FEB/MARCH 2021

SAILPLANE &GLIDING

VOL. 72 NO.1



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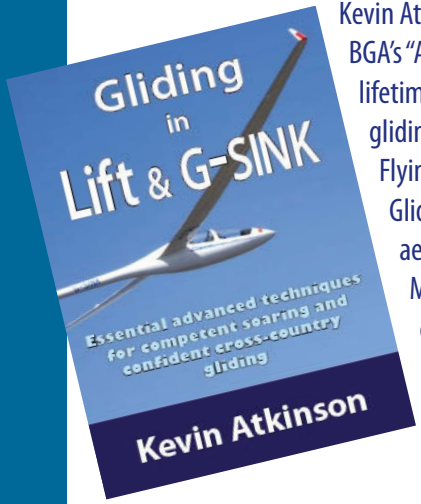
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MEMBER OF THE ROYAL AERO CLUB AND THE FEDERATION AERONAUTIQUE INTERNATIONALE

THE MAGAZINE OF THE BRITISH GLIDING ASSOCIATION
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COVER STORY
Deeside's summer tuggie Abel Boskovitz enjoys an October wave flight in the club's Perkoz with instructor Jakub Hlavacek. See also an account of Suzie Forbes' first wave flight on pages 44-45. (Abel Boskovitz)

DEADLINES

April/May 21
Articles, Letters, Club News: 5 Feb
Display advertisements: 19 Feb
Classifieds: 9 March

June/July 21
Articles, Letters, Club News: 6 April
Display advertisements: 20 April
Classifieds: 6 May

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www.theartofsoaring.net

› When the Guild of Aviation Artists (GAVA) 2020 London exhibition was cancelled, plans were made for a virtual exhibition. Many artists had painted work before the first lockdown, including 'Snoopy aloft' (pictured above), one of two submissions by Black Mountains' Robbie Robertson. Three senior GAVA members looked at digital submissions and chairman Andrew Latham set out the virtual exhibition. It 'opened' on 7 December and nearly 10 per cent of the paintings were sold on day one. *www.gava.org.uk*

› The final deadline to apply for a Ted Lys award to support the next generation of instructors is 28 February. There will be up to 12 Ted Lys awards in 2021 for the flying related costs of the BGA Assistant instructor course D module. Launchpoint will pay for 50 per cent of the receipted flying on a BGA Assistant instructor course D module and the associated test up to a maximum of £500 for flying that is completed by 31 September 2022. *https://members.gliding.co.uk/launchpoint*

› Tim Newport-Peace has updated the BGA waypoints list for 2021 and is seeking constructive feedback on the draft content. See *www.newportpeace.co.uk/waypoints/97al24draft.htm*

› Wrekin Gliding Club has made its long-awaited move from RAF Cosford and is now operating as RAF Shawbury Gliding Club in Shropshire.

› The BGA is holding its AGM online at 8pm on Tuesday 2 March. Online meeting details will be supplied nearer the date.

› Plans are under way for a Covid-safe AERO Friedrichshafen, 21-24 April. Postponed in 2020, this year's AERO (if it goes ahead) will be a 'gliding year'.

› David Monks, chairman of the UK's Royal Aero Club, has been elected as FAI President, replacing New Zealander Bob Henderson. Patrick Naegeli, who is a vice-president of the Royal Aero Club, has been elected to the FAI Executive Board.

SPECIAL ACHIEVEMENTS

CONGRATULATIONS to the Gliding Centre's Steph Smith, who has been awarded the British Women Pilots' Association (BWPA) Naomi Christy trophy. This trophy is awarded to a female British pilot for a flying or flying-related personal achievement, beyond the recipient's widest dreams. The award is not aimed at the record breaker or high achiever, but is awarded for an achievement special to the recipient.

After inheriting her father's Schleicher K-6CR 'Bymbo' in 2017, Steph lovingly restored it to be airworthy again in his memory. She wrote about her passion for the project for the BWPA and *S&G* (*Bymbo is back*, pp34-36, Oct/Nov 20).

Steph has been gliding since she was 10 and is currently working towards her Private Pilot's Licence (PPL). She volunteers as a STEM ambassador and as a mentor to support women transferring to careers in aerospace engineering. Steph is also a BWPA scholarship winner.

The BWPA's OP Jones Gliding Trophy was awarded to Lucy and Lowenna Cotton, and Lyn Ferguson Dalling. This trophy is awarded to a British woman pilot for an achievement or special contribution to gliding, hang gliding or paragliding.

Cambridge GC's Lucy and Lowenna are sisters who share a love of gliding. Lowenna soloed at 14. Lucy gained her Bronze Badge and Silver height, and was ready to attempt her Cross Country Endorsement just after her 16th birthday, despite having been diagnosed with Chronic Fatigue Syndrome/ME a year earlier. They both continue to achieve in gliding, despite the setbacks of Covid-19 and their personal circumstances; a true display of persistence, determination and sisterly support.

When Buckminster GC needed a new CFI, Lyn volunteered with unwavering enthusiasm and set about re-energising members and instructors alike. The club had seen a decline in membership numbers and those remaining were not making personal progression in their flying. Lyn set herself and the club some high ambitions, including targeted training weekends and five-day courses to entice new members into the club. Her passion to help her members achieve has been rewarded by the number of new qualifications they have obtained (see *Solo to Silver – seven weeks*, pp22-24, Dec 20/Jan 21).

■ ***www.bwpa.co.uk***

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
Two-seater championship	Pocklington	22-29/8/21
UK Mountain Soaring Champs	Aboyne	5-11/9/21
10th SGP World Final	St Auban, France	1-30/9/21
Glider aerobatic competitions		
Dan Smith	Dunstable	10-11/4/21
Saltby Open	Saltby	19-20/6/21
Nationals	TBC	15-19/9/21

BIDFORD REGIONALS
26/6-4/7/21

SHENINGTON REGIONALS
26/6-4/7/21

BOOKER REGIONALS
10-18/7/21

HUS BOS CHALLENGE CUP
7-15/8/21

GRANSDEN REGIONALS
7-15/8/21

COTSWOLD REGIONALS
21-29/8/21

DUNSTABLE REGIONALS
21-29/8/21

** Dates correct as we go to press. Please check club websites.*

■ **The BGA AGM will be held online at 8pm on 2 March 2021.**

■ **The BGA is reviewing options for the 2021 Sporting Conference and awards dinner.**



Deeside's Finn Hilton, solo at 14



Deeside's Sebastian Arijs, 14, solo in nine weeks

POSITIVE PUBLICITY FOR YOUNG PILOTS

JUNIORS have been making the headlines in local press, the nationals, on radio and TV, with some positive stories in spite of Covid-19.

Finn Hilton soloed on his 14th birthday at Deeside Gliding Club. A junior member of the club since he was 12, Finn flew with deputy CFI David Innes on what was his first flight after a six-month break and David reports that it was as if Finn hadn't had a break. With his school's permission, Finn flew his first solo on the morning of his 14th birthday, which made the local and national newspapers. STV showed a short item on his achievement, both from the ground and from several cameras on board the glider while flying.

The publicity resulted in another schoolboy joining, just before his 14th birthday, wanting to copy Finn. Sebastian Arijs went solo just nine weeks after joining the club.

Alex Westgate is the son of AeroSPARX display pilot Guy Westgate. Guy is also a commercial pilot and instructor and so was able to help with Alex's training. The second lockdown was lifted before Alex's 14th birthday and airfields under tier three restrictions were able to open for individual flying and training. Alex was sent solo at Hus Bos on his birthday, a story that was picked up by the press to the extent that Alex earned the nickname at school of 'news boy'.



Alex Westgate, sent solo at Hus Bos on his 14th birthday. He is being congratulated by dad, Guy, who eagle-eyed readers may spot is wearing a Blue Peter badge. See how he earned it on page 6

New Year's honour for BGA CEO



Pete Stratten MBE

CONGRATULATIONS to BGA Chief Executive Pete Stratten MBE on being included in the New Year honours list. Pete is also an instructor, examiner, inspector and experienced cross-country pilot.

On retirement from the RAF, Pete took on the role of CEO of the BGA. He has been a great supporter to UK Junior Gliding, increasing accessibility of clubs to younger people and helping to change the perception of gliding to that of a fun and collaborative, team-player sport.

Pete has worked with aviation bodies to encourage practical, as well as financial and non-financial support for all glider pilots, particularly those from less advantaged backgrounds.

He has ensured that, while continuing to focus on improving our sport, the BGA plays a prominent role across the broad range of regulatory and sporting bodies to ensure the interests of UK general aviation are protected.

UK Junior team

THE British Junior Europeans team has been announced: Club Class – Finn Sleigh and Toby Freeland; Standards – Tom Pavis and Henry Inigo-Jones; reserves – Oli Summerell and George White. The team plans to travel out to Lithuania in July to compete in the 5th Junior European Gliding Championships, due to be held at Pociunai 10-24 July.

Importance of safety cushions

The well-intentioned article *Cockpit Remedies* by Tim Freegarde and the BGA safety team (pp64-65, Dec 20/Jan 21) left me with concerns. I have spent 23 years on meticulous glider cockpit research and have fitted safety cushions for research and development purposes in 90 glider cockpits. To say that "a thin layer of softer foam was found to spread the load without compromising the energy absorption" will encourage pilots to install a thin, soft safety cushion, which is both wrong and dangerous.

Adrian Emck, Lasham GS

Tim Freegarde, chairman of the BGA Safety Committee, replies: *Thanks to Adrian for prompting a clarification of this important subject. As the BGA leaflet explains, a thin additional layer of softer foam may be placed on top of – not instead of – the energy-absorbing cushion to increase comfort without compromising the effectiveness of the cushion itself. The main energy-absorbing layer should be as thick as space permits.*

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

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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).



Blue Peter presenters make light work of a Christmas Special filmed at Hus Bos

LIGHTING UP THE SKIES

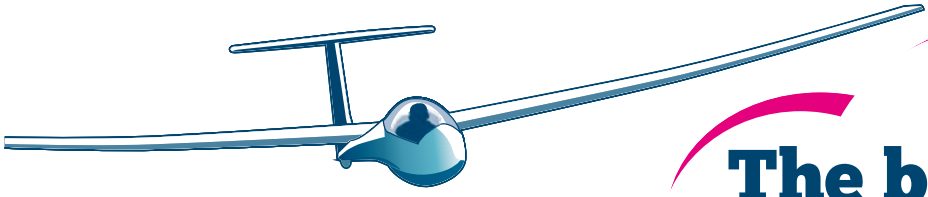
BLUE PETER presenters Mwaka Mudenda (Mwaksy) and Richie Driss took to the skies at Hus Bos with a huge firework display. Due to Covid-19 restrictions, Blue Peter couldn't host its traditional children's carol choir in the Manchester studios, so the BBC enlisted AeroSPARX to create a different kind of Christmas light display, to be broadcast on 17 December.

The team was asked to create something spectacular and unique for a Blue Peter Christmas Special, involving the presenters in the process. Guy Westgate and Rob Barsby took Mwaksy and Richie up in the AeroSPARX Grob 109B motorgliders for some aerobatic manoeuvres to see which of them would be most comfortable with the planned performance. Mwaksy was chosen to fly in the display with Guy, while Richie had the important job of launching the ground pyro to synchronise with the aerial display.

Guy said: "Apart from aerobatics, we are both passionate about instructing. Blue Peter is pitched at the 6-15 age group, so it was an opportunity we don't get very often to target STEM learning and an introduction of some really cool flying through entertaining kids' TV."

■ If you have turned to this story after reading the news story on page 5, Guy was awarded his (white) Blue Peter badge for this appearance on the show.

