Ian Simmonds recently passed their Cross Country Endorsements. The club's EuroFOX is still available for purchase. If you are interested in G-ODGC, please contact Nick Barnes on 07793 203838 for more information.

Allan Powell

DUMFRIES & DISTRICT (FALUNZEON)
WWW.DUMFRIESANDDISTRICTGLIDINGCLUB.CO.UK 545638N 0034424W

THE latter part of 2020 has seen some marked improvements at the club. The Tost winch has now been mounted Skylaunch-style on a twin-axle trailer, making our winch servicing and movement more manageable. Our second K-13, from Bicester, doubles our two-seat capacity. Thanks to several dedicated members of the cutting crew, the airfield is now looking the best it has done for some time. Our emergency runway, that was overgrown, is back in service and although not pristine is usable and has already been tested.

Andrew Crowson

EAST SUSSEX (RINGMER)
WWW.SUSSEXGLIDING.CO.UK

505423N 0000618E

OUR return to flying continued, with a reduced number of instructors delivering check flights and training. Thanks to Jon Stiles and Rob Cray, who made a huge contribution to keeping us flying and took two more juniors to solo – congratulations Sam Field and Tom Shadbolt. For Tom the training paid off because on his third solo flight he got a real cable break at about 200ft, where he executed a textbook procedure to land ahead safely. With our tug back we were able to get more upper air work training and checks done. Our motor glider allowed us to do field landing exercises for cross-country training.

Mike Jeater

EDENSOARING (SKELLING FARM)
WWW.EDENSOARING.CO.UK

544152N 0023506W

EDENSOARING members are flying at various clubs during our Covid-19 closure. We do appreciate all the help and warm welcomes we've received. We're also getting enquiries about expeditions to Edensoaring next season. We will be open and are currently taking bookings for visits/expeditions. I think we're all missing flying the Pennines and seeing the beautiful Cumbrian scenery from above.

Keith Nattrass

ESSEX (RIDGEWELL)
WWW.ESSEXGLIDING.COM

520253N 0003330E

WE ARE adapting well at our friendly little club, using our aircraft and equipment

with caution and enjoying our flying.

Congratulations to Luke Burks on his first solo in August. Luke had already passed his Bronze theory, so full Bronze will undoubtedly follow shortly. Congratulations also to Gary Shepherd on passing his Bronze theory, and to Will Burr on passing his navigation and field landing test for his Cross Country Endorsement. We look forward to more achievements and fun before the season is over.

Cathy Dellar

HEREFORDSHIRE (SHOBDON)
WWW.SHOBDONGLIDING.CO.UK

521429N 0025253W

A FULLY subscribed course ran successfully in August, with Mike Dodd and Andreas leading the instruction. The club has also had a flurry of new members of those new to gliding, as well as pilot owners drawn by year-round aerotows off tarmac, plus grass runways and winter wave opportunities. Several club members have also passed the FRTOL exam. Fortunately (at the time of writing) local Covid-19 measures have allowed us to keep flying so, as the thermals give way to opportunities for wave, we are seeing a number of clubs booking into Shobdon for what we hope will be a great winter season.

Bob Pye

HIGHLAND (EASTERTON)
WWW.HIGHGLIDE.CO.UK

573508N 0031841W

CONGRATULATIONS to Start Naylor and Robert Tait, flying the Fulmar Duo Discus to finish first in the cross-country and second in the height gain at the UKMSC. Congratulations also to Ross Borland and Luke Arpino (solo) and to Alexander Naylor and Rob Douglas (Bronze exam). Denis Shepherd, founder member and ex-FI of HGC, passed away in September. He was a true gentleman with a proud history of service to his country, community and the club. Our much delayed, but Covid-19 compliant, AGM was well attended. The CFI's Shield for outstanding contribution to the club went to Jim Tait for his commitment to keeping the strip in top condition.

John Thomson

KENT (CHALLOCK)
WWW.KENT-GLIDING-CLUB.CO.UK

51123N 0004950E

BLESSED with reasonable weather, we managed some good flying this summer and ran some successful courses. We set up

(Left to right): **Essex**'s Luke Burks is sent solo by Dave Hertzberg; summer's day at **Lasham** (Jordan Bridge); Taylor Skerry smiles before her first flight at **Strubby** with grandad, Dick Skerry; **Oxford** juniors Henry, Olly and Harry after successful Silver Duration Flights all around



operations to comply with Covid-19 regulations to keep everyone as safe as possible. Our task week wasn't blessed with good weather, so well done to all who managed some flying in the challenging conditions. We plan to operate throughout the winter and have adjusted our operations to allow for some instructors and members are shielding and not available. Like many, we have worked hard, with good success, at maintaining our flying and financial security. We hope for a safe winter and look forward to easier times.

Mike Bowyer

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

THE club is restricted to a limited number of members each weekend, affecting the flying we can do. Peter Lewis makes a list of pilots for each day and sends it to BAe Security. Pilots sign in before going to the airfield, then call to sign out when leaving. John Burdett, Roger Copley and Graham Sturgeon took their annual week to Portmoak for more adventurous gliding. The weather was disappointing. The day they arrived back it was sunny with wave to 8,500ft and thermals! We're near the end of servicing all our gliders. Just the IS28 to get back into the air; if we can insure it.

Peter Craven

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

AS AUTUMN sets in we look back on a summer that was reasonably kind with still over 7,000 glider launches completed between mid-May and the end of September. Our thanks to the whole membership and staff team for making the season such a success despite the challenges. Our Covid-19 compliant trial lessons and courses have also been busy and we will shortly be announcing dates for the 2021 season. Finally, the Trish Williams Gliding Heritage Centre Workshop is almost finished and ready to accept gliders after an intrepid job by the volunteer team led by Gary Pullen, Peter Bunnage and Richard Moyse.

Jordan Bridge

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

WE HAVE thrived since release from the dreaded lockdown. Steve Crozier has returned to gliding following a nine-year

break and resoled. All the solo pilots pre-lockdown are back flying solo. Paul Kerman and Katharine York found wave over the site on a breezy day and got a K-13 to 7,100ft. **Dick Skerry**

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

THE Dunstable Regionals was cancelled and instead we had a successful task week, many thanks to Mark Newland-Smith. The 2021 regionals will run from 21-29 August, details on our website. Congratulations to Tomasz Skorzewski (solo), Simon Cattle (re-solo) and Henry Haxby (solo). Despite all the Covid-19 constraints we've made the best of the weather and established an instruction 'bubble' system for members. Luckily, through the winter so far, our ridge has continued to work well. We have a busy series of social and instructional activities ahead, including our Winter Wednesday evenings, and the Bronze lecture series starting in January. All these are conducted via Zoom with good audiences.

Andrew Sampson

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

THINGS have been quiet since all the badge flights in July. We've been plagued with north-easterly winds, which are unflyable. Our Covid-19 arrangements are being followed by members, but we're discouraging visitors. We are back into full scale ab-initio training and have welcomed several new members. We're also trialling an ab-initio booking slot system. The CFI's colour card system is also working very well. Our team of 'estate' workers are continuing to extend our solar power system. Simon Withey, our CFI, is continuing with a programme of instructor training to bolster our shortfall. We appreciate the help of instructors from neighbouring clubs.

Barry Hogarth

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

WE CONTINUE to tread carefully with the current situation, staying within the latest Covid-19 guidelines. Although we can't offer first flights, we've had considerable success with our 'Introduction to gliding and membership' courses and our midweek courses. As a result, we've gained a good number of new members.

Training has been able to continue on non-flying days with the simulator. Over the winter we'll be open Thursday, Friday, Saturday and Sunday, as well as any other suitable days. Congratulations on their recent marriage to Dave Crowson, one of our professional instructors, and Helen Johnson, who runs the catering and works wonders!

Steven Gunn-Russell

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

AUTUMN is now upon us, a time of mists (especially canopies) and mellow fruitfulness as the saying goes. It has been a rather restricted, but eventful, season and with only annual flight reviews to look forward to now we hope that next year will be more straightforward. At the time of writing, we have an expedition flying at Aboyne, we wish them well and hope they enjoy the remainder of their time there. The airfield has again been used for one weekend by the car test company, which, although frustrating for the pilots as we are unable to fly, does contribute to our income at this time of need.

Adrian and Barbara Prime

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

IT'S been great getting back into flying again. Surprisingly, since starting back up again, we've had several new temporary members join. Before lockdown, we had three BIs start their Module D. One of them was lucky enough to complete it and start his six-month trial period and has now been signed off to run the field in the CFI's absence. Well done, Frank. The other two couldn't fully complete before lockdown. The sad thing is, that possibly due to the Covid-19 pandemic, we have had several people approach us, who have, or have family members with, a terminal diagnosis, wanting to have a trial flight as it's on their bucket list.

Ian Masson

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

THE enthusiasm of the ex-Bicester members continues to energise us, and congratulations to Henry Morris, Harry Reed-Waller and Oliver Ramsey (five hours). Harry also completed his Bronze, John Dickson his IFP rating,



(Left to right): Noel McLaughlin with trademark loud shirt, just before his re-solo at **Crowland**; Oscar Gould, 16, is sent solo by Kevin Western at **Rattlesden**; first solos at **Portmoak**: Ross Nichol, Bartek Brylak and Claire Conway; **Seahawk's** Sam Burton after his first solo



♪ Dave Bray his FI 'A' Module, and Alex Rose and Tim Marlow are hoping to become inspectors. Our thanks to all the instructors covering the increased workload of Covid-19. We're preparing for the first virtual AGM in our 75+ years. As a club, we have written to the CAA to formally register concerns over the inaccuracies and lack of process that has been followed in the London Oxford Airport ACP, a very real threat to our viability.

Norman G Nome

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

IT'S A great pleasure to welcome back Noel McLaughlin, an ex-chairman; it didn't take too long to get him up to speed. Our annual expedition to Borders GC went ahead. Thankfully BGC had organised a thorough process that allowed flying to continue, a big thanks from the 'Purple Hi Viz Team'. The club has recently purchased a third Puchacz to help spread the hours more evenly. Finally, we wish Janet Burridge a speedy recovery; we know it'll take time to get back to anywhere near full fitness, but there's no rush.

Roland Pitch

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

AS I write, it is autumnal and pouring with rain. I would like to congratulate 16-year-old Oscar Gould for being sent solo. Also, well done to Paul Ogram for his Silver distance. Colin Ashman and Richard Goodchild have been getting happily acquainted with their new Nimbus 2. We had a good turnout for a day of housekeeping. The hangar, workshop/MT hangar and the clubhouse had a really good clear out. We filled a large skip; Ken Kay had a massive bonfire and we had a decent pile of scrap metal to take to the yard. Afterwards we enjoyed soup and rolls and a free beer. Thanks to all who helped.

Gary Western

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

WITH training back in full swing, we had a clutch of solos in Aug/Sept. Congratulations to George Kemeys, Iain Clark, Bartek Brylak, Claire Conway and Ross Nichol. Matty Morris, Thomas Thomson and Dominic Newton completed their Bronze endorsements and Ramsay Leuchars

achieved Silver endurance. Well done all! Portmoak was represented by eight pilots at the UKMSc, with John Williams coming third. Lastly, 4,227km of cross-country flying was done over the two months, with chairman Alastair Mutch managing a flight of over 500km. He's leading from the front in flying terms and in leading a fine team of members, flying and non-flying, that all contribute to our success in overcoming the current challenges.

Sant Cervantes

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

THE club had to decamp to RNAS Cudrose's relief airfield at Predannack in August due to work on the runways. As we could operate seven days a week there, we ran a development week for 10 service glider pilots. This was a great success, with three solos. We were also able to give our new chairman, Cdr Jonathan Bird, his first flight in a glider. Unfortunately, our tug developed a rough running engine, so the gliders were trailered back. Meanwhile, Lt Rob Harris won the B Section at the Nympsfield task week. And, fortunately, September's weather was much kinder.

Chris Bryning

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

ISN'T it fantastic to be flying? Club members have been making the most of every opportunity. Midweek flying's been more popular too. In other news, the students have been doing a spot of socially distanced BBQ-ing and camping on the airfield, and we've been able to re-start trial flights. Many thanks to all who have made flying in these tricky times possible. A special thank you in particular to the instructors and all the helpers, who turned up without a chance of flying post-lockdown to enable others to enjoy our sport.

Claire Willson

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

A BIG congratulations to 14-year-old Lucas Bowler (solo). Our rescheduled August soaring week was a washout, but members have taken advantage of any good weather and flown lots of soaring and cross-country flights. We're back flying dual within the bounds of the new rules and have the

Perspex screen mod on our K-21. It's been great to see friends at the club and social distancing has been working fine, although there'll be some cold pilots over winter! All the usual club maintenance continues. A big thanks to the members doing solo glider maintenance on the club kit. We look forward to seeing visitors once life returns to normal.

Tess Whiting

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

SOUTHDOWN was blessed with powerful thermals, accompanied by northerly winds, throughout the summer and autumn. We don't expect northerlies until the winter. Our international ace, Paul Fritche, broke the Standard Class three turning point free distance and distance records by flying 819km in an LS8-15. Alex Gibbs flew a Diamond goal, James Hiley achieved a Diamond distance, Kevin Beale gained his Bronze certificate, Seb Van Der Stichele and Doug Smith soloed. The August Bank Holiday log recorded 96 launches under ideal conditions. Even the winch had an airing to elevate the spirits during a remarkable year.

Peter J Holloway

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

WE HAVE been pleased to welcome several young and enthusiastic new members recently and, despite all the restrictions, they've been keen to make full use of every flyable weekend and made a valuable contribution to running the airfield. With everyone scrupulously following distancing and sanitising rules, we have been able to use our Skylaunch winch as well as our EuroFOX tug and we have had first solos for Angus Whitehead and Jason Conlon (whose day job is flying commercial jets) and a re-solo, after many years, for Will Harley. Our more experienced members have been making the most of sunny weekdays as well, enjoying several fine soaring flights, some in wave.

Stuart Edinborough

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

FLYING has continued unabated since we returned, with some great achievements. Piotr Czartolomny and Tiago Olivera have

(Left to right): Fourteen-year-old Lucas Bowler is sent solo at **Shenington**; Josh Butts after his first solo at **The Gliding Centre**; Aidan Tombs is also sent solo at **Hus Bos**; **Wrekin's** John Luke is sent solo by instructor Alan Swan



both done Silver distances down to Husbands Bosworth, and Andrew Stout has completed his Cross Country Endorsement. We have completed drainage work outside of the workshop to prevent flooding in the hangar. Thanks to Richard Mitchel, Graham Stanford, Piotr Czartolomny, Mike Webb for the hard work. We've also got the cabriolet K-8 back in the air, with an improved canopy fairing that now lets you see through it, so thanks to Peter Lowe for the work on this. We're looking forward to lots of winter flying.

Graham Stanford

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

THE club had its annual expedition to Sutton Bank in September, which proved to be a really good week with plenty of wave days – thank you to Yorkshire Gliding Club for once again hosting us. Our Juniors have continued to excel themselves, with three more going solo: Tom Oliver and Matthew Smythe, and special mention to Kai Patel, one of our youngest members, who achieved his first solo flight at 14 years old.

Bethan Capron

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

WE HAVE had a good couple of months and voucher sales are making up for an obvious dip earlier in the year – seems the public want to get back to the new normal. In the last issue we congratulated Sam Coole on getting his Silver at the first attempt – this time we congratulate him on passing his BI checks and have welcomed him to the instructing team. Thanks also go to Ian Pattingale and Jonathan Hill for the work they have done keeping the club gliders serviceable. We are delighted to have welcomed some new members recently and we have some more prospects on the horizon.

Chris Leggett

THE GLIDING CENTRE (HUS BOS)
WWW.THEGLIDINGCENTRE.CO.UK
522626N 0010238W

THE new members from Bicester are certainly making themselves comfy and are very active members! We've had more solos, Cross Country Endorsements, Bronzes, Silvers and glider conversions – with a special mention for Josh Butts, who started the year flying in

Condor and now flies solo in real life! Now the season is drawing to close, we've had a better one than we thought possible and we're all living with the constantly changing Covid-19 guidance quite well. Preparations for the Women's World Championships 2022 are progressing well and we're looking forward to a busy few years of national and international competitions.

Paul Smith

ULSTER (BELLARENA)
WWW.ULSTERGLIDINGCLUB.ORG
550819N 0065753W

SINCE being able to restart in late June, we've been working hard to get members back to solo status, or, in the case of our ab-initios, back to their pre-Covid-19 standard. We also got a group of three pre-BIs back to standard for Steve Male (North West Region Regional Examiner) to visit and run a BI Course, plus a BGA MGIR Pt 2 & 3 Course. We've resumed "normal" weekend flying, with bookable slots, which for an aerotow site has worked remarkably well. Trial lesson and other visitors are still under review. By the time this appears, we maybe in a "Circuit Breaker" or another form of lockdown as, with the other Home Countries and the Republic of Ireland, we are seeing a current increase in the Covid-19 R-number. Until then, the aim is to continue gliding and keep the enthusiasm going.