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HOPING FOR A DIFFERENT SEASON AHEAD

Tony Smith praises the impressive resilience and adaptability displayed at club level and reflects that times of crisis can often bring solutions that last well after the crisis has passed

ALTHOUGH we are still in a period of considerable uncertainty with Covid, there is hope and optimism with the continued roll-out of vaccinations and testing that we might have a season in 2021 which is very different to that we experienced in 2020. All of us have been impacted in one way or another, be that from a personal or a business perspective, or both, and my thoughts are with all of those who have been affected.

At the BGA, as at club level, we have adapted to a new way of communicating and of conducting our general business – the resilience and adaptability across all clubs have been deeply impressive. For example, it has become a new norm that the majority of face-to-face communication has been replaced by video conferencing, which is more cost-effective and saves enormous amounts of travelling time. Times of great crisis can often bring new solutions that last well after the crisis has passed – indeed, this may well become the new normal in terms of the necessary meetings we all have.

THE MAJORITY OF FACE-TO-FACE COMMUNICATION HAS BEEN REPLACED BY VIDEO CONFERENCING, WHICH IS MORE COST-EFFECTIVE AND SAVES ENORMOUS AMOUNTS OF TRAVELLING TIME

Usually, over the winter months, there are two countrywide conferences, which are a great opportunity to meet and exchange thoughts and views. These have been replaced during the pandemic by virtual versions, and I know there has been a significant amount of work done behind the scenes to facilitate these. The Club Management Conference was very well received and there has been much positive feedback. We all look forward to the time we can resume these conferences and again enjoy the social aspects of these get-togethers; let's keep our fingers crossed for later in 2021!

Throughout the past year, the BGA has been seeking to provide additional help and support to clubs in a number of different areas. I know that the Development Committee has done a sterling job helping clubs with rates grants, and I'm very pleased we have had a 100 per cent success rate from application to receipt of funds. The Philips Wills Memorial Fund also stepped in to offer short-term interest-free working capital loans during the initial stages of lockdown.

We have been mindful at the BGA of the financial implications of Covid and we are fortunate that we have a culture of good financial discipline to ensure we are in a strong position to deal with uncertainty.

THROUGHOUT THE PAST YEAR, THE BGA HAS BEEN SEEKING TO PROVIDE ADDITIONAL HELP AND SUPPORT TO CLUBS IN A NUMBER OF DIFFERENT AREAS

Whilst the Covid pandemic has taken a good deal of Executive Committee time over the past year, this has not been at the expense of the other challenges and opportunities we will be facing in the coming months and years. We have continued our meetings and to conduct business as usual.

It is likely that one area of income that may well be impacted significantly in the short- to medium-term will be the sale of flight experience vouchers. We are aware this will have a significant impact on the income stream for clubs and are continuing to monitor the situation closely to establish what impact this, and other financial Covid-related matters, will have across gliding. The BGA will continue to maintain a healthy balance sheet to ensure we have the flexibility to deal with whatever financial matters come our way.

At the Philip Wills Memorial Fund, we are very much open for business. Historically, we have generally provided funding support for capital purchases such as gliders, although if you have other projects and you think we may be able to help, please do get in touch to discuss.

It is fair to say the past 12 months have tested all of us in ways that were completely unexpected and it is heartening to see how clubs have dealt with the challenges. I hope we can all look forward to a season where we can dust off the cobwebs, dust ourselves down and get back to doing what we enjoy the most – gliding. Stay safe and happy landings.



Tony Smith
Treasurer and Company Secretary
British Gliding Association
January 2021

IS THIS LONGEST UK K-13 FLIGHT?



David Masson and Nigel Mallender fly a 500km task

K-13 L99 at Chilbolton airstrip after its epic flight on 21 July 2020

A COUPLE of very good days on 20-21 July yielded many long flights along the south coast. Launching just before midday in L99 (the best K-13 in the world?) Nigel Mallender and I managed 493km of a declared 520km, landing at Chilbolton airstrip after 8pm. The OLC distance was 511km and we managed an average speed of 70-75km/h for most of the flight.

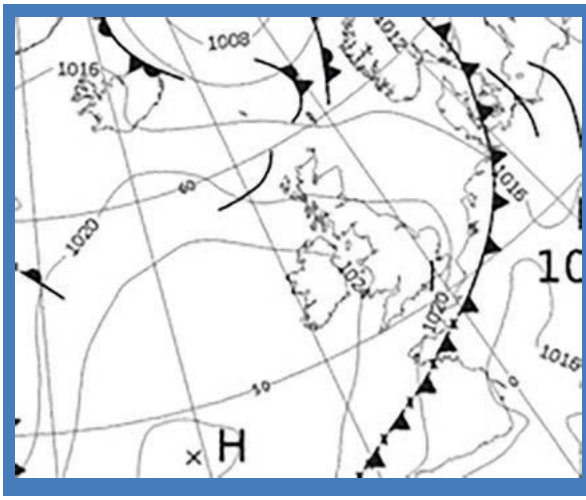
Bearing in mind the K-13 is not really considered a hot cross-country machine, boasts a handicap of 67 and manages to achieve 27:1 on a good day if you don't push it, this is quite a feat. We suspect this is the longest flight done in a K-13 in the UK…

I have had three years of NO solo flying, but had a reasonable season in 2019 flying with "David's Two-Seater Chums". One of the flights that stood out was what Nigel and I did in September in L99. Then we managed 328km of a 340km triangle and had a lovely run along the south coast. I started thinking what could be done on a good day and was pretty sure 500km+ would be possible.

Last year it was harder getting into two-seaters because of coronavirus. And, besides, I was hopeful I was going to be able to get back into my LS6 once the DVLA deigned to give me my driving licence back. They were dragging their heels and it was getting boring waiting on the ground. All I had done so far were three good flights on the south coast, "gentleman flying" with John Gorringe in the ASH 30Mi. Those reminded me how good it can be when the sea breeze convergence gets going properly.

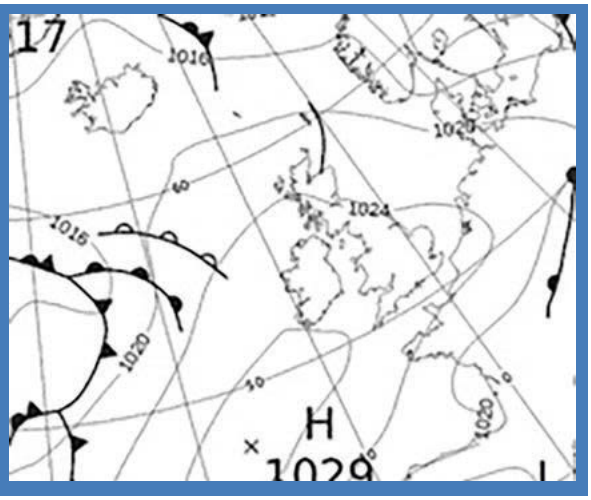
The possible run of good days was well known and, by the time we'd got to the Sunday evening, I was suggesting different possibilities for 750km for the next day. On the Monday there were many 600-800km flights done and some of those were pretty fast. And pretty miserable for those sat on the ground. Early that afternoon, sat at my computer and looking out of the window, it was obvious how good it was. When I spotted Nigel flying in 946 I suggested on a WhatsApp group that doing a 500km

ON THE MONDAY THERE WERE MANY 600-800KM FLIGHTS DONE AND SOME OF THOSE WERE PRETTY FAST. AND PRETTY MISERABLE FOR THOSE SAT ON THE GROUND



Left: Analysis 00 Monday 20 July 2020 – cold front through and ridge building behind

Right: Analysis 00 Tuesday 21 July 2020 – ridge of high pressure still in place



WE HAD ALREADY SEEN A COUPLE OF NICE PHOTOS OF SEA BREEZE CONVERGENCE IN THE SE SO, WHEN WE LAUNCHED AND COULD SEE DANGLY BITS AROUND THE HAVANT-CHICHESTER AREA, WE MADE A BEELINE FOR THEM RATHER THAN HEADING OFF ON TRACK

triangle in L99 would be better than a 750km in an LS8. So I must have been thinking about it already!

And then we started thinking about the Tuesday. I was already saying it promised to be another 750km+ day. I spoke to Nigel and he couldn't fly until the afternoon because he had to attend the workmen at his new house (building site). So I suggested maybe we could do something in L99... At least it sounded like there was the possiblity we could fly.

In the morning I looked at the weather again and said "excellent in the south, the midnight soundings were excellent, but the model and forecast soundings said something goes wrong in the Midlands". I knew Ken Barker was keen to do something big and messaged him – "You up? I think you should try a 1,000km!". He was already at the front of the grid and I thought about it some more and suggested a couple of tasks along the south coast.

At 9am I was surprised when Nigel phoned and said he had already finished with the builders! I replied: "Oh no!" and explained I was not yet ready and it would take an hour for me to prepare a vario and get my other stuff sorted. And we still needed a radio and something for airspace. D'oh – so much for "PPPPP"! At least, with the work I had already done, the task was easy. It took about five milliseconds to set "Four Marks – Eastbourne NW – Bullington – Hembury Hill – Lasham", another few milliseconds thinking "it'll be fine" and another 10 minutes rationalising it to Nigel – "500km in a K-13 – what could possibly go wrong?". He is easily led!

Thank you to those who helped us cobble the other bits together. And thank you very much to Julian, who had been going to fly L99 in the morning. He let us take her and helped us get ready. I wanted to be launching by 11 really, 11:30 at the latest and that wasn't looking very likely. I have a battery-operated ClearNav vario which we've used in L99 before, but I decided we didn't have time to plumb it in and so it would have to work off cockpit static only (mistake one). Another thing I forgot to do was swap out my very-quiet "desk" loudspeaker for one which works at normal volumes (mistake two). And we didn't launch until 11:45 (mistake three). However, we had already seen a couple of nice photos of sea breeze convergence in the SE so, when we launched and could see dangly bits around the Havant-Chichester area, we made a beeline for them rather than heading off on track. After just two 1,000ft climbs we connected with the good weather just past Thorney Island and got our first climb to cloudbase, which was 5,400ft.

From then on, to Eastbourne and back,



Going old-school: smoked barograph from 21 July 2020



David and Nigel's K-13 flight (Steve Longland)

it was simply brilliant soaring with really good views and lots of dangly bits to keep us amused. It was easy to stay in a comfortable working band, mostly above 4,500ft, and often cruising in lift with cruising speeds of over 60kts! We met some duvet-danglers near Eastbourne and played together round a big blob of convergence near Firle Beacon. It was nice to meet something with a worse performance that ours! Nigel played with my new "brick" of a rugged phone, which turned out to give very good video and photos. As usual he gave a running commentary on everything, including my "whisper-quiet vario"…

It turned out my very-quiet speaker was almost inaudible for me in the front and Nigel couldn't hear it all. Without any TE compensation we just had to guess where the thermals were and not change speed much unless we knew we were in good lift. It wasn't a problem and didn't seem to make much difference at this stage of the flight because there was plenty of feel to the air.

Coming back west past Goodwood there was less energy to follow, but it was good climb-and-glide with a working band of 4-6,000ft. Our achieved glides were more like the 27:1 we should expect rather than the 100:1 we kept managing earlier. So there we were at 3pm with a lovely sky ahead, in a K-13, going away from Lasham with 300km left to go, but I was pretty convinced it was still quite possible…

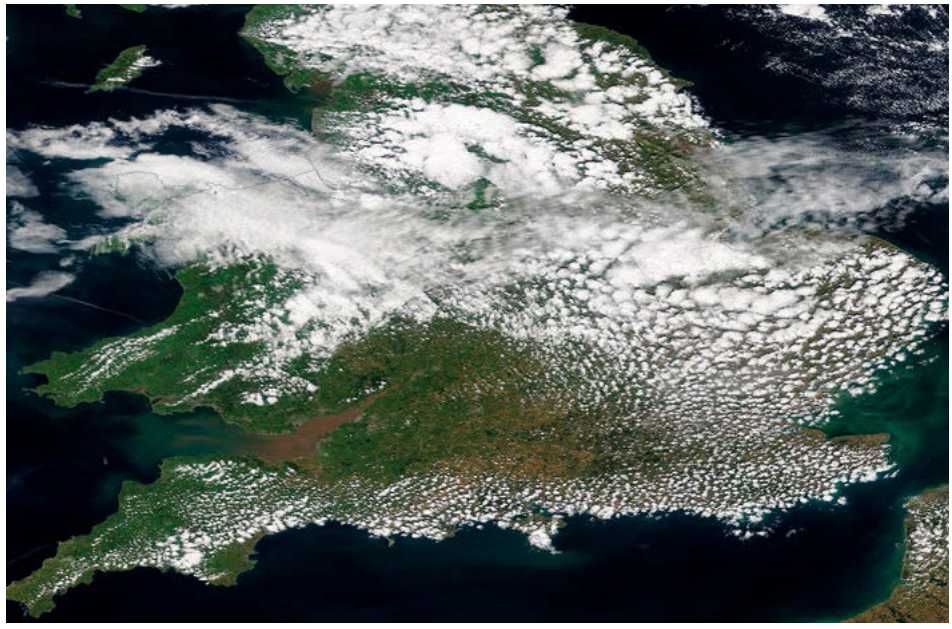
Once we got to Yeovil the wind became light northerly and we were crossing little streets with some good bits of convergence on them, which helped show where the good climbs were (or had been!). I suspect between the streets and up the little valleys the sea air had come further inland. All was going well until we got back to Yeovil and then the clouds got further between and the climbs weaker. The wind became more of a NNE (a headwind – K-13s don't like headwinds!). There were still very good looking clouds ahead, but our 27:1 wasn't going to reach them.

Around Shaftesbury we bumped into a JS1-21. It turned out to be Ken Barker. He headed off to the good clouds at, probably 80kts and 50:1, while we heading off in that direction, probably at 50kts and <25:1. Shortly after that we were picking fields and I was grinding away in 1-1.5kts. At this point, with no useful audio vario, I was having to really concentrate on feeling the thermals and, when Nigel tried to keep up his running commentary, I kept on having to "SSSHHH!" him (how rude!). At 7:06pm Ken messaged us to say there was still 4.8kts at Andover. Unfortunately it didn't help!

By 7:45pm we had limped on to

WE MET SOME DUVET-DANGLERS NEAR EASTBOURNE AND PLAYED TOGETHER ROUND A BIG BLOB OF CONVERGENCE NEAR FIRLE BEACON

WorldView satellite photo from 21 July 2020





David Masson is well known for his soaring forecasts and his work for ClearNav. He soloed on his 16th birthday in 1982 and has >4,000hours, mostly in his beloved LS6 from Lasham. He tries to make the most of the weather, enjoys enterprising flying and holds a few UK records. Living with cancer has temporarily curtailed David's solo flying and he is very grateful to his "two-seater chums" for keeping him in the air. He says he can't die yet because he has not done a 1,000km and hasn't drunk all the red wine (aka forecasting juice)!

Salisbury where the good looking clouds began, but were dying. We were at 5,000ft and had to decide whether to go north or south of the Porton Down danger zone. To the NE, past Boscome Down there was cumulus which looked like it was still working. To the north of that it was 8/8s – "that must be the overdevelopment I was expecting in the Midlands". But also there were some little wisps near Middle Wallop. With the possibility of a safe landing at Middle Wallop or Chilbolton we chose the latter.

After a slight bubble we basically glid into Chilbolton airfield for a landing at 8:13pm. We were both cold and achy and Nigel had some difficulty walking for 10 minutes. I was very glad I had remembered my new double-layer Confor cushion from the LS6 – that saved me some buttock bruising and I was much better off after 8.5 hours than I had been on our previous 7-hour effort.

In retrospect I kind of wish we had tried the other route, over the top of Boscombe Down, and think we might have climbed near Thruxton or Andover and completed.

We weren't quite done yet. We thought we had done enough to arrange for an aerotow retrieve, but it fell through and it was getting dark. With coronavirus restrictions there weren't that many people at Lasham. Ken Barker, who had abandoned his last TP and had flown 930km, then drove to fetch us back. Thank you very much to him! We left L99 at Chilbolton for the night and thank you very much to Gary for flying her back to Lasham the next day.



Conclusions

We would probably have completed the task at a good speed if we had:

- Launched a bit earlier
- Plumbed the vario in
- Had a speaker which was actually audible.

Now we know we could probably do a closed-circuit 600km in a K-13 (using the whole of a very good day like this).

Nigel comments:

EPIC fail!... the second one in consecutive days, having covered 697km of a 750km the previous day. However, as failures go, this one has to fall in the category of a **VERY** satisfactory fail.

When David and I spoke on the Monday evening after my not-quite 700km flight in 946 he told me that Tuesday could be at least as good if not better than Monday. Unfortunately for me, I had to be at our new house build the following morning to brief the electrician on positions of sockets/lights... etc... etc... (yes, I do lead an exciting life), so I was understandably frustrated that I couldn't fly or at least couldn't be there early enough to tee up something big in 946.

We discussed the possibility of aiming to do something in Lima 99 if I could get away early enough. I thought that this would be something along the lines of maybe a 300km if the day was to be long enough, so we left it that I would try to get away from the house as early as possible.

Tuesday arrived as one of those gorgeous blue midsummer mornings. I met AJ the electrician at the house and there ensued long, difficult, professional, considered deliberation over lighting and power positions. Well, OK... I said: "one there, two there, one there, there, there and... there... can I go now?" Forty seconds later I was on the phone to David to say: "I'm on my way!"

I called my syndicate partner, Julian Ben-David, to ask if he had plans to fly Lima that day. Although he did, he very kindly said that he was only intending some local soaring, but he was happy to let David and I take her if we were going to attempt something substantial. Many thanks, Julian.

Mr Masson is never someone for whom the glass is half empty and I'm not known as someone who can simply be led up the garden path... no, it takes no encouragement to convince me that I should be led up Mount Everest, K2, Machu Picchu, with a side order



A happy Nigel Mallender in the back seat of K-13 L99

of pole-to-pole on foot... in one day! That, indeed, was what Mr Masson had in mind when I picked him up 40 minutes later.

So, therefore it was OBVIOUS we should launch late and ONLY do a 500km in a K-13!

After a bit of faffing to set up the sign language ClearNav Vario (ask David), we finally launched at 11.45. I'm not going to bore with a superlative description of just how bloody good it was, that has been well covered elsewhere – but... it was BLOODY EPIC! Sea breeze was a whizz, the thermals were invariably damn good! Turning Hembury Hill (HHL) at three minutes past five with 160km to do in a K-13 was "energising".

It didn't look particularly great at 1,500ft 15km west of Salisbury, but David ground it out with the help of his "silent whisper" (ask David) and we eventually had enough to land comfortably on the strip at Chilbolton at quarter past eight. We were thoroughly drained and I was unable to walk for 10 minutes, but happy that we finished in the same county from which we had departed 8.5 hours earlier. Result!

In typical Masson style, as I was (painfully) becoming re-acquainted with my legs, David said simply "never mind, let's take this one as good practice for "THE BIG ONE"!

We decided that David didn't deserve to get extra Ladder points for listening to me for 8.5 hours because he could have been listening to his vario instead (ask David)… so I got to claim the sub-500km Ladder points and he gets the over 500km OLC… perfect compromise.

Many thanks to David for being an excellent "torture-mate", to Julian Ben-David for kindly making Lima 99 available to us, to Graham Garnett for donating a cheeky tug before the grid launching was finished and to Ken Barker for coming to pick us up (sans glider) from Chilbolton.

...and, yes, David… 750km next! But first I just need to have my legs surgically shortened and Confor foam inserts put in my buttocks!

…oh, and apologies to the family for the "avant-garde" design of the lighting and power socket positions in the new house…!

750KM NEXT! BUT FIRST I JUST NEED TO HAVE MY LEGS SURGICALLY SHORTENED AND CONFOR FOAM INSERTS PUT IN MY BUTTOCKS



Nigel Mallender was a "brat" at Northumbria GC, where his parents flew. He soloed at 18 and then "life got in the way" for 27 years. Nigel returned to fly at Lasham in 2009 and completed Silver the following April in Lima 99. Since then he has collected over 2,500 hours and three Diamonds, mostly in his LS8-18 (946). He is a committed Standard Class competition pilot and "mad ridge-rat (still a brat)".

Below: making a beeline for the first of the dangly bits, near Chichester Harbour



MIKE ARMSTRONG

Mike Armstrong is the only person to have flown a 750km from Camphill. Firsts are in the blood as his father flew the first 300km downwind in an Oly 2 and Mike also completed the first closed circuit 300km in a K-8 on a blue day and joint first 500km

Mike Armstrong has 7,000+ hours gliding, but virtually no power. He has instructed for 56 years and is now trying to break the habit. Mike has held Camphill posts of aircraft officer, treasurer, secretary, CFI and chairman over "quite a lot of years". He is pictured here at a YGC Northern Regionals



Age? 74, going on 75 by the time this goes to press.

Marital status? Happily married for 49 years to the long-suffering Jenny. At least she knew what she was getting when she accepted my proposal while sitting in her Triumph Herald convertible under the windsock at Camphill on a wet and windy Christmas Eve. I had to sell her car to buy a share in a K-6e after we were married, so you see what I mean about long suffering!

Where were you born? Adlington in Cheshire, but lived in Sheffield and then Buxton as a youngster.

Where do you live now? Chesterfield.

Occupation? Retired. I worked in the steel and aluminium industries for much of my career in procurement and project management, living in Sheffield, Wimborne in Dorset, USA (Worcester Mass. and Pittsburgh Penn.). Evenly in Bucks, South Korea and Chesterfield. The only place I didn't manage to join a gliding club was South Korea.

How and when did you start gliding? My log book shows that I started gliding on 5 August 1947 in a Spahlinger (Swiss two-seater) although I can't claim to remember much about it. I'm told that I was sitting on my mother's knee with my father as P1. Those were the days – what could possibly have gone wrong?! I had about 30 passenger flights in a T-21 over the next 14 years, but hated the launch. My technique was to close my eyes and grip the cockpit side until I felt the bang as the cable released. Then I would enjoy the rest.

When I was 14, my parents asked if I wanted to learn to fly but I wasn't sure because there were few others of my age in the club. They suggested that they would finance some flying so, being pragmatic, I thought "what have I got to lose?". After a short time my father renegotiated the deal by increasing my pocket money from 2s and 6d a week (12.5p/week to you youngsters) to 10 bob (50p), but I would have to pay for all my flying. I'd cycle the 13 miles to the club on Friday night, sleep in a converted railway guards van and cycle home Sunday night. Living in the Peak District, it kept me fit! Gradually all my other hobbies of Scouting, camping, hiking, caving, canoeing, table tennis, etc, faded into history.

Which pilots most influenced you? In the past, apart from my father, icons such as Philip Wills, Frank Irving and Derek Piggott were inspirations and mentors. Latterly, Andy Davis with his amazing consistency and commitment to coaching while emphasising the fun.

How many other family members glide?
None now, but both my parents were solo pilots pre-war. I've flown with both daughters and both grandsons. One daughter is interested, but has too much on her plate and the grandsons are too young at present.

You have flown the only 750km from Camphill. When was that and how did it feel to achieve that record?
It was that amazing day on 11 May 2005 when the weather was stunning over almost the whole country and many 750kms were completed. I guess I might have been included in the first 50 in the country, but wasted a day getting the paperwork sorted before sending in the claim. I have completed all my badges with flights from Camphill so it was incredibly satisfying. My father flew the first 300km downwind in his Oly 2b and I completed the first closed circuit 300km in a K-8 on a blue day and joint first 500km so "firsts" from Camphill run in the blood. The elation was fantastic, but slightly tinged by the fact that there were more than two hours soaring still available when I landed.