Michael D Miskimmin

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

OUR latest batch of recruits are making good progress, with Brian Sutherland rapidly re-soloing after two decades out of the saddle. Fin Billings succeeded in his first cross-country adventure, a 77km Pirat flight to Shenington. Dave Stringfellow clinched Silver height and we all have some warm summer memories to nourish our souls through the cold winter ahead. Trial flights remain on hold for the time being.

Andy Burton

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

COVID-19 mitigations haven't stopped us taking advantage of the weather to enjoy soaring days at Cosford. The arrival of a tug on loan in late September saw a flurry of activity, with all members achieving aerotow currency

as part of preparation for moving to RAF Shawbury. Congratulations to Colin Haynes on passing the BGA Chief Inspector/ARC signatory course and to John Luke on his first solo. Many thanks to Will Dean on converting the club to GLIDEX. Will has also been busy with BI training. This is probably our last report as the Wrekin Gliding Club, as our next report may well see us relocated at RAF Shawbury after many months of planning.

Geoff Catling

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

DESPITE the challenges of the Covid-19 pandemic, we've returned to full flying although we are unable to host members of the public. We've had to accept new restrictions on how we operate and specific procedures designed to protect the health of our members. Whilst our exploits have been limited mainly to local soaring, we've enjoyed some excellent flying days, though many of us have lamented that the weather has never been quite as good as it was during the lockdown! We are all saddened by the recent death of Pete Wilson, one of our longest serving members. Pete will be missed by all of us and our thoughts go out to his family.

Andy Carden

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

AUGUST weather somewhat frustrated our carefully managed return to flying. Over half the days were unflyable and few had real cross-country possibilities. Biggest casualty was our much-anticipated task week. After a difficult first day, the event was scrubbed due to a dire forecast. Despite this, enthusiastic training and currency flying continued with a cautious return to safeguarded first flights. September's first two weeks saw good cross-country thermal and wave conditions to delight members, and an influx of regular visitors. This included a gaggle of vintage gliders attending our traditional Slingsby week. This colourful fleet attracted local news coverage to celebrate Fred Slingsby's contribution to our sport, including co-founding our club in 1933.

Ken Arkley

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



A nicely packed hangar at the end of a day's flying at Rattlesden

› CLUB FOCUS

RATTLESDEN

AT A GLANCE

Membership:

Full: £347.50pa
Student: £72.00pa
Social: £36.00pa

Launch type:

Winch £8.50
Aerotow £21 to 2,000ft

Club fleet:

K-21, Puchacz, K-13, Junior, ASW 19, Motor Falke, EuroFOX tug

Private gliders & TMGs:

23, plus two motorgliders

Instructors/Members:

13/90

Types of lift:

Thermal

Operates:

Saturday, Sunday and Wednesday. Friday during spring, summer and autumn mainly for trial flights

Contact:

Phone: 01449 737789
Mobile: 07484 148015
(Flights and membership)
Launch point: 07926 812833
www.rattlesdengliding.com

Long and Lat:

521001N 0005216E

Radio:

Rattlesden Base: 129.980
Visiting by air: Strictly PPR and pilot must be a BGA member

RATTLESDEN GC flies from a disused WW2 airfield in the heart of the Suffolk countryside, which was home to the 447th Group, flying B17 bombers. After the war, it had a limited use by the RAF before being sold off in the 1960s to the Watts family.

In 1975, when Essex and Suffolk Gliding Club needed an alternative site, Roger Watts (who was learning to fly at the club at that time) mentioned that he had a runway on his land. A small group decided to give it a go and the Rattlesden Gliding Club was formed.

The first winch launch was Ralph Brooker in his K-6CR in November 1975 and the first instructional flights took place in a T-21 in March 1976. Soon after, the group became known as the Rattlesden Gliding Club.

The club eventually purchased the runway, old control tower and an area of land for a hangar and glider/trailer park.

On a good day, thermals can be easily reached from a launch provided by our Skylan launch winch. If thermals are further afield, the EuroFOX will quickly and cheaply tow you out to where the

lift is. There are quite a few members who enjoy cross-country flying and they regularly explore East Anglia and into the Midlands, covering 300km or more.

We have a large hangar, erected by members, for the club fleet and a few private gliders, an MT hangar for the winch and various vehicles and a glider workshop. The old control tower has slowly been renovated and comprises a clubroom with bar, kitchen and storeroom, briefing room, office, shower room and toilets.

We offer instructional flying at weekends and Wednesdays throughout the year. Once solo, members move on to flying the Junior until qualified to make tentative steps into cross-country flying in the ASW 19. The club is purely voluntary, with rota for instructors, tug pilots and winch drivers on flying days.

This year, as with most clubs, it has been very challenging; members have dropped by the wayside, but we have also attracted a few new ones. Rattlesden is a small, friendly club with a huge heart. It's a great place to spend time doing what we love.

Gary Western

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A sailplane on a runway at sunset, with a colorful sky in the background. The text "SAILPLANE & GLIDING" is displayed in large blue letters on the right side of the image. Below the image, the text "Six issues for the price of three!" is displayed in yellow, followed by a promotional message about a Direct Debit subscription.

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Photo: Alastair Mackenzie

THE SHOW MUST GO ON



Three classics lined up at Booker for Whispering Wardrobes (left to right): Slingsby Petrel, Slingsby T-21 and Hutter 17

Not all was lost
when it came to
enjoying a vintage
summer, reports
Andrew Jarvis



The waves were there at Sutton Bank for the Slingsby Rally,
but only the jackdaws could use them!

WELL, you don't need me to remind you what an abnormal gliding year it has been, and this was just as true in the vintage world. In particular, the UK National Rally, scheduled for late May at the Long Mynd, was optimistically 'postponed' to mid-September, but then the plug was finally pulled, and the 2020 National Rally expired. However, next year's event is still alive (on paper at least). The venue is the scenic Bellarena Airfield, home of Ulster Gliding Club.

The dates are 29 May to 4 June, and the organiser is Owen Anderson (owensoaring@hotmail.com).

Back to this year, there were three VGC-endorsed rallies: first the Stratford Wooden Wings Week at Snitterfield in July, though I fear no VGC members managed to get there. Maybe next year...

Yorkshire Gliding Club's annual Slingsby Rally in

September was a happy event, as always. With slightly creative accounting, there were 10 gliders, and 20 or so attendees. After countless years in charge, Phil Lazenby is now taking a back seat and Jerry Henderson-Newton, aided by Margo H-N, were the perfect hosts. The weather outlook for the week had been offputting, but the opening Monday turned out to be brilliant, and many hours' soaring were logged.

By midweek, a depression passed through, bringing a belt of rain and strong winds. Lenticular clouds filled the sky, but gliding was far from easy. Without doubt, the 'Man of the Match' was Peter Storey, who battled through low cloud and rain showers in the modified Oly 2 that he shares with Ian Burgin. Peter reached 4,000ft in the wave. OK, that's not even Silver height, but most of us cowered on the ground!

The following weekend (12-13 September), we had our final VGC rally of 2020: the Whispering Wardrobes at Booker. Smoothly run as always, the small

event was attended by some greats from the vintage world: David and Margaret Shrimpton, Richard Moyse, Peter and David Underwood, Nick and Inge Newton, John Dredge, Robin Wilgoss and, of course, organiser Graham Saw.

The event tends to be held in an anticyclone and 2020 was no exception. Under a cloudless sky, a bullet-proof inversion sat over us like a saucepan lid. Nick very kindly gave me a flight in his timeless Hutter 17 (wingspan 9.6 metres), and we were small enough not to hit any thermals! In the late afternoon, Graham went aloft in his immaculate Petrel, staying up "until he got bored". Hmm... well, he did have nearly twice the wing area, but it just goes to show – Graham's surname should really be spelt 'Soar'!

Meanwhile, 'back at the ranch', great things have been happening at Lasham. Firstly, the huge VGC archive of plans and other documents will quite soon move into a newly-restored WW2 single-storey building, close to the main Lasham clubhouse. This will be a milestone for us and will make our dedicated archivist, David Williams, very happy.

Dedication

A short drive round the perimeter track on the Lasham 'campus' is the ever-growing facility of the Gliding Heritage Centre (GHC). With incredible speed, a third green hangar has been completed and is being fitted out as a top class glider workshop, which will be unmatched in the UK. The dedication of Gary Pullen, in particular, and his band of loyal helpers must be emphasised here. Lastly, I must mention the rather poignant source of funds for these two noble projects: a huge legacy for the workshop came from the late Trish Williams; while former VGC members Neil Campbell and Ted Hull left generous funds to provide for the archive building project. More to follow on these great projects in a future issue.

I know many other vintage enthusiasts have been making the most of the extra time on the ground this year. At East Sussex GC (Ringmer) there is always a lot going on, motivated especially by ground engineer Jon Stiles, who sent me a photo of father-and-son team, David and Paul Warren, who are restoring a Slingsby Swallow to fly.



Above: A cheerful line-up in front of the Dunstable Prefect during the Slingsby Rally, Sutton Bank

Below: At East Sussex GC, David and Paul Warren are restoring a Slingsby Swallow to fly



Who is the ghostly figure spotted in Peter Storey and Ian Burgin's Oly during the Slingsby Rally?

PLANNED RALLIES FOR 2021

- Park and Glide rally, The Park, 7-10 May
- UK National Rally, Bellarena, 29 May – 4 June
- The 25th Camphill Vintage Rally, 8-25 June
- VGC Rendezvous, Flugplatz Nordhorn-Lingen, Germany, 23-29 July
- 48th VGC International Rally, Achmer, Germany, 31 July – 8 August

www.vintagegliderclub.org

COCKPIT REMEDIES

The BGA safety team highlights steps we can take to lessen the impact in the event of a firm landing

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

IN THE event of a firm landing or other impact, it is the glider cockpit and related systems that protect us. We train and plan to avoid such impacts, of course, but in case we hit something solid, modern gliders include various design features to enhance the crashworthiness; and, even with older models, there are some improvements that we may be able to make for ourselves.

Spinal protection

For over 45 years, the rate of serious injuries reported to the BGA has remained around one every 50,000 launches. Reports from the past 20 years show over half of such injuries to have involved fractures of the spine, predominantly the lumbar and sacral vertebrae of the lower back. These typically resulted from heavy landing, when the glider has a high rate of descent in a fairly level attitude.

When a glider hits the ground, its descent is arrested in the very short vertical distance

STRAIGHTEN
UP & FLY
RIGHT

beginning only when the wheel first touches the earth. To achieve this deceleration, forces must be exerted upon all parts of the aircraft structure. First the undercarriage suspension and tyre are compressed, pushing in turn upon the fuselage, which carries the load through to the wing spars; and the wingtips continue to descend until the bend of the wing slows them too. If the glider touches down with too great a descent rate, the forces required for deceleration could exceed its structural strength, which is why after a heavy landing an inspector will check a number of load paths from the wheels to major masses such as the wings and tailplane.

The same is true of the pilot, who must be slowed by the same amount. First the undercarriage, then the seat, cushion and pilot's flesh are compressed, and they push in turn upon the body, where the skeleton in particular carries the load. Like the wingtips, the head, organs and torso will be slowed only indirectly as the body – particularly the spine – compresses and flexes. If the loads upon the spine from the upper body and head are too great, spinal injuries result.

A number of studies in recent decades have explored the vulnerability of the spine and how it might be protected in aircraft crashes and ejection seat operation [1]. The problem was championed for gliding by Dr Tony Segal, who outlined the key principles in a 1987 OSTIV presentation [2] and a series of articles in S&G [3]. Some of his suggestions relate to the glider design and are difficult to add to an existing aircraft, but two are readily addressed by the pilot/owner:

- *An energy-absorbing structure should be inserted between the pilot and aircraft, to allow the pilot to be decelerated more gently and without rebound.*
- *The pilot's back should be uniformly supported and held in its strongest shape.*

These can both be achieved using energy-absorbing foam.



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Cushioning the impact

An appropriate seat cushion can reduce the deceleration the body undergoes during an impact and subsequent rebound. Segal, and later Jackson, Emck et al. [4], tested various types and brands of foam – a crucial property being that, unlike common upholstery materials, the foam absorbs the impact energy rather than simply storing it. It was found that 5cm was required to reduce spinal loads by a third, but even a thin cushion is considered useful and the BGA strongly recommends that cushions containing energy-absorbing foam be fitted in all gliders where space permits.

Jackson, Emck et al. [5,6] showed that such cushions need not be uncomfortable. Discomfort occurs when localised pressure prevents capillaries from flushing away metabolites, and a thin layer of a softer foam was found to spread the load without compromising the energy absorption. The most suitable foams are now available from gliding equipment suppliers and a BGA booklet provides helpful DIY details [7].

Cushions containing energy-absorbing foam can be tailored to fit individual pilots. It's essential that the cushions be secured so that they can't slip to foul the controls – Velcro can be effective – and, as airtight cushions are poor energy absorbers, the cover must be made of porous material.

Back support

Following suggestions by the German gliding team's doctor, Dr Teddy Stedtfeld, Segal [8] suggested that energy-absorbing foam, shaped to the pilot's back, could also serve as a lumbar support, potentially increasing by 50 per cent the load the spine can withstand. Such foam can also fill any gaps left by the parachute, ensuring that the pilot's back is supported uniformly.

In the last issue of *S&G*, Adrian Emck, who like Stedtfeld advocates a spine-shell, ascribed some of his soaring success to the comfort such support brings [9].

Leg and foot protection

The other major injury category, incurred in more than a third of serious injury accidents, is to the leg, foot or, commonly, ankle. These accidents typically occurred when the glider hit the ground, hill or obstacle nose-first.

Segal suggested that lower limb injuries might be the price to pay for surviving a high energy crash, if the nose of the glider were designed to collapse as a 'crumple zone', absorbing energy while slowly decelerating

the rest of the glider. Calculations by Prof Loek Boermans showed that extending the nose to give better protection would have little effect upon the glide performance. Such structures are, however, difficult to retrofit. Without buying a new glider, you can only hope to have the presence of mind to draw back your legs before impact and aim for something forgiving. Segal demonstrated that a five-point harness would prevent 'submarining' forward – and that a six-point harness would do so less painfully.

A crumpling cockpit can bring the instrument panel edge against the pilot's legs, where a sharp edge can cause nasty injuries. The BGA recommends replacing any metal instrument panels that have unprotected edges with fibreglass designs [10].

Current designs

Many of Tony Segal's suggestions [11], along with innovations from OSTIV colleagues such as Martin Sperber and Prof Wolf Röger, as well as the glider manufacturers, are now within the CS22 design code implemented in modern glider designs. A sacrificial nose structure in front of a protective cockpit shell; energy-absorbing undercarriages that fail progressively under extreme loads; headrests to reduce whiplash; cockpits free from dangerous protrusions. Röger hooks may be an available option, and can sometimes be retrofitted to older gliders – as can headrests and fibreglass instrument panels.

Research continues, and future designs will doubtless contain further enhancements but, regardless of the age of your glider, there are some improvements you can make yourself. If you're wondering what to buy your glider for Christmas, maybe some suitably sculpted energy-absorbing foam, stitched into a smart personal cushion that can be secured to the seat pan – and a firm foam pad to fill gaps between your back and the parachute pack – could be just the thing.

Tim Freegarde and the BGA safety team

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)
- A Fun but Safe Introduction* (Dec 19/Jan 20)
- Stop the Drop* (Feb/Mar 20)
- Avoiding Upset* (Apr/May 20)
- Backroom Boys* (June/July 20)
- Cockpit muddle* (Aug/Sep 20)
- Safe rotation* (Oct/Nov 20)

■ For more information, see the BGA booklet *Why you should fly with an energy-absorbing cushion* [7] and BGA advice on metal instrument panels [10]. Many of Tony Segal's papers are collected in a special issue of *Technical Soaring* [11].