As a vintage enthusiast you organise the annual Camphill Vintage Rally and have recently refurbished a T-21. What attracts you to vintage gliding?
I love flying vintage gliders. They have far more character than the modern glass versions and some have remarkable performance for their day. I've restored three vintage gliders to flying condition, having acquired them in dubious states. Completing 200km in the Slingsby Sky or 300km in the Oly 463 is just as satisfying as racing round a 500km in a Ventus. As many of you will no doubt know, there are few greater pleasures on a summer's day than floating across the landscape in a T-21 at several thousand feet with no scratched canopy to spoil the view.

It's been said that when you launch, even if no one else is staying up, you won't be seen again for hours. What is your secret?
I tell those who ask that the secret is to stock up with enough altitude before taking off. In reality it is luck and, as everyone knows, the more you practise the luckier you get.

Where and what was your most memorable flying experience?
There are just too many to mention. However, if you mean scary then a cloud climb in 2005 still sticks in the memory as a lesson learned. Long story short, a 33kt climb rate with the brakes out at 70kts to almost 21,000ft with the oxygen mask in the trailer! The mask now resides permanently in the glider and I pay respectful notice of weather forecasts that refer to a risk of thunderstorms.



Vintage enthusiast, and organiser of the Camphill Vintage Rally, Mike enjoys a flight in a T-21

What are your favourite gliding sites in Britain?
In no particular order: obviously Camphill, Sutton Bank, Denbigh, Eden Soaring, Talgarth, Lasham, Nympsfield and Dunstable. In fact they are all favourites when I'm there. You may notice that they are mainly hill sites for when I get the thermalling wrong and I prefer winch launches which are cheaper and make me feel high when at 2,000ft.

What is your favourite site in Europe?
Not having flown at many sites in Europe, Kaufstein in Austria provided some spectacular flying. The check flight was memorable when I discovered after landing that there was no stick in the rear seat – we had no common language so that was blind faith based on me telling him through an interpreter in advance that I flew from Camphill.

What is your favourite site in the world?
Probably Ridge Soaring Inc, based at Bald Eagle Ridge in Pennsylvania. The ridge is not very high but goes on forever; it generates excellent wave and thermal soaring in

THERE ARE FEW GREATER PLEASURES ON A SUMMER'S DAY THAN FLOATING ACROSS THE LANDSCAPE IN A T-21 AT SEVERAL THOUSAND FEET WITH NO SCRATCHED CANOPY TO SPOIL THE VIEW

THE SLINGSBY SKY HAS SUCH CHARACTER AND TELLS YOU WHEN APPROACHING A THERMAL BY RATTLING THE STICK. IT ALSO LANDS ON A SIXPENCE



Mike Armstrong (left) is ready for launch in T-21 with Dave Spencer

■ 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.

the right seasons and the set-up was thoroughly professional, but friendly.

What is your favourite glider?
Having 134 different types in my logbook (admittedly including the Spahlinger!) it is difficult to remember them all at my age. However, the Slingsby Sky has such character and tells you when approaching a thermal by rattling the stick. It also lands on a sixpence. The Oly 463 is light and responsive and lands on a farthing (for you youngsters a farthing was smaller than a sixpence). The K-21 was great for advanced aerobatics and a delight to fly. The only glider that I have shared and not really felt at home in was the Standard Jantar. The Ventus 2 is the cat's whiskers and will probably see me out when it comes to performance gliders.

Who do you admire most in the sport?
Probably Justin Wills for his amazing individual distance flights all over the world, quietly exploring territory and conditions that most of us rarely, if ever, experience. Having flown Competition Enterprise with him, it is uncanny how he reads conditions and instinctively takes advantage of them. Andy Davis is also a contender because of his amazing consistency, willingness to share his knowledge, skills and friendliness.

What piece of advice would you give to an aspiring competition pilot?
First, just do it. You learn so much by comparing your performance against others and it is enjoyable, even when losing. In my first competition, at final prize-giving I was given a white stick and dark glasses because my flying was OK, but my navigation was abysmal – I learnt. Practice, practice and practice is the other advice. I recall Ralph Jones saying that he would often spend February hill soaring for 50+ hours in his Nimbus just to prepare himself and the glider for the competition season.

What has been your most interesting competition day so far and why?
Maybe a 2015 Competition Enterprise task, which ended up covering 633km from Rufforth to Clacton-on-Sea and back via Gransden Lodge and Camphill. The comp had de-camped from Sutton Bank the previous evening due to a risk that the forecast NW wind turbulence might prevent launching. Without a crew, this proved a logistical challenge the night before with de-rigging, trailering to Rufforth, rigging and returning to Sutton Bank to sleep, so it was satisfying to have all been worthwhile. A scratchy 10:30 start, some stunning mid-task conditions and then some large blue scratchy patches towards the end, but I'd seen some beautiful new countryside and somehow won the day.

I've found that Enterprise tasks suit me better because I enjoy flying and the objective of the "usual" Regionals and Nationals tasks is to spend as little time as possible in the air. Of course, it might also be because I can't fly as fast as many others.

What do you always pack for a comp?
Everything I can think I might possibly need, then what I think I won't need and then add more until car and trailer are full – I don't travel light.

When not gliding, what do you do for recreation?
Tinkering in my workshop and spending time with the family.

What book are you reading at the moment?
The Leading Edge by Dick Georgeson.

What is your favourite film?
Films are not really my thing – the last film we went to see at the cinema was *Paddington 2*.

What is your favourite piece of music?
Not being a great music buff, maybe *Bohemian Rhapsody*.

What would your motto be?
Now that I'm older and wiser I'm becoming an advocate of the old adage "there are old pilots and there are bold pilots but there are no old bold pilots".

What's your next challenge?
A wave task through Yorkshire towards Scotland from Camphill to take advantage of a Letter of Agreement that Camphill has to cross airway L975 at altitude. Alternatively, a 1,000km, although stamina might be becoming an issue for that one. Or maybe just keeping on setting myself "tasks for the day" and enjoying them.

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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.



PREPARATION IS PAYING OFF

K-6 JAL on the grid at the Park ready for Harriet Gamble's 100km diploma attempt on 20 July

After lockdown studying and maintenance, it's finally time for Harriet Gamble to set off on a cross-country adventure

■ For the past few years, Jay Stewart has lent his K-6E to be flown by a worthy pilot, through Women Glide UK. In 2020 JAL was flown by Harriet Gamble.

■ *www.womenglide.co.uk*

DESPITE the difficulties of lockdown, the summer of 2020 blessed us with some great soaring weather. Having the loan of K-6 JAL has meant I can really make the most of it and I have been flying at every opportunity. While the Park (Bath, Wilts & North Dorset GC) normally operates two to three days a week through the summer, there is a flying week each month so I had made sure to book these off work where possible.

In July, the flying week happened to coincide with some truly fantastic weather. On the 20th I decided to make an attempt at part 2 of my 100km diploma, which was my season goal. This would require a 100km+ flight at 65km/h handicapped, far faster than I had achieved before in the club's Astir. In JAL this meant I needed to be at 53km/h actual. I had done lots of reading up on cross-country theory during lockdown, practised on Condor and done shorter cross-country flights. Now it was time to see if it had all paid off. I set a 130km flight to Aston Down and back, into wind for the first leg and then a nice tailwind to get me home.

The weather on the Monday morning looked great and we had a huge grid at the Park. I took off at midday and after some local soaring headed off towards Aston Down. There were some brilliant lines of energy and some strong thermals too, but pushing into wind took quite a bit of time. I made sure to stay high as much as possible and reached Aston Down after one hour 15 minutes, just about quick enough if I could make up time on the second leg. By this point, I was a little low so, after a bit of scratching, I managed to set off back home.

I could not believe what a difference the tailwind made; following the same energy lines home, I made good time towards the Park. Despite all my studying on cross-

country flying, I completely over-cooked the final glide and arrived back too high, even though I felt like I was flying very fast. After just over two hours of flight, I had completed my longest cross-country to date. I had achieved a task speed of 61km/h actual and 72km/h handicapped – mission accomplished! It was a brilliant way to spend my 25th birthday, certainly one I will not forget.

That evening I celebrated a fun flight, goals achieved and reaching a quarter of a century in age, but still I kept glancing at the weather for the following day, which looked even better. Unsure how much to test my luck, I looked at a few task options at varying lengths.

On the Tuesday morning, I settled on a 210km flight in a figure eight, which meant I would never get too far away from the Park, but could make the most of the brilliant flying conditions that had been forecast along the south coast on SkySight.

Scratching

On the grid, the sky to the south of the Park started popping very early in the morning, but locally remained very sparse so I changed my start location to Mere to save pushing back into wind to make a start. Just after midday, I took a winch launch and, after some initial scratching, climbed away to 5,500ft and was ready to go.

I don't think I have ever flown in such an energetic sky, JAL just seemed to glide for miles on each climb and a deviation to the south gave brilliant cloud streets offering boosts all the way. The first leg seemed to flash past with beautiful views of the coast and Southampton from Mottisfont, and then came the longest leg at 70km down to Cerne Abbas. By this point in the flight, the cloudbase had risen even further to 6,500ft so I tried to resist the temptation to keep taking little climbs to keep me at cloudbase and pushed on.

I saw so many gliders on the next of leg of my flight; it was great to have company along the way and gave me even more confidence to keep pushing. Soon enough I was at Fordingbridge and had just less than 40km to get home. I kept an eye on how close I was to glide and, just after the turn point, it looked like I was in. Other than a single turn in some exceptional lift, JAL stretched her legs all the way back to the Park and, despite doing the last 15km at 90kts, I still got home with too much height, yet again! The whole flight felt incredible and was so exhilarating. I could not believe how quickly it had seemed to go; it turned out we had managed to complete the task at 90km/h handicapped!

I now truly had the cross-country bug; I spent much of August checking the weather and wishing for weekend soaring conditions and a chance to try for a 300km flight! Sadly, August brought a strange mix of extreme temperatures (with little thermal activity) or torrential rain and high winds; not quite what I was hoping for.

The Park had another flying week scheduled for the last week of August, but, despite taking the week off work, the weather was still not co-operating. As the bank holiday weekend approached, there was a glimmer of hope for some soaring weather. On the Saturday, I rigged with quite a lively crosswind. After two exciting winch launches and busy landings, I decided the winds were at the limits (for JAL and me) and, with just eight minutes of flying, decided to put her back in her trailer. Lesson learned.

As luck would have it, Sunday finally brought some better weather; however, there was still a 15kt wind. Looking at the forecast, I decided that the most viable 300km flight was to go north towards the Mynd for an out-and-return. That would mean 150km into a 15kt headwind. After much deliberation, I felt this would really be pushing my luck, despite my wish to do a 300km.

As the morning went on, the forecast

I DON'T THINK I HAVE EVER FLOWN IN SUCH AN ENERGETIC SKY, JAL JUST SEEMED TO GLIDE FOR MILES ON EACH CLIMB

■ 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

See also, her article on preparing JAL and trailer before being able to fly – *Maintenance is an eye-opener*, pp16-18, Dec 20/Jan 21

Below: A view of the coast halfway through Harriet's task



WHILE IT LOOKS LIKE A 300KM FLIGHT WILL REMAIN ELUSIVE FOR THIS SEASON, IT IS GREAT TO LOOK BACK AT WHAT I HAVE MANAGED TO ACHIEVE WITH JAL



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.



Harriet has enjoyed her adventures with JAL

was ever more pessimistic, so I reluctantly stumped for heading around one of the club's local 100km tasks (Park, Salisbury South, Blandford Forum, Park) with the option to tag on an out-and-return to Aston Down at the end if I was feeling confident.

In the end, in a K-6, the wind proved to be a large factor in this flight! The return leg from Blandford to the Park was decidedly into wind and I found it very tricky to climb quickly enough to make any meaningful progress while being pushed backwards by the wind. After almost an hour on the final leg, I finally got home to the Park and it was an easy decision not to push on to Aston Down. It was a great flight for learning about different conditions and very enjoyable, but still not a 300km flight.

Through September, I continued having some wonderful soaring flights in JAL. While it looks like a 300km flight will remain elusive for this season, it is great to look back at what I have managed to achieve with JAL in obtaining my 100km diploma, my first 200km flight and many more hours of experience that now mean I can start training for my instructor rating. I managed all this despite the disruption to the season of Covid, but sadly Covid did scupper one of my aims for the year – which was to fly in the Junior Nationals. The good news is, whilst I am now technically too old to fly the Junior Nationals, it has since been opened up to anyone who could have eligibly flown it in 2020, so I will hopefully still get my chance to compete in 2021.

With an unexpectedly great flying season under my belt, I'd like to take this opportunity to say a huge thank you to Jay Stewart for the generous loan of JAL. She has been an absolute joy to fly and I really can't thank him enough for the chance to find out just how wonderful K-6s are!

I would also like to thank WomenGlide for organising the loan, it is a fantastic opportunity and I would recommend getting involved to any female pilots wanting to further their flying ambitions.

Huge difference

In addition, for anyone with an under-utilised glider please do consider lending it out, it can make a huge difference to someone without the capital to buy a glider and can help you with the upkeep costs too. Finally, a thank you to Chris Wilson for his tireless support and for being fantastic crew, ensuring my first cross-country flights ran smoothly. Also to my Dad, Keith, who has spent many hours helping with the trailer, instruments, and who kindly let me steal his van to tow with all year.

Who knows what 2021 will bring, but hopefully I can look forward to plenty more flying, some spectacular soaring weather, and maybe even a 300km flight…

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A LANDOUT THAT WAS A PRIVILEGE

When Justin Wills landed out in the Malvern Hills he was left with the impression that the owner of the Berrow airstrip was a very distinguished man

IN MAY 2018, I landed out in my Antares at the southern end of the Malvern Hills on the airstrip at Berrow, just north of the M50 exit 2 to Ledbury. I was returning to Bidford from a lovely afternoon flight around the Welsh hills, knowing that in the weak conditions I was unlikely to get back against the wind, but pleased to be within 40km of Bidford and an easy trailer retrieve for my wife, Gillian.

Five minutes after arriving I saw a tall bespectacled figure approaching followed by two spaniels. Correctly assuming he was the landowner I went forward and we introduced ourselves. He was Gilbert Greenall and owned a Cessna, which he kept hangared at Ledbury Airfield nearby. We chatted for a few minutes and then, satisfied that I had everything under control, he continued his evening constitutional, leaving me with an indefinable impression I had just met a very distinguished man.



Justin and Gillian Wills with the Antares

When Gillian arrived we swiftly derigged and drove up to a collection of nearby buildings, which turned out to be beautifully converted small business premises. At the graphic design office where I enquired I was told that Gilbert Greenall lived nearby at Bromsberrow Place. Not wishing to intrude, I obtained his telephone number and we drove home to Temple Guiting with the feeling that the tenant held his landlord in great respect. The next morning I telephoned to express my thanks, and Gilbert Greenall was extremely friendly, saying I was welcome to use the strip anytime the need arose.

Eighteen months later I saw a book review of *Combat Civilian* by Gilbert Greenall and promptly ordered a copy which, when it finally reached me in New Zealand, I read from cover to cover. My initial impression of him proved a gross under-estimation. Doctor the Honourable Gilbert Greenall CBE has written an extraordinary record of his involvement (initially by chance) in providing humanitarian relief over 40 years to disaster areas, most of which were extremely dangerous. From the Cambodian border at the end of the Pol Pot Regime and Uganda post-Amin, the account unfolds to cover almost all of the world's major trouble spots.

Diplomacy

Gilbert developed an uncanny ability to assess the scale and needs of each situation, and then marshall the resources from disparate bodies, including NGOs, governments, the UN, the EU and, critically, military forces to deliver appropriate aid to the right recipients. This required immense tact and diplomacy as these bodies were often at odds with each other. But they could not argue with his analysis, which was always based on his own frontline observations. Gilbert insisted on seeing the situation himself at enormous personal risk. He adopted the technique when crossing war

zones in his 'soft skinned vehicle' of driving with the windows open so that he would not be injured by splintered glass caused by passing bullets. His early career in the British Army on a short services commission greatly assisted his subsequent relationships with military authorities so that military assets were often provided to supply humanitarian aid and promoted his belief that they should not only be employed to win wars but also to win the peace.

As a pilot I was naturally interested in his accounts of flying. Whilst in Uganda he bought an elderly Cessna 182 to transport medical supplies to remote areas. Armed with his British PPL and only 110 hours he collected the aircraft in Nairobi and, after one circuit with a silent instructor, flew it back to Uganda using a road map to head west to the shores of Lake Victoria and then turning right until Entebbe appeared. Thereafter he quickly learnt about density altitude effects on take-offs from remote strips, where he also encountered ground fire whilst on finals, fortunately inaccurate. When he chatted to the soldiers about it later their reason was that it was unnatural for a plane to fly and thus it should not.

Adventures

Other adventures included a visit to Herat in Afghanistan by driving out of the rear of a Hercules C-130 in the dark whilst it was still flying: open the rear cargo doors, select 'drive', power up to redline whilst holding the vehicle on the brakes, and release them when a light turns green. *"We hurtled down the ramp into complete darkness and there was a minute pause before we hit the ground – perhaps collided with the ground would be more accurate – less than a metre below, and came to a halt in a cloud of dust."*

Even more perilous was his departure from Kuito in Angola in an ancient Boeing 727 which had burst a tyre on landing due to shellfire debris on the runway. The wheel then caught fire, threatening the whole aircraft. Having extinguished that and removed the wheel it proved impossible to fit the spare and, with the airfield now under bombardment, Gilbert asked the pilot: "*Will it take off on three wheels?*" and received the reply "*Guess it'll have to*". It did, just.

This mission in 1993 proved bittersweet. Its purpose was to provide immunisation for Angolan children on both sides of the civil war battle lines. Gilbert successfully brokered a ceasefire and "corridors of peace" to enable a team of nurses from London to supplement local UNICEF staff to implement the programme. However, the security situation was too unstable and only 10,000 children were vaccinated against the target of 100,000. Much publicity was given to the high level of risk to which the nurses and UNICEF staff had been exposed. The fact remains that on neither this mission, nor any other led by Gilbert, were any members of his teams injured or killed.

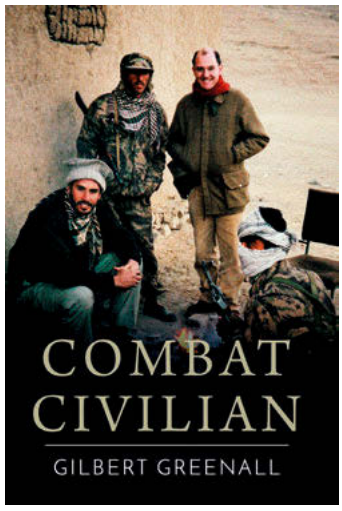


Another late afternoon landing the following week (Justin Wills)

Amidst all this action he reflects on both the causes of conflict and the humanitarian response. Inept political decisions and bureaucracies mired by protocols and restrictions are soundly criticised for failing to provide solutions despite vast expenditure. He did not approve of the Blair government policy of linking humanitarian aid to "social development". He writes: "*People generally, and the Afghans in particular, do not like foreigners lecturing them on such things as gender and education.*" The US practice of hiring private contractors to provide "close protection" horrified him. "*They were ex-soldiers, hugely overpaid and cocksure with it. Worse, they had no manners towards their clients or the population at large, for whom they showed complete contempt. After several days in Baghdad I began to think that with every journey we made a hundred new enemies an hour.*"

Gilbert identifies the fundamental problems of ballooning populations (Uganda in 1980 had 12 million people, today it has 44 million) competing for dwindling resources accelerated by climate change, and the widespread availability of lethal weaponry even in the poorest areas. It

HE ADOPTED THE TECHNIQUE WHEN CROSSING WAR ZONES IN HIS 'SOFT SKINNED VEHICLE' OF DRIVING WITH THE WINDOWS OPEN SO THAT HE WOULD NOT BE INJURED BY SPLINTERED GLASS CAUSED BY PASSING BULLETS



Combat Civilian
by Gilbert Greenall
Paperback
307 pages
Published in 2019 by The Book Guild Ltd
ISBN 978 1912575 848
Amazon: £8.99
(RRP £11.95)
Kindle edition £3.99

It was one thing when tribal disputes were settled by spears or even a 10-rupee jezail, quite another when child soldiers wield AK-47s. The result is tidal waves of refugees fleeing conflict. This book should be read by every sixth-former, every NGO, government and international organisation involved in disaster management, and anyone concerned by the increasing scale of humanitarian troubles.

Two questions arise: the first is why did he do it? He could have had a very comfortable life involved in his family business of distilling and brewing allied to running considerable property estates. It would have been far less dangerous, more remunerative, and conducive to a conventional family life. But there was some trait in his character that insisted he had to do more to assist mankind regardless of personal cost. After his time in Uganda working for Oxfam, Gilbert was determined to add to his practical skills and spent six years qualifying as a medical doctor. In between missions he regularly went to work in the A&E Department of Cheltenham General Hospital.

The second is how was he so successful? I think the answer lies in his approach: he combined immense bravery and dedication with his military knowledge and medical expertise whilst adopting the attitude of an inspired amateur in the best possible sense of that word. He was determined to achieve the optimum practical outcome regardless of financial considerations, career advancement, convention or political winds of change and thus was able to think outside the box and tailor individual solutions to fit individual situations. This became ever more complex as the size and budgets of officialdoms in New York, London, Brussels and Geneva increased whilst their appetite for risk decreased along with their comprehension of the real issues.

Despite these frustrations he demonstrated enormous tenacity and learnt how to detect others who shared his ideals, from cabinet ministers and military commanders to local people. In Bosnia he employed a Croatian girl to act as his interpreter; whilst crossing war zones and scenes of ethnic cleansing they discussed Camus and Hegel.

Above all, he shows how one individual can make a real difference in a benighted world, and retain a sense of humour and perspective. I feel so privileged to have landed at Berrow that evening.

PHILIP WILLS MEMORIAL FUND

SUPPORTING GLIDING IN THE UK

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

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

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

We look forward to hearing from you.

In conjunction with the
BRITISH GLIDING ASSOCIATION



Cartoon by Ross Martin

FIELD LANDING OF A CHAMPION

Many, many years after the event, Tony Segal confesses to the forced landout of the then current national champion

THIS flight occurred a long, long time ago. These days, the Lasham CFI would have immediately grounded me for dangerous flying in the circuit.

The weather was fine, a gentle sun and no wind. I was in a 15-metre lightweight agile glider. Flying downwind, getting ready to turn onto base-leg, I flew over the old black rusty WW2 hangar. I received a jolt as I flew into the rising air originating from the hot hangar roof. I automatically turned into a steep bank. Circling carefully in this gentle wisp of lift I was just able to maintain height.

Suddenly, and indeed to my horror, I saw I had been joined below me in my circling by a heavy Open Class glider. The new pilot did not have a chance. With every circle he lost a little height below me, flying in his heavy glider. However, he must have been a very determined fellow. He kept on circling, getting lower all the time, until he was too low to safely land on the airfield. Instead, he carried out a safe field landing in the field immediately adjacent to the airfield. I looked down and saw him climb out of his glider cockpit and look up towards me, where I was still circling and maintaining height, apparently effortlessly.