[1] See e.g. J W Coltman, Tech Report FAA-AM-83-3 (1983) <https://tinyurl.com/flyright2035>

[2] A M Segal, *Tech Soaring* 12 (4), 111 (1988) <https://tinyurl.com/flyright2036>

[3] A M Segal, *S&G* Dec 1991/Jan 1992, Feb/Mar 1992, Apr/May 1992 <https://tinyurl.com/flyright2037> <https://tinyurl.com/flyright2038> <https://tinyurl.com/flyright2039>

[4] C Jackson et al., *Tech Soaring* 33 (2), 47 (2009) <https://tinyurl.com/flyright2040>

[5] C Jackson et al., *ASEM* 80 (6), 565 (2009) <https://tinyurl.com/flyright2041>

[6] C Jackson, *S&G* p50 (Feb/Mar 2010)

[7] BGA, *Why you should fly with an energy-absorbing safety cushion* (2017) <https://tinyurl.com/flyright2042>

[8] A M Segal, *S&G* p12 (Feb/Mar 1985) <https://tinyurl.com/flyright2043>

[9] A Emck, *S&G* p14 (Oct/Nov 2020) <https://tinyurl.com/flyright2044>

[10] BGA TNS 02/05 <https://tinyurl.com/flyright2045>

[11] A M Segal, *Tech Soaring* 32 (1/2) 272 (2008) <https://tinyurl.com/flyright2046>

OVER HALF OF SERIOUS INJURIES INVOLVE FRACTURES OF THE SPINE

BGA accident/incident summaries

AIRCRAFT

Ref	Type	Damage	Date, time	Pilot Injury	P1 hours
45	SF 25e	destroyed	23/03/20, 16:00	serious	-
AAIB investigation.					
46	LS7	minor	25/05/20, 13:00	none	not reported
			Aerotow rope wrapped around wheel. The launchpoint controller stopped the tow after the glider over ran the rope. The glider continued under its own momentum, wrapping the rope around the wheel which then caused the undercarriage to collapse.		
49	Duo Discus	minor	25/05/20, 15:50	none	2038
			Undercarriage collapsed early in the take-off roll. The glider had just landed and the pilot had helped the previous pilot push the glider to the launchpoint. About 15 yards into the take-off run, the wheel retracted. The underside of the fuselage and a door were damaged. Later inspection found some play in the undercarriage mechanism.		
50	EuroFOX	substantial	27/05/20, 11:00	none	352
			Tug tipped onto its nose. The tug landed after flying a quick check flight and slowed to walking pace before starting to turn to backtrack to the launchpoint. As it turned through 90° the tail slowly lifted until the tug came to rest on its nose. The wind was reported as 5kts. The propeller, spinner and backplate were damaged; the club have sent the gearbox away for servicing.		
53	Vega	minor	01/06/20, 11:30	none	1622
			Canopy frame damage after an aborted aerotow. During the aerotow ground run, one wing dropped to the ground and stayed there, despite the pilot's efforts. By the time the pilot released, the glider was travelling at about 20-25kts pointing 30° off the runway heading. The glider travelled across some rough ground and, just as it came to the raised edge of a hardcore track, the pilot applied more wheel brake. The glider tipped hard onto its nose, digging the nose into the ground. Since the canopy frame is an integral part of the nose of this type, the impact damaged the canopy-retaining latch at the rear of the canopy. There was also some scuff damage to the underside of the nose.		
54	K-21	minor	30/05/20, 15:55	none	134
			Undershot landing. After descending from a soaring flight the pilot encountered lift during the circuit and ended up starting his final approach at about 800ft. He opened full airbrake to manage the initial overshoot, but was then slow to recognise the developing undershoot. He thought that he put the brakes away to recover, but witnesses report that the brakes remained partially open until the landing in crop in the undershoot field. The glider travelled about 20m through the crop before groundlooping. An inspection discovered a crack in the top of the fin, through the front tailplane attachment to the leading edge. The CFI recommends a visual check of the amount of airbrake in use.		
55	Grob 102	substantial	13/06/20, 16:30	none	28
			Bounced landing and subsequent undercarriage collapse. The CFI reports watching the glider fly a low approach over the crop in the adjoining field and skimming over the perimeter track before touching down in a level attitude. Soon after landing, the glider took off again, reached about 5ft agl in a significant nose-up attitude before dropping back to the ground, collapsing the undercarriage. The pilot reports that after touching down he brought the stick back and the glider took off again. The final impact damaged internal bulkhead frames.		
57	ASG 29e	substantial	08/06/20, 13:55	none	2100
			Field landing crash. Conditions deteriorated as the pilot turned the furthest turnpoint. Unable to maintain height, he selected a suitable landing field further on track and headed towards it. On the way, at about 700ft agl, the pilot erected the pylon and attempted a dive start. The propeller would not rotate freely, the pilot suspects that he may not have accurately placed the engine control lever in the decompression detent. At about 200ft agl and 90kts the pilot abandoned the engine start, converted speed to height and put the engine away. At about 400ft agl the pilot started a necessarily close and tight circuit, crossing the field boundary too high to land in the first part of the field. The pilot realised that he would hit a wire fence dividing the field so after landing he initiated a groundloop, snapping the rear fuselage and damaging a wingtip and the nose. The DCFI's report mentions that the pilot had missed his usual field landing refresher due to the Covid restrictions.		
58	K-6	destroyed	20/06/20, 15:10	serious	9
			Low-level spin. After a winch launch the pilot worked a few weak thermals, drifting downwind with the top of each climb being lower than the previous climb. He flew back to the airfield, arriving too low to fly a normal circuit. On the radio he heard another pilot elect to land on a cross runway, he also saw another glider getting ready to launch on the main runway. The pre-Bronze pilot had the option of landing on another runway but, getting low and with his workload increasing, he chose to turn onto a diagonal leg with the intention of landing on the main runway. Witnesses report that the glider seemed slow in the turn and that the glider entered a spin, completing two turns before hitting the ground. The pilot remembers initially pulling back on the stick as the nose dropped before applying the correct spin recovery inputs. He remembers the nose rising before the wing hit a power line pole and then the glider hit the ground. The pilot broke a leg and was also cut and bruised. Analysis of the flight trace suggests that the glider's airspeed was only a few knots above the unaccelerated stall speed when the pilot started the last turn.		
59	LS7	minor	24/06/20, 15:00	none	905
			Field landing accident. The glider groundlooped after landing, damaging the fuselage and the canopy closing mechanism.		

BGA accident/incident summaries *continued*

AIRCRAFT

Ref	Type	Damage	Date, time	PILOT Injury	P1 hours
61	HpH Shark	substantial	22/06/20, 16:20	minor	800
Field landing crash. With soaring conditions deteriorating, at 500ft agl in the vicinity of Oakley microlight field (nr Oxford), the pilot turned on the FES with the intention of diverting to Booker with the opportunity of an aerotow retrieve. As he motored toward the Chilterns at < 500ft agl the ground started to rise to meet him. Despite turning up the power to the FES, the glider started to descend as it was now in sinking air in the lee of some higher ground. The pilot believes that he let the airspeed decay and that the glider stalled through the wind gradient, hitting the ground hard before he could lock the wheel down. The pilot was bruised in the impact; the glider had significant damage to the bottom of the fuselage, a broken propeller, as well as minor abrasions. In hindsight, the pilot realises that he should have dumped water ballast when conditions weakened, that he should have climbed earlier rather than motor so low for so long and that he could have landed in a field rather than attempt to reach Booker.					
64	Libelle	substantial	11/07/20, 12:45	minor	63
Field landing in crop. The pilot picked several possible landing fields at a good height before setting up a circuit into the best looking option. The crop in the field was just long enough to catch a wingtip as the glider bounced over the uneven surface. The glider yawed and landed sideways, ripping off the main wheel. The fuselage and the wing root and drag pins were also damaged. The report points out that there may be a benefit in additional field landing training during the peak crop season for newly-qualified pilots.					
65	Ventus 2cxt	substantial	06/07/20, 12:55	none	3482
Field landing in crop. The ridge lift wasn't working so, at about 100ft above the ridge, the pilot headed out into the valley and towards landable fields. On the way he attempted to start the engine, but after the engine wouldn't start he realised that he wouldn't be able to reach a landable field and was forced to land straight ahead into the crop field in front of him. He rounded out level with the top of the crop, but a wingtip caught in the crop, yawing the glider so that it hit the ground sideways, leaving a crack in the underside of the fuselage and damaging an aileron.					
68	SF 25c	substantial	20/07/20, 11:55	none	50
Heavy landing. Rain started falling as the TMG climbed through 100ft agl after a touch and go. The pilot flew a tight circuit and set up an approach, but visibility in rain was getting worse. The pilot thinks that he may have rounded out too high and that rain on the wings may have increased the stall speed. The TMG dropped onto the ground from a few feet, collapsing the port undercarriage leg and allowing the propeller and wingtip to hit the ground, damaging both.					
69	Pilatus B4	destroyed	22/07/20, 14:20	serious	75
Spin and crash at the airfield boundary. The glider returned to the airfield and made a turn away from the airfield before starting a circuit. Encountering sink on the downwind leg, the pilot turned towards the airfield and radioed that he would be landing across the landing area. Another pilot watched the glider flying slowly towards the boundary and saw the glider drop a wing and spin into the ground. The glider fell on to its back, trapping the pilot inside until the emergency services were able to cut him free. The pilot suffered two broken ankles, a broken hand and a fractured neck vertebra. The flight trace analysis shows the airspeed was slow and getting slower as the pilot got lower approaching the airfield boundary.					

Incidents

47	Astir	none	25/05/20, 15:35	none	-
Wheel-up landing. Descending from a soaring flight, the pilot started his pre-landing checks at 3,000ft. He then decided that he was too high to complete the checks. After joining the circuit he became distracted by another glider in the circuit and forgot to complete his pre-landing checks.					
48	DR 400	none	25/05/20, 14:00	none	7,000+
Tug engine stopped due to fuel starvation. While descending from the previous aerotow, the pilot switched tanks to an auxiliary wing tank. As he lined up for the next tow the pilot tried to switch back to the main tank, but mistakenly turned the fuel selector to off. The tow combination had accelerated to around 50kts when the engine stopped. The Duo Discus on tow was able to manoeuvre round the slowing tug, the tug pilot was able to restart the engine and taxi to the fuel pump.					
51	LS6	none	30/05/20, 13:20	none	70
Tug pilot released the tow after the glider climbed above the tug. The report mentions strong thermals and turbulence on tow. The tug pilot felt the glider pulling the tug, as the pull increased he put his hand on the release and waited to see if the glider would release. As the pull on the tug got stronger, the tow pilot pulled the release. The glider pilot reports following the tug in a turn when he experienced a sharp drop before suddenly climbing above the tug. Unable to maintain position using the elevator, the glider pilot also pulled the release. The glider was equipped with a winch hook only.					
52	Ventus 2cxt	none	31/05/20, 14:35	-	7880
Undercarriage retracted during landing ground run. The report mentions that the wheel was lowered during the downwind leg, the lever's position checked visually on final approach and that the lever came out of the detent during the landing.					

Continued on p68

BGA accident/incident summaries *continued*

AIRCRAFT

Ref	Type	Damage	Date, time	PILOT Injury	P1 hours
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56 Ventus Bt none 13/06/20, -

Trailing edge airbrakes came open during a winch launch. This was the second occurrence in less than three weeks and the pilot was certain that the brakes had been closed and locked before both launches, so he decided to ground the glider to have the mechanism inspected. Two other pilots and a BGA inspector noted that the over centre airbrake lock was weak. A gas strut that held the mechanism in the over centre position was removed and found to be easily compressed by hand using less force than the strut's nominal rating. With the strut out of the glider, the pilot noted that the force required to close and lock the airbrakes felt normal, although the brakes fell open without the strut to maintain the over centre lock. He concluded that the 37-year-old strut had degraded and was unable to hold the brakes locked during the winch launch ground run.

62 not applicable - 15/06/20, 16:15

The Kubota retrieve vehicle had been reversed close to the launch control cabin and parked. A member walked between the Kubota and the cabin when another member started the Kubota. The vehicle had been left in reverse gear and, after starting, it immediately reversed over the first member, knocking her to the ground and stopping with a rear wheel on her leg. As it had also hit the launch cabin, the only way to get the vehicle off the injured member's leg was to move forward. Unfortunately, the tow ball attachment of the Kubota had jammed on top of a flange on the tow hook of the cabin, so as the Kubota moved forward it pulled the cabin over the injured member. It took a crowbar to separate the Kubota from the cabin before the injured member could be extracted. She was taken to hospital with a fractured ankle and severe bruising and lacerations from being trapped under the launch cabin. An investigation found that the mechanism that stops the Kubota engine from starting when in gear was faulty and needed replacing.

63 K-13 minor 22/06/20, 16:00

Vehicle drove over the wingtip of a parked glider, crushing the wingtip, after the driver misjudged the distance from the wingtip.

66 Libelle none 11/07/20, 10:15

Starboard rudder cable failed in flight. The pilot found that he could bank to the right, but adverse yaw stopped the glider from turning. He was able to turn to the left so flew a left-hand circuit and then a fast approach to maintain yaw stability. After landing, the rudder locked over and the glider yawed, but the pilot was able to keep the wings level. The cable had failed at the point where it entered the s-tube.

67 - - 10/07/20, 10:30

Due to the layout of the airfield, at the start of the day the club glider had to be towed across the first set of winch cables. On this occasion, the members were not using the tail dolly and the glider's tailskid caught on the first cable and carried it across the second cable. Although the cable was removed from the skid, the accidental crossover was not obvious to the launchpoint crew until the slack came out of the "wrong" cable on the first launch of the day. The launch was stopped and the cables pulled out again.

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



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THE SOARING ENGINE VOL 3

I JUSTIFY buying gliding books because I believe reading them will save me money on re-lights and retrieves – plus, flying with knowledge from *The Soaring Engine* is far more affordable than flying with an actual engine!

Those of you who have read volumes one and two will be familiar with G's clean, concise and captivating writing style. He steers clear of using redundant jargon to describe elaborate theories and his explanations are complemented by his clear and descriptive diagrams.

Volumes one and two teach you how to read the sky and how to find lift. Volume three will help you to develop a sound flying technique, which you can apply to whatever part of the sport you are pursuing, from learning to soar or claiming your first FAI badges, to competing on the international stage or chasing world records.

Subjects such as speed flying, thermal and route selection, as well as cruising, climbing and the final glide, are covered with just enough theory to convey a comprehensive understanding of the dilemmas we glider pilots face on every soaring flight – without straying into excessive technicality.

One standout passage is where G offers an alternative method for cruising to dolphin flying: 'shark flying'. This is where the pilot puts much more focus into positioning the glider optimally through the sky, instead of fixating on an optimal cruise speed and reacting to every vertical movement of the air. It is an elegant way to describe a powerful technique for the cruise, which is not well illustrated in other books.

It is a huge advantage to have a rudimental procedure to fall back on when things are getting overwhelming in the cockpit. This book delves into how our brains work (and – worryingly – can stop working) in the cockpit and covers effective techniques to overcome the common pitfalls.

I have read every prominent book there is on flying gliders fast and there is so much that can be learnt from them. However, one thing that sets G's work apart from all the rest is how up to date it is with modern perceptions on technique, thinking and equipment.

I took notes, as there is no way I will remember everything it has taught me by next spring!

Jake Bratt, Lasham GS

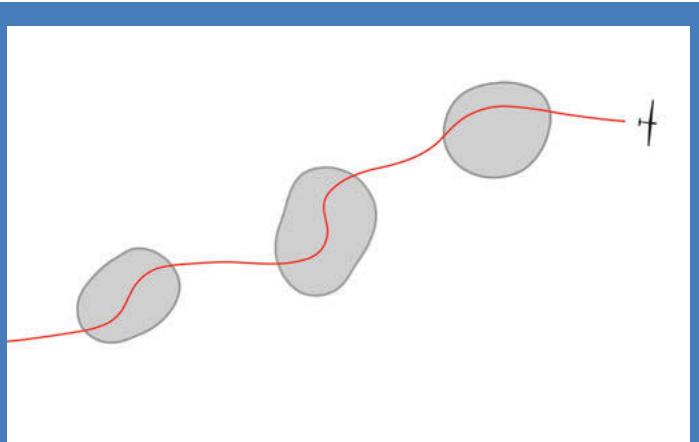
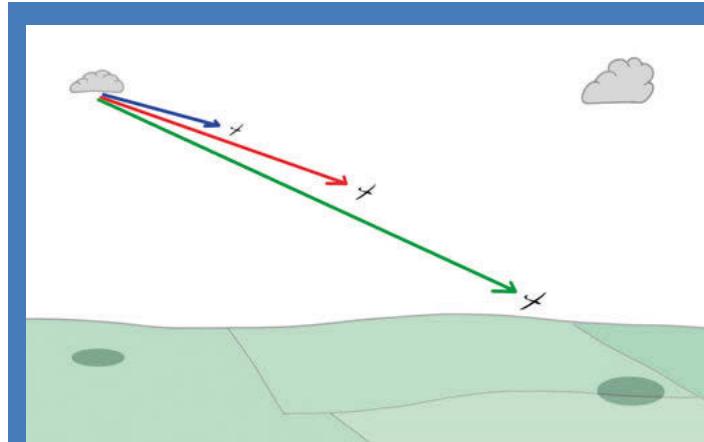


The Soaring Engine, volume three, High Performance Flying, by G Dale

Paperback; 148 pages

RRP: £33 plus p&p, from www.navboys.com

All volumes can also be bought from www.bgashop.co.uk



Illustrations from *The Soaring Engine volume three*: above left, G shows how to develop your flying style with consideration to risk management and, above right, fly like a shark – not like a dolphin!