In fact, I was concentrating with every cell and fibre of my body, and trying to keep loose the grip of my sticky hand on the control column. I was attempting to fly accurately and safely in steep turns so very near the ground. Finally, I'd had enough, and continued with the landing circuit and stopped gently by the launch point.

Now I had a difficult ethical decision to make. Should I do the decent thing and walk back to meet the other pilot and apologise for leading him astray by my circling, till he had to conclude with a field landing? Or should I settle for an anonymous cup of tea in the canteen? I regret to admit the cup of tea won. I admit I was very embarrassed. After all, it is not every club pilot who has managed to literally fly into the ground the then UK current national gliding champion!

■ **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***



■ Time to get the machines out of the hangar. Once Highland's K-21 (HYJ), HGC Junior (JMY) and Adrian Morgan's Astir (JHN) are out, the low sun starts to shine through the cloud. Sunglasses add to the sartorial elegance.



■ DIs start in earnest (above) as the cloud cover thins even more. Maybe, booking the lesson for today could work out.

The weather improves by the minute and every available aircraft emerges from the hangar (right). But will there be any lift?

As it's been a while since the last lesson, the instructor suggests an initial trip in the motor glider to "get back up to speed" before setting off in the club K-21.



The Gallery pages focus on a winter's day at Highland GC, with photographs by Richard Gale

LEARNING to glide in Scotland, in winter, can be a hit and miss affair. Lessons booked in advance, beyond the range of any reliable weather forecast, mean you are never sure whether the lesson will cover flying or 'ground duties'.

The weather forecast the evening before 28 November 2020 promised blue skies and light winds. However, on leaving the house in the morning, there is full, grey cloud cover. No breaks or lighter patches to suggest that the sun may break through. Looks like a day of 'wait and see'.

On arrival at the airfield, the cloud cover is still complete, although at least the wind has listened to the forecast. The grass is wet, but flyable.

The cold brings out an interesting assortment of hats and scarves.



■ Waiting for the tug: Rob Douglas, in the club Junior, takes the first tow and heads for Rothes Ridge. Adrian Morgan follows soon after in his Astir and radio calls confirm that the ridge is "working".



■ Stuart Naylor and Rosalind Gale taxi out in the Venture motor glider G-BTDA (XZ550), struggling to reconcile a 'glider' making this much noise.



■ The glider takes off into a cloudless blue sky. There may not be any clouds to signify thermal or wave, but if there is no lift to be found there is always the option to restart the engine.



■ Switching off the engine mid-flight will take a little getting used to. Stuart Naylor and Rosalind Gale in the Venture G-BTDA on final approach.



■ The lift at the ridge starts to fade out and the "Ridge Riders" return, lining up to land in quick succession. Rob Douglas has flown for around 80 minutes on the ridge.



■ Stuart Naylor and Rosalind Gale continue with the lesson, moving to the K-21. Uncertainty over any remaining lift suggests a tow to 3,000ft.



■ On final approach in the club K-21 (HYJ) at the end of the lesson. At mid-afternoon there is no warmth left in the sun and the search for lift was not as successful as was hoped. So, after a 25-minute flight and the last glider landing of the day, it's time for the debrief, de-rig and to repack the hangar.

After cleaning down the gliders on the ground, condensation forms on the wings like frost.

In retrospect, booking the lesson for today was an inspired decision! A good day all round: great flying conditions, and for those who can't fly (for now) great conditions for photography. A day "stolen" from the winter grey feels even more special than usual.

A TRIBUTE: DR PETER SAUNDBY

David Roberts leads a tribute to a great man, who played a significant role in defending the rights of light aviation pilots



Dr Peter Saundby (left) is presented with a BGA Gold Medal by Peter Harvey (Paul Morrison)

ONE OF the true greats in defending the rights of glider and other light aviation pilots has taken his final thermal. After a few years of severe illness, which he bore with typical stoicism and complete lack of self-pity, Dr Robert Peter ("Doc") Saundby passed away peacefully at home on 4/5 November, aged 88. Peter devoted much of his life after retiring as Air Commodore in the Royal Air Force to analysing and presenting the case for proportionate medical standards and processes for civilian light aircraft pilots.

Born 31 May 1932, Peter was the son of Air Marshal Sir Robert Saundby, Deputy AOC to Air Officer Commanding-in-Chief Sir Arthur Harris of Bomber Command in WW2. Peter qualified as a doctor at Bristol University in 1956 where, through the University Air Squadron, he learnt to fly on Tiger Moths and Harvards. Subsequently, as an RAF pilot, he flew Hunters and Canberras primarily.

After his career as a pilot-surgeon, specialising in aviation medicine and by all accounts recognised as an independent thinker, in 1991 he became a consultant in Public Health medicine in South Wales. He settled at Crickhowell, near Abergavenny and Talgarth, the latter the home of Black Mountains Gliding Club. Peter was a tug pilot and BGA full category instructor. He married Edith Faieman on 12 December 1959. She was a fellow medical student at Bristol, who arrived in the UK as a child from Vienna before WW2. Edith survives him with their daughter Diana and son Robert.

In developing an alternative approach to pilots' medical fitness, Peter was offered or was elected to, inevitably, a variety of positions that reflected the high regard in which he was held. He was secretary and vice-president of the RAFGSA; served on the British Gliding Association Council and was the BGA's medical adviser and assessor from 1967 until a few years ago. As an active glider pilot himself, and an assessor, he was aware of the impact of reducing fitness. With deep personal attention to their cases, he helped a great many glider and other pilots to start, continue, or return to flying.

Elected as chairman of the Royal Aero Club in 1999, Peter subsequently became a vice-president, continuing to contribute regularly at Council's meetings. His connections with the Fédération Aéronautique Internationale were largely through the FAI's Medico-Physiological Commission (CIMP), of which he became president from August 2005 to June 2010 and then president of honour. He also served as UK FAI Vice-President.

Regulatory front

Looming changes on the civil aviation regulatory front with the creation of the European Aviation Safety Agency (EASA) in 2002, Peter soon became involved. He was invited to be the UK representative on, and primary medical adviser to, Europe Air Sports, the pan-European group of national aero clubs and pan-Europe air sports organisations to represent them and negotiate with the European institutions. Peter was a member of the EASA medical rulemaking group in Cologne and on the UK front he was an adviser for, and leading proponent of the self-declaration medical for the National Private Pilot Licence introduced in 2001.

Recognition of Peter's dogged persistence, powers of persuasion, structured and rational arguments and his many achievements led to awards of the BGA Gold Medal (2014), an RAeC Silver Medal (2006) and RAeC Companion of Honour (2017). He was also made a Companion of Honour of the FAI (2012) following a Paul Tissandier Diploma (1996).

Those are the bare facts. But what was

Peter like? What are the highlights of his work for air sports?

Many people who knew Peter have written their tributes, brief extracts from which follow:

Bob Henderson, immediate past president of FAI, writes: "Peter made a tremendous contribution to air sports in general over many years and to gliding in particular… always an outstanding example of the aeromedical community. Private aeronautical activities in Europe owe him a debt for being instrumental in reducing the impact of the bureaucracy surrounding recreational aviation without which it would be so much more difficult and expensive for regular pilots to enjoy their sport."

Dr Marja Osinga-Meek MD AME, current president of CIMP, adds: "As Dutch doctors, it (Peter's proposal) seemed to be too loose a regulation. However, we were completely stunned by the way Peter defended his position. With many words, many examples, many figures and facts he made a big impression on us. Within the European rulemaking groups he was often felt to be a thorn in the side of the aviation authorities. Most participants, mainly working for the authorities, rejected his proposals. His goal was to introduce the simple and safe system of the UK National Private Pilot Licence for several air sports, but this was not acceptable to the authorities. However, Peter was a tireless and unstoppable campaigner, and in the end, the Light Aircraft Pilot Licence (LAPL) medical certificate was accepted in Europe. In the CIMP, we are now launching a proposal to introduce a new class of medical examinations, based on the evidence Peter has published. Just a few weeks before Peter passed away, I sent him our proposal. He was happy to read it, and he had no comments!"

During much of the time Peter was active he worked with ***Dr Sally Evans MBE, past Chief Medical Officer of the UK CAA and chair of EASA's FCL.001 working group*** that developed the common EU rules for pilot medical certification. She writes: "Peter was an acknowledged aviation medicine expert with vast experience of evaluating medical risks in recreational aviation and, personally, I valued Peter's counsel and advice.

"He was a staunch supporter of the BGA and its community and the gliding community globally. He was also a valued colleague, great friend and a true gentleman. His kind spirit was exemplified by him bringing small gifts to meetings, such as jars of home-made jam for his fellow committee members. Peter continued to argue strongly to keep medical requirements for gliding proportionate in the context of an increasing regulatory environment under a pan-European aviation safety system. He deserves great credit for his advocacy of a risk-based approach for recreational medical standards and support of light touch regulatory rules and that is undoubtedly his legacy."

It was a great disappointment to Peter that he never saw the adoption of pilot self-declaration by the EU. However, as ***Pete Stratten, CEO, BGA*** comments: "He ensured that the recreational air sport community was equipped with watertight evidence that pilot medical declarations based on driving standards are proportionate and effective. It was only a matter of time before the UK CAA adopted a similarly informed view. Although EASA appeared to be unmoving on the topic, it is not that well known that in recent years EASA proposed a pilot medical self-declaration trial which unfortunately was not supported by a (qualified majority) vote of member states' representatives advised by their national aviation authorities."

Dave Unwin, aviation journalist, adds: "A great man, a towering intellect and a fine pilot, he did a tremendous amount for sports aviation and beneath his sometimes brusque exterior was one of the kindest men I ever knew."

It was not all medical achievements. Peter held – for a period – the UK two-seat sailplane altitude and gain of height records, with a climb to over 19,000ft (gain of 17,750ft) in a Blanik in June 1964.

In 2019 Peter presented to the BGA the sword awarded to his father in 1926. It is to be presented periodically as a safety award to a BGA club.

Finally, a personal note. Peter was the sort of person one wishes one had met much earlier in life, for his company, his intellect, his dedication, kindness and generosity in so many ways. But one thing I have still not been able to replicate is his brevity in writing a paper absolutely to the point with relatively few words but conveying so much.

Peter's legacy will live on, throughout Europe and beyond.

PRIVATE AERONAUTICAL ACTIVITIES IN EUROPE OWE HIM A DEBT FOR BEING INSTRUMENTAL IN REDUCING THE IMPACT OF THE BUREAUCRACY SURROUNDING RECREATIONAL AVIATION



Dr Peter Saundby MB ChB MFCM MFOM former FRAeS (photo courtesy of FAI)

■ Scan this QR code to read the full tribute from all of those who have written, or visit *www.sailplaneandgliding.co.uk/current-issue*

I'VE DONE THAT - WHAT NEXT?

Having completed his dream flight in 2019, Martin Roberts asks, what do you do once your dream has come true?

I ALWAYS had this dream. It was a flight I wrote about here in *S&G*; completing the UK 750km Diploma (*More than the perfect flight*, pp20-23 Aug/Sept 19). I had that dream for about 30 years. When I was 60, I realised my dream. That's a long time to have a dream! What I hadn't considered was; what happens next? What do you do once your dream has come true?

That's a good question, isn't it?

As we become more self-aware as pilots, goals which were once aspirational and on the horizon of our imagination increasingly become reality. Many pilots will recognise this; we aspire to go solo and then one day we are in the glider alone! We want to complete our Silver C – then, by turns, we do. We dream about the 300km and suddenly we have done three. We ache to do a 500km and then one year we fly five in a row. This is part of the fascination of gliding; we become aware of what we need to progress, we hone our skills and increase our self-knowledge. Through this voyage of discovery we turn our dreams into reality. I have to say, though, that I did wonder how I might feel *after* I had flown the 750km. Not exactly the kind of thing you do every day! After a flight like that, what is the next challenge?