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BGA BADGES

No. Pilot Club (place of flight) Date

BGA 750km Two-Seater Diploma FAI

22 Tim Macfadyen Bristol & Glos 20/07/2020
23 John Roberts Gliding Centre 20/07/2020
24 Christopher Sterritt Lasham 21/07/2020

FAI 750km Diploma

131 Liz Sparrow Shalbourne/ Lasham 11/07/2020
132 Liam Brady Lasham 11/07/2020
133 Allan Tribe Wyvern 20/07/2020
134 Alistair Cook Shenington 20/07/2020
135 Chris Curtis Lasham 21/07/2020
136 Kenneth Barker Lasham 21/07/2020
137 Graham Paul Shenington 20/07/2020
139 William Murray Lasham 20/07/2020
140 Andrew Neofytou Lasham 21/07/2020

Diamond Distance

1-1310 Liz Sparrow Lasham/ Shalbourne 11/07/2020
1-1311 Graham Stallard Lasham 20/07/2020
1-1312 Patrick Greer Cotswold/ London 11/07/2020
1-1314 Clive Swain Lasham 20/07/2020
1-1315 John Burrow Devon & Somerset 21/07/2020
1-1316 Paul Field Booker/ Chilterns 21/07/2020
1-1317 Jason Eccles Anglia (Hus Bos) 11/07/2020
1-1318 Andrew Neofytou Derby & Lancs (Lasham) 21/07/2020
1-1319 Ian Harris Bannerdown 20/07/2020

Diamond Goal

2-2649 Benjamin Payne Bristol & Glos 20/07/2020
2-2650 David Tagg Wolds 19/07/2020
2-2651 Patrick Eaton Gliding Centre 20/07/2020
2-2652 Michael Stephens Derby & Lancs 19/07/2020
2-2653 Paul Waghorne Banbury 20/07/2020
2-2654 Duane Pickering Banbury 20/07/2020
2-2655 Eric Alston Devon & Somerset 21/07/2020
2-2657 Philip Atkin Cambridge 01/08/2020
2-2658 Graham Hoile Bath, Wilts & N Dorset 20/07/2020
2-2659 Alexander Gibbs Southdown 11/07/2020
2-2660 Andrew Neofytou Derby & Lancs (Lasham) 21/07/2020
2-2661 Piers-Rex Murray Southdown 11/07/2020

Gold Badge

Steven Pozerskis Gliding Centre 26/07/2020
Andrew Davey Devon & Somerset 11/07/2020
Andrew Parish Gliding Centre/12/01/2020 Yorkshire

Gold Distance

Benjamin Payne Bristol & Glos 20/07/2020
David Tagg Wolds 19/07/2020
Patrick Eaton Gliding Centre 20/07/2020
Michael Stephens Derby & Lancs 19/07/2020
Paul Waghorne Banbury 20/07/2020
Duane Pickering Banbury 20/07/2020
John Archer BidfordGlide Sport 20/07/2020
Colin Hornbuckle Wyvern 12/07/2020

Gold Distance cont'd

Eric Alston Devon & Somerset 21/07/2020
Graham Hoile Bath, Wilts & N Dorset 20/07/2020
Michael Samuels Cambridge 01/09/2020
Piers-Rex Murray Southdown 11/07/2020
David Jokinen Cambridge 12/07/2020

Gold Height

Steven Pozerskis Gliding Centre 26/07/2020
Matthew Davis Bristol & Glos (Lleweni Parc) 26/07/2020
Nigel Morris North Wales (Lleweni Parc) 26/07/2020
Mitchell Skene SGU 28/07/2020
Andrew Parish Gliding Centre/12/01/2020 Yorkshire (New Zealand) 12/01/2020
Liam Bennett London (Lleweni Parc) 11/09/2020
Anthony Drury Yorkshire 04/09/2020

Silver Badge

Paul Medlock Devon & Somerset 21/07/2020
Tiago Oliveira Staffordshire 19/07/2020
Laurence Penrose Mendip 21/07/2020
Peter Milligan London 20/07/2020
Paul Waghorne Banbury 20/07/2020
Alexander Loynd Wolds 24/07/2020
Neil Sexton Wyvern 12/07/2020
Steven Searley Gliding Centre 29/07/2020
John Marchant Lasham 11/08/2020
Charles Brooker Southdown 11/07/2020
Archie Lucas Stratford On 03/08/2020
Avon

Richard Skuse Dorset 21/07/2020
Luca Macgregor Buckminster 24/08/2020
Theodore Nellis Bannerdown 30/08/2020
Luke Pike Buckminster 01/08/2020
Ross Craney Cranwell 31/08/2020
Max Gould Bannerdown 31/08/2020
Paul Ogram Rattlesden 29/07/2020
Holly Harris Midland 31/08/2020
Joshua Bean Buckminster/ 18/09/2020
Loughborough Uni 01/09/2020
Kenneth Snell Lasham 01/09/2020
Paul Smith Gliding Centre 07/09/2020

Silver Distance

Tiago Oliveira Staffordshire 19/07/2020
Laurence Penrose Mendip 21/07/2020
Alexander Loynd Wolds 24/07/2020
Steven Searley Gliding Centre 29/07/2020
Charles Brooker Southdown 11/07/2020
Archie Lucas Stratford On 03/08/2020
Avon

Luca Macgregor Buckminster/ 31/08/2020
Joshua Bean Loughborough Uni 01/09/2020
Theodore Nellis Bannerdown 30/08/2020
Luke Pike Buckminster 01/08/2020
Ross Craney Cranwell 31/08/2020
Max Gould Bannerdown 31/08/2020
Paul Ogram Rattlesden 29/07/2020
Holly Harris Midland 31/08/2020
Joshua Bean Buckminster/ 18/09/2020
Loughborough Uni 01/09/2020
Kenneth Snell Lasham 01/09/2020
Archie Lucas Gliding Centre 07/09/2020

Luca Macgregor Buckminster/ 31/08/2020
Joshua Bean Loughborough Uni 01/09/2020
Theodore Nellis Bannerdown 30/08/2020
Luke Pike Buckminster 01/08/2020
Ross Craney Cranwell 31/08/2020
Tim Martin Deeside 08/08/2020
Max Gould Bannerdown 31/08/2020
Thomas Brand Cambridge 02/09/2020
Paul Ogram Rattlesden 29/07/2020
Thomas Pike Bath, Wilts & N Dorset 21/07/2020
Holly Harris Midland 31/08/2020
Bradley Lefley-Kemp Trent Valley 31/08/2020
Kenneth Snell Lasham 01/09/2020
Paul Smith Gliding Centre 07/09/2020

Silver Duration

Paul Medlock Devon & Somerset 21/07/2020
Thomas Chapman Portsmouth Naval 11/07/2020
Christopher Young East Sussex 11/07/2020
David Stopford Bowland Forest 26/07/2020
Paul Waghorne Banbury 20/07/2020
Neil Sexton Wyvern 12/07/2020
Ross Craney Cranwell 02/08/2020
David Potter Cotswold/ 20/07/2020
Lasham

Silver Height

Stephen Clinton SGU 11/07/2020
Charles Brooker Southdown Lasham 11/07/2020
Kenneth Snell Stratford On Avon 03/08/2020
Archie Lucas Richard Skuse Dorset 21/07/2020
Luca Macgregor Buckminster 24/08/2020
Ewan Weston Cranwell 19/07/2020
Michael Cursons Bowland Forest/Burn 11/07/2020
Scott Keenan Darlton 02/08/2020
Luke Pike Buckminster 01/08/2020
Andrew Frost Essex & Suffolk 29/07/2020
Joshua Bean Buckminster/ Loughborough Uni (Lleweni Parc) 18/09/2020
Harry Reed-Waller Bicester/Oxford 31/08/2020
William Dean Wrekin 19/07/2020
Oliver Ramsay Bicester/Oxford 31/08/2020
Ireneusz Rudy Wolds 01/09/2020
Thomas Benson Essex & Suffolk 12/09/2020
Henry Morris Bicester/Oxford 31/08/2020

Silver Goal

Irvin Hunt Wolds 11/08/2020
Archie Buxton Buckminster/ 11/08/2020
Loughborough Uni 01/09/2020
Thomas Chapman Portsmouth Naval 11/07/2020
James Smart Devon & Somerset 31/05/2020
Christopher Young East Sussex 11/07/2020
Peter Milligan London 20/07/2020
Joshua Funnell Devon & Somerset 11/07/2020
Vikram Bhasin Gliding Centre 31/05/2020
Nigel Blatchford Kent (Shenington) 02/08/2020
David Potter Cotswold/ 20/07/2020
Lasham

Aidan Clark Cambridge 21/07/2020
John Marchant Lasham 11/08/2020
Charles Brooker Southdown 11/07/2020
Oliver Ramsay Bicester (Oxford) 12/07/2020
Archie Lucas Stratford On Avon 03/08/2020
Richard Brown Buckminster 21/07/2020
Erik Pretorius Cambridge 07/08/2020
James Farr Bath, Wilts & N Dorset 02/08/2020
David Cowley Devon & Somerset 12/07/2020

William Varrall East Sussex 31/08/2020
Luke Pike Buckminster 01/08/2020
Allan Hopkins Burn 31/08/2020
Philip Donovan Staffordshire 31/08/2020
Holly Harris Midland 02/08/2020
Thomas Pike Bath, Wilts & N Dorset 21/07/2020

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KENNETH HENRY LLOYD (1929-2020)



KEN tragically lost his life in a gliding accident on 26 August 2020 while flying his ASH 25. The club member flying with him was badly bruised, but otherwise uninjured, and the accident is currently being investigated by the AAIB. Ken leaves behind a large family, including 10 grandchildren and 11 great-grandchildren.