In 2019 I flew a 600km task with my friend Chris Harrison (LS-6/18w "LPB") from Lasham to Devil's Dyke in Sussex, to Talgarth in South Wales and then to Bozeat, Northamptonshire. Interestingly, we were under the impression that we had set ourselves a 600km FAI triangle. Closer inspection after the flight revealed that it was not! That didn't matter though – it was a great day out. On Monday 20 July 2020 I fancied something similar – but this time I was going to do my geometry homework first.

Monday and Tuesday (20-21 July) looked very good; two possible 750km days! Nowadays I don't normally do consecutive big tasks, but the circumstances of this year meant that I felt I had to fly on both days. I discounted going for a 750km on the Monday as I would simply be mush on the Tuesday and not fit to fly. I really needed to try to conserve energy on the first day or else have nothing left for the Tuesday. This is something I'm not very good at. I decided that the best plan for Monday was to not waste energy "over-thinking" things, and – more positively – try to fly in a much more relaxed way than I normally do. I know that one of my weaknesses is that I can create difficulties for myself simply because I work too hard!

I had accepted that Monday was probably a 750km day (note; it was!), but that I wasn't going to try one. In my book the next best thing is a 600km FAI Triangle. The meteorology seemed to indicate that a first turn to the south at Harting would work, followed by a leg out to the Black Mountains. The main attraction was the band of prime looking conditions between South Wales and the Wash, then drifting home on the light



Close to the edge: Thornbury, the author's home town, from 4,000ft. The two Severn Bridges can be seen (Martin Roberts)

north-westerly wind. However, there was a risk of spread out on that second crosswind leg. I settled my declaration as: Start, Lasham; 1. Harting; 2. Talgarth; 3. Crowland; Finish, Lasham. 627km.

I always relish the contemplation of a big flight. In my opinion reflection and imagination are quite a lot more than half of the sport of gliding. We spend an awful lot of time thinking about it compared to the amount of time we actually spend doing it. Personally I'm OK with that. At 10:20, as I sat with the engine running ready to launch on runway 27, I did wonder what kind of day today would be. Would it flow? Would I be able to do what I told myself I wanted to do and not over-think it? Or would it be hard to control the personal energy? The only way to find out was to go.

I took it gently down to Harting in the early thermals and turned at 10:55. It was all pretty steady and cloudbase was rising from 2,800-ish feet at the start. Conditions were improving; I picked a 5-knotter to 3,900ft (ASL) at 11:50 near Burbage and was flying well.

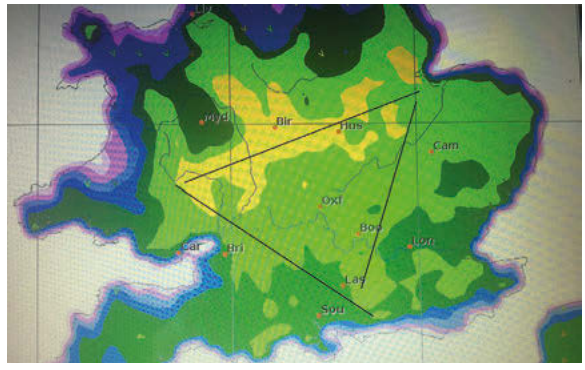
In fact I was thoroughly enjoying myself! My premeditated plan of not over-thinking it was working and I was conscious that it was freeing up resources. As I arrived south of Silbury Hill and Avebury, two of my favourite places, I found myself reflecting on a motorbike trip and a walk to the top of the Hill in 1982 with my girlfriend. I digress…

By the time I got to the Cotswolds, South Gloucestershire and the River Severn, I found myself singing *Close to the Edge* by Yes at maximum volume. Now I don't normally sing as I'm usually too maxed out with the flying considerations, but today was different. I had arrived near my home town of Thornbury. Super! This is where I grew up and went to school. I've had many happy times here. I did indeed live Close to the Edge just by a river. There was no restraining the old hippy and I was screeching like a banshee as I climbed in a 6-knotter about a mile north of and 4,000ft above my old house. *I get up – I get down…*!



Above: approaching the Black Mountains

Below: TopMeteo for Monday 20 July 2020 and the general considerations for the task



I had been eyeing the conditions up ahead over the Wye Valley and it didn't look so good. I crossed the Severn and reined it right back as it looked scrotty. Here I encountered two more gliders: Ventus 391 and a Discus, both I think from Usk GC. They were heading east. I took a weakish thermal with them, but it was enough to get me out of this poor area and on to Monmouth, where I took a more reassuring 4kts back to 4,000ft.

Now the Black Mountains loomed ahead of me. I love these mountains! I wasn't



Left: Hay Bluff and the Gospel Pass from 4,000ft

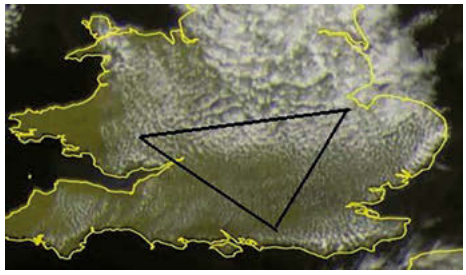
THERE WAS NO RESTRAINING THE OLD HIPPY AND I WAS SCREECHING LIKE A BANSHEE AS I CLIMBED IN A 6-KNOTTER ABOUT A MILE NORTH OF AND 4,000FT ABOVE MY OLD HOUSE



Above: the sky remained rotten

Right: crossing River Severn just south of Berkeley Power Station

Below: Satpic at 15:05 with task





IT'S THE SAME CHALLENGE WHETHER WE ARE CONTEMPLATING OUR FIRST SOLO OR THAT BIG TRIANGLE

Below: Monmouth from the south-west



comfortable enough to resume my role as a flying tenor just yet though. There was more cloud and some guile was required to ensure that I did not get too low through here.

I was rewarded with a veritable ear-popping solid 5-knotter to 4,500ft just before the turnpoint. Superb view. Now I was in good shape ready for the next leg. I turned Talgarth at 13:35.

I very quickly arrived overhead Hereford – but conditions were quite different beyond it; spread out and only sunny slots to aim for. This leg was supposed to be through the best conditions, but it looked like it was going to be through the worst. Boo!

However, I remained in a very positive frame of mind. OK, so I still had 370km to go and it was all spread out… So what? I had told myself before launch that I was not going to get fazed and create barriers for myself. It was 14:00 and I still had plenty of time so long as I didn't do anything really silly like getting low under the spread out.

I'm not going to try to claim that the next 190km into the Crowland turnpoint were anything other than a real trial in the horrible spread out messy sky. Having to fly under the Daventry CTA got my attention too.

Somehow I managed to keep up a tolerable speed, and when I needed lift – I found lift. I wasn't over-thinking it, I was just flying. Then I noticed that I was closing in on Peterborough and about here I sort of woke up and took my sunglasses off. Good job I did as I now realised that the sky really was awful! Because I had not been flying to the absolute maximum and had not been over-thinking it, I now had enough about me to search and locate another ear-popping 5/6-knotter back to 4,300ft. If I had missed that one I would not have reached cloudbase and then after that a large helpful area of weak lift which gave me another 20km+. I was extremely careful at the Crowland turnpoint and nursed my height in and out. Nice to look down and see gliders at a place I've never been to before. Turned Crowland at 16:00. All I had to do now was get home; 180km to run!

The sky remained rotten, but I figured that I had just flown through it with not too many scares. There was no particularly good



Left: Hereford from the west

■ There is a YouTube video of this flight at: *https://www.youtube.com/watch?v=zdthTGb30Jo*

reason to assume it would be any different going home. I had dealt with the tricky bits through being relaxed and open-minded. I reckoned my glass was half full.

The optimism seemed to be confirmed when, despite the appalling gloom, I flew a long leggy run to a sunny edge and hit another 5/6-knotter north-east of Thrapston to 4,400ft – 140km to go! I continued to head south, but the sky was slate grey and the altimeter unwound with a smoothness that would have unnerved me on any other day. Mmm…. soon I was down below 2,500ft despite telling myself that I would not get this low. After passing Rushden I was getting distinctly itchy at 2,000ft. Uh oh!… I dropped my water.

Relaxed

At 1,800ft it seemed to me that this flight could now go either way. I told myself that I had done pretty well to get this far and that all I had to do was stay airborne. On another day my self-talk might not have gone like this. But I remained relaxed and in the moment, just as I had promised myself I would. Staying airborne is *always* a good idea.

Then I found it; a nice little tickle of 2kts up over a place where it was not quite as grey as everywhere else. The climb steadied to 3kts average – but that'll do nicely thank you! I took that to 4,000ft. As I climbed I was relieved to glance ahead and see a friendlier looking sky. Pleasingly, I could actually reach it too, provided I didn't try to fly there too fast.

By the time I reached Milton Keynes the picture was transformed! The sky had cleared, the sun was strong and the lift was good. It was in the bag and I raced home at warp speeds in a joyous mood. I finished at 17:50. Wow! What a flight!

Where did it all go right? Well – I took quite a different attitude into the cockpit. Trying and succeeding in staying relaxed throughout was the key, and it was a revelation – as I don't normally fly like this! Over half of the flight was in not particularly sweet conditions, but by making myself ease off a tad I actually went faster and more confidently; an unexpected outcome. The next day went well too. I didn't have the energy for another 600km triangle, but I did have enough for a fast 535km trip. And I flew in exactly the same relaxed, unflustered way. Across the two days I logged 1,160km – I'll settle for that!

So – what do you do once your dream has come true? What is the next challenge? After this experience I would say that there is no next challenge. There is simply the same challenge; to improve our skills and self-knowledge and turn our dreams and aspirations into reality. It's the same challenge whether we are contemplating our first solo or that big triangle. Each time we go we find out just that little bit more about ourselves and how to do this amazing thing called gliding just that little bit better.

BY THE TIME I REACHED MILTON KEYNES THE PICTURE WAS TRANSFORMED! THE SKY HAD CLEARED, THE SUN WAS STRONG AND THE LIFT WAS GOOD. IT WAS IN THE BAG AND I RACED HOME AT WARP SPEEDS IN A JOYOUS MOOD



Martin Roberts flies a DG-800B. He has 1,200 hours plus the Diamond Badge. He started gliding at Essex GC at North Weald in 1987. Martin spent many happy years at Southdown GC then had a 10-year lay-off, but has been settled at Lasham since 2012.

TIME FOR JOYS OF OWNERSHIP

Adrian Morgan ignores all the warnings, visits a 'dangerous' site from the comfort of his home and finds himself taking the plunge and investing in a glider

THEY were sitting round the club table, watching the clouds lower as another front brought horizontal rain scudding across the field, discussing gliding sites which, aside from "landouts I have known", is a favourite topic on unflyable days. You know – favourite gliding sites, most spectacular sites; highest, lowest, hottest, coldest; most northerly, bumpiest, smoothest; longest runway, shortest. Inevitably, someone posed the question: "OK, what about the most dangerous sites?"

Having flown from only a handful aside from Easterton, I was all ears. Unanimously: "*gliderpilot.net*. Don't go near it. Be careful. Certainly the most dangerous site of all. You'll end up buying a glider."

No fear, not I; why the expense of ownership with a club glider or two in the hangar, ARC'd and ready to fly at £3/minute for an aerotow, six quid for a winch launch, flying time at a few pence per minute and no maintenance, ARC, insurance or hassle? Did not my friend Gordon say: "Bet you'll buy a glider," and did I not reply: "Bet I don't."?

Which is what, after a mere 80 hours in the sky, not by any means all of them solo, and two years into this lark, I didn't do. I didn't not buy a glider. Yes, I bought a glider.