Ken came from Rugby and, in 1949, while doing National Service took part in the Berlin Airlift.

He graduated from Birmingham University with a degree in Electrical Engineering and commenced employment with Mobil Oil. In 1963, Ken and his friend, John Holland, formed their own company, Severn Instruments, and began manufacturing specialised equipment for the oil industry on an industrial estate near Stroud, Glos.

Ken was also a very keen and successful aeromodeller and with encouragement from John, who was already a member, joined the Cotswold Gliding Club in 1973. He learnt quickly and he and John purchased a Jantar, soon replaced by an LS3. Shortly afterwards on an expedition to Yorkshire GC, towing the trailer with Ken's new Jaguar, a broken-down bus brought them to a halt halfway up Sutton Bank. To get moving again Ken gave the Jag plenty of throttle and off they went... only to be stopped by a chorus of car horns. On investigation, they found that the robust getaway had opened the trailer rear doors and the fuselage, in its belly dolly, had rolled out and was standing undamaged on the verge. An embarrassing moment.

During weekends at the club, Ken was well supported by his wife Christine and their four children. Christine was in charge of catering on the launch-point bus and made sure that those left on the ground never went hungry. Ken was very supportive of the club in the early years and in winter evenings would allow maintenance of club aircraft at his factory.

Sadly, in 1989, Ken lost his beloved wife to cancer and Ken and John decided to retire, selling their company to a competitor.

During the 1980s, Ken also served two terms as club treasurer and one term as chairman using his management skills to the benefit of the club. He always took a keen interest in the club's financial affairs

and would always scrutinise the club's annual accounts very carefully, asking searching questions if he suspected something was amiss. In 1989 Ken and John took delivery of a new ASH 25T and, as they were both retired, were able to enjoy many hours flying it.

On John's passing in 1994, Darrel Tucker joined the syndicate with Ken and Darrel flying almost 4,000 hours in the ASH in 30 years. Ken loved flying in Australia during the English winter months and for almost 30 years would spend January at Benalla, where he quickly purchased share in a Duo Discus. Back in the UK, Ken was a keen competition pilot and would, with Darrel, enter the Open Nationals. The Pocklington two-seater competition was a particular favourite. Ken and Darrel normally stayed in a local hotel while others from Aston Down took their caravans. I'm told that Ken had a particular liking for Eccles cakes and that Helen and Mike Weston always made sure that there was an adequate supply at their caravan for him to eat.

Ken and Darrel also purchased a Stemme S10 motor glider and Ken was generous enough to take many club members for a flight to prepare them for cross-country flying. One summer Ken and Darrel decided to use the Stemme to tour around France, but both were nervous about the Channel crossing despite being briefed to fly where there was plenty of shipping below in case a rescue was required. Darrel reports: "We set off, but right in the middle of the Channel the engine gave a single misfire. Ken and I just looked at each other, nothing was said, but it was some look!"

Ken died tragically doing what he loved. He was a dear and much-loved friend to the community, not least his many friends in gliding. His kind demeanour and easy-going manner belied a determined stand on things he believed in. He will be sorely missed.

Cotswold Gliding Club

DON MACKENZIE (1951-2020)



IT IS with great sadness that we announce the sudden and untimely death, at home, of Camphill's well-respected CFI Don Mackenzie.

Don came from Lossiemouth and had learned to fly at Deeside GC in the early 1970s, whilst

a student of Architecture at the Scott Sutherland School of Architecture, now part of the Robert Gordon University. He was a pioneer of distance learning as he graduated in spite of being laid up for several months with a broken pelvis.

His enthusiasm inspired others to take up gliding, one of whom is now Deputy CFI at Aboyne. He was, by profession, an architect and moved to Manchester to run the new office when the practice opened one there. Later he started his own successful practice, from which he retired recently. Don became a strong supporter of Manchester United, often mentioning their latest results at morning briefing.

He was very involved in our building projects, the most recent being the new aircraft workshop and ground equipment hangar, not only carrying out the design work, but project managing as well.

Don joined us at Camphill 35 years ago, and shared a Libelle for many years, followed by an ASW 20, eventually becoming CFI in 2017.

The club owes a particular debt of gratitude to the meticulous and "architectural" approach by which Don managed the safe and measured return to flying for members at all levels after lockdown. He also spent many hours providing invaluable assistance to committee colleagues in drafting the "Risk Assessments" and "Protocols" by which Camphill has operated safely throughout what has been a difficult and extraordinary summer.

Don's approach to the job was appreciated by everyone; he listened to other opinions, and took advice, before making decisions

His other love was skiing, at which he was quite expert, and most years would see him either in France or the USA with a group of friends. Don was never happier than when he found a mogul field and could ski the bumps, though there was one story of a scary black run, which resulted in a close tree encounter and a few cracked ribs.

Whilst gliding perhaps came third to his skiing and beloved Manchester United FC, Don put his heart and soul into the role of CFI with dedication and an absolute commitment. We will all miss his wickedly dry sense of humour along with his calm generosity of spirit and guiding hand. Our condolences go out to his family.

Dave Salmon, Derby & Lancs GC

BGA BADGES

Silver Height cont'd from p70

Harry Reed-Waller	Oxford	17/05/2019
Joshua Bean	Buckminster/ Loughborough Uni (Lleweni Parc)	18/09/2020
Bradley Lefley-Kemp	Trent Valley	31/08/2020
Michael Cursons	Bowland Forest/Burn	31/08/2020
Peter Flack	Norfolk	02/09/2020
Tianhou Wang	Cambridge	31/08/2020

Cross Country Endorsement

Joshua Bean	Buckminster/ Loughborough Uni	06/08/2020
Andrew Frost	Essex & Suffolk	07/08/2020
Luca Macgregor	Buckminster	10/08/2020
Finbar Billings	Welland	08/08/2020
Max Gould	Bannerdown	23/08/2020
Theodore Nellis	Bannerdown	23/08/2020
Luke Pike	Buckminster	24/08/2020
Matthew Tilling	Bannerdown	26/08/2020
Bradley Lefley-Kemp	Trent Valley	27/08/2020
Thomas Brand	Cambridge	01/09/2020
Matthew Barnard	Buckminster	31/08/2020
Callum Hitchings	Essex	02/09/2020
Nicholas Pike	Bath, Wilts & N Dorset	02/09/2020
Shona Fenion	Southdown/ Surrey Hills	05/08/2020
Laurence Bourne	Southdown	17/09/2020
Michael Cursons	Bowland	12/09/2020
Jack Reeves	Southdown	10/09/2020
Selvam Mudaliar	Bicester/Oxford	11/09/2020
Stephanie Smith	Bicester/ Gliding Centre	13/09/2020
Ian Simmonds	Dorset	12/09/2020
Jonthan Waygood	Dorset	12/09/2020
Stephen Rudge	Midland	16/09/2020
Marcus Rice	Southdown	16/09/2020
Andrew Strand	Surrey Hills	17/09/2020
Stephen Pleasance	Cambridge	20/09/2020
Paul Bonhomme	Cambridge	21/09/2020
Lukasz Grzadzielewski	Oxford	12/09/2020
Ewan Weston	Cranwell	19/09/2020
Kevin Beale	Southdown	26/09/2020
Keith Oborn	Lasham	01/10/2020

100k Diploma Part 1

Robin Sutton	Lasham	20/07/2020
Duane Pickering	Banbury	31/05/2020
Charles Brooker	Southdown	11/07/2020
Archie Lucas	Stratford On Avon	03/08/2020
Mitchell Skene	SGU/Hus Bos	13/08/2019
Bradley Lefley-Kemp	Trent Valley	31/08/2020

100k Diploma Part 2

Robin Sutton	Lasham	20/07/2020
Duane Pickering	Banbury	31/05/2020

Congratulations to everyone listed achieving badges

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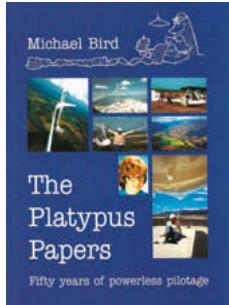
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