Why? Because I could. At £6,500, including a good trailer that coped fine with the 1,200-mile round trip from the Cotswolds to Easterton, it was exactly £1,315 less than my second-hand Honda, which also coped fine on the 13-hour journey home. And also because it, well, it seemed to have my name on it, or rather my late father's name, John, or JHN. He would have liked that, and would certainly have sent me a cheque to cover the fuel.

Other reasons? Many, some of which are valid, and some downright self-delusional. It is not difficult to conjure up all kinds of justifications. Aside from that, ownership of an object so beguiling, even if it is just an old Astir CS 77 Jeans, fixed wheel – how dare they call it a Concrete Swan? – just feels good. So good the CFI caught me stroking it.

****

At Easterton next morning I awoke to a stiff neck, and the reality of glider ownership. So far the experience had been enjoyable. The sale had gone smoothly; the owners were helpful; I had spoken to the BGA's chief technical officer; Grob's agent; the CFI, the club inspector and none had tried to discourage me. It carried an eight-month ARC, from an inspector of high repute, and had been refinished not too many years ago. I was assured the gel coat was excellent. With a paper trail that stretched back to the days when it first flew out of a small field in Germany, I could be fairly certain it was not going to fall apart like the old Land Rover I bought off the forecourt of DGE Motors.

Leafing through the A4 hard folder revealed a new canopy a few years back, an aileron repair, an elevator push rod, pages of







Above: FLARM is fitted and GPS linked to LXNAV
Top right: Under the sheepskin cover is a new bit of foam
Right: The trailer coped fine with a 1,200-mile round trip

ARCs passed, interminable checklists, and signatures, advisories, and, heck, sometime in the 1990s a crash. Just my luck. *"Don't worry, my Libelle's had two new wings, a tail and the back of the boom replaced."* Ah, but did yours have a mouse nest surgically removed from its tail? *"No, but a cow chewed its elevator in a field the other side of Grantown-on-Spey."*

Of valid justifications for buying your own glider, the most pertinent is that there will be no waiting for Bob to descend from that booming thermal while you twiddle your thumbs, uncharitably wishing that he will before long lose that thermal and return to earth, quickly please, as the sky is dying.

It can be cheaper too or, rather, no more expensive. No air time, and provided you are unselfish enough to share in a syndicate, costs can be shared.

Emerging from Phil's caravan, blinking in the sun, the Usual Suspects began to converge, all Astir or former Astir owners, whereupon it became clear that my plan to tuck JHN away in its box for a week or so would not wash. Keen hands helped extract it from its trailer, wings attached, paperwork scrutinised, JHN was DI'd and given the all clear. And fly JHN, John Thomson did. I will always remember watching my, yes *my*, glider above the airfield – remember being the word, as the video I took of the maiden landing at its new home produced some shaky shots of my feet.

G-CJHN was, let's face it, a whim; a flight of fancy and, almost certainly at my age and realistic expectations, the first and last glider I will ever buy. Why would I want another, when a near sister ship set a world record many years ago? I will never scratch the surface of its capabilities. At a club that flies weekends mainly, and if every day were soarable – which in the Highlands is beyond wishful thinking – that amounts to no more than 50 or so hours a year, at best.



G-CJHN arrives at Easterton

That evening, after watching JHN fly, the club now deserted, alone in the gloom of the hangar I sat in the cockpit, fired up the instrument panel and closed my eyes.

No, Astir G-CJHN will suit me both down to the ground (and in the air).

PS: Some flights later, I have no regrets. Fitting FLARM and linking its GPS to the old LXNAV – one of only a dozen sold – gave me an insight into the baffling world of avionics, with thanks to the patient efforts of Dickie Feakes and Tim Newport-Peace. Under the sheepskin seat cover there's a new bit of the most expensive piece of foam I have ever come across and the compass, which used to read east when it really meant north, has now been swung.

All I have to do, as one of the Astirs told me, is to fly the pants off it. To date that's a handful of flights. What does it feel like to fly your own glider? Try it, is all I can say.



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*.

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SPOOKY STORY OF THE SWALES

Strange coincidence that reunites Jerry Henderson Newton with Swales glider built for his father



Jerry Henderson Newton is reunited with his father's Swales SD3-15T

THE COCKPIT IS ROOMY AND IT'S LIKE SITTING IN AN ARMCHAIR. I RATHER THINK PIPE AND SLIPPERS ARE THE ORDER OF THE DAY RATHER THAN FLYING SUIT AND GLOVES!

IN OUR family we have what we term "spookies". Events and coincidences that are remarkable, that you wouldn't predict, and that have strong family connections. What follows has one of those spooky moments.

I started gliding when I was 12 years old. My father was in the RAF and had joined the East Midlands Gliding Club (part of the RAF Gliding & Soaring Association) at RAF Swinderby near Lincoln so it was natural that I also took up the sport too. At the age of 16, I was sent solo by my father, who by this time was the CFI there.

By 1976 East Midlands GC had closed down and my father had joined Yorkshire Gliding Club at Sutton Bank, near Thirsk. In the November of that year he retired from the RAF. With his gratuity, and along with his friend Pete Hatton, he commissioned a glider to be built by Swales Developments Ltd of Thirsk. The glider was a Swales SD3-15T, which was delivered in early 1977. The SD3 was a 15m-span single-seater metal glider intended for small syndicates and club flying. It was an enhanced development of the Birmingham Guild's BG135 Gypsy sailplane design.

Swales constructed only five of their SD3s. Three were fitted with a V-shaped tail and the remaining two with a T-tail. My father's was the first of the two T-tailed versions.

I was never permitted to fly the Swales whilst my father owned her. It was suggested that for the insurance I needed to be Silver C qualified. Perhaps he was just too tight to include me on the insurance! Whatever. I'd put gliding on the back burner when I met and married my wife Margo in 1975.

Sometime in mid-1984 the machine was sold, my father having stopped flying by reason of ill health, and she disappeared out of our lives. That was the end of that. Or was it?

Fast forward to 2002. It's Christmas Day and our daughter, Kirsty, is being introduced to her partner's parents, Rod and Maureen Harris, for the first time. Being somewhat nervous and wanting to prompt conversations she commented on the painting of a glider hanging above the fireplace and mentioned that her grandfather used to have a glider with a T-shaped tailplane and red wingtips. Rod stated that the painting was of his glider and that it was in the garage if she would like to see it. A trip to the garage ensued to view the de-rigged glider, and a glance in the cockpit revealed a red tartan covered seat cushion.

"My grandad's glider had a red tartan cushion like that," said Kirsty.

"What's your grandad's name?" said Rod.

When she told him the comment was "Oh my God! Come into the house!".

A look at the log book revealed that it was the self same glider that had belonged to my father!

Frantic call

We got a frantic phone call. "You'll never guess what!" our daughter excitedly exclaimed. The reply was somewhat predictable. "Have you had an accident?" *"No!"* "Are you pregnant?" *"No – I don't think so."* (Probably not the right reply to her father.) "What's the matter?" *"I've found grandad's old glider!"* You could have knocked me over with a feather!

In due course we met Rod and Maureen, and I was reacquainted with the Swales. Goodness! Loads of memories came flooding back. This was swiftly followed by a flight in a K-13 with Rod at his club, Rivar Hill, at Shalbourne. During the flight I took control for the first time in 40-odd years. And yes – the little gremlin sitting on my shoulder started to work on me! Nagging at me to take up the sport again. I questioned Rod's parentage, saying: "You *******! If I take this up again I'll be a very poor man." The response was typical Rod Harris – just a chuckle from the back seat!



SD3 15T has found its way back to Sutton Bank (Arthur Docherty)

Well, I resisted the temptation for about 18 months. We were at a family birthday party when Rod announced that he was packing it all in, that he had sold his half-share in a Puchacz and that he was selling the Swales. I was intrigued and gobsmacked at the same time. Rod had gliding written through him like a stick of Blackpool rock. When I told my wife that the glider was for sale she said, without a heartbeat in between, "Well, you've got to buy it. You can't let it go out of the family again." I wasn't expecting that.

Green light

My response was to say that if I bought it, I would have to fly it, and that in order to fly it I would have to re-qualify. The answer was "Yes. And?". Ah-ha! All the green lights are on!

So, a short conversation with Rod and a few pounds exchanged and I took custody of the last remaining Swales.

During the gap in our knowledge of the location of the Swales it turns out that she had been to the Isle of Wight for about two years, being then bought by Rod, who had her for 20+ years.

It also turns out that Rod's eldest son's father-in-law also carried out its C of A inspections whilst it was at Vectis GC on the Isle of Wight. What a family connection.

Well, you couldn't make it up, could you? This is certainly one of our spookies!

Now, after more than 40 years, I've finally got to fly her. I have to say she flies beautifully, if a little noisily, but then she is a metal glider. The cockpit is roomy and it's like sitting in an armchair. I rather think pipe and slippers are the order of the day rather than flying suit and gloves! I'm biased, but I think she's a "proper gentleman's conveyance".

And what of the future? Currently the Swales is in my custody at Yorkshire GC at Sutton Bank. Our granddaughter has an interest in flying like her father, mother and both grandfathers. So, hopefully, the Swales will stay in the family as a flying heirloom when it becomes my turn to hand over custody.



Jerry Henderson Newton started gliding, aged 12, at Swinderby and was sent solo at 16. He learned to fly in a T-21 and K-13 before advancing to a K-8. Jerry returned to gliding when he bought the Swales and joined Herefordshire GC, before a relocation to Yorkshire and Yorkshire Gliding Club. He is working towards completing Bronze C and Cross Country Endorsement. Jerry is also a member of the Vintage Glider Club.

IT'S ELECT



TRIFYING!



The Thermal Podcast's Herrie ten Cate talks to Matthew Scutter after he won the E2Glide comp in his Diana 2 FES

TRADITIONAL gliding as we know it is changing. With the advent of various types of electric propulsion, a whole new world of zero emission gliding is here. Pure electric self-launch gliders and gliders with electric sustainer systems are here to stay. Older gliders are even being retrofitted with FES (Front Electric Sustainer) systems. The second annual E2Glide competition was held in Germany during the summer of 2020. What makes this competition unique is that pilots are able to use their electric engines to a certain degree during flight without penalty.

Contest winner Matthew Scutter flew his new Diana 2 FES. Matthew is also the developer of SkySight, the popular gliding weather app. I spoke to him in Brisbane, Australia, in late October.

HtC: ***Talk me through this competition and how it works.***
MS: The E2Glide concept, or the EGlide concept, is that you can use a limited amount of electric power in flight. Typically you're using around two-kilowatt hours of energy through the flight. Maybe a FES system has a total of five kilowatt hours of energy inside it – that enables you to race in conditions that otherwise might not be so soarable, or to increase your speed in conditions that are quite soarable. The actual format of the competition itself is a Grand Prix so everyone starts at the same time. The scoring is not the typical Grand Prix scoring of points, depending on where you placed, but rather it's more Tour de France style. So, if you're one minute behind the leader, then you have to catch up one minute on the subsequent day. In terms of the handicapping unfortunately there are not enough identical electric gliders that we can run a non-handicapped competition. In this case, it's just by variable size turnpoints, so the big Open Class gliders have to go all the way around the turnpoint. Other gliders, like the Silent 2 FES, might turn five kilometres before the turnpoint or 10 kilometres before. It's a really interesting format.

HtC: ***The concept, I gather then, is if there's a huge distance between thermals instead of landing out, you fire up your***

IT'S QUITE EXCITING TO BE BREAKING NEW GROUND WHERE NO ONE KNOWS WHAT'S BEST. IT'S LIKE FLYING BEFORE MACCREADY THEORY

■ www.e2glide.de/en/

Matthew Scutter with Sophie Curio during E2Glide



electric engine and head off to the next thermal.

MS: Exactly. On many days it wasn't even soarable in the start area, so we were able to use our engines to cross the start line and then glide away to somewhere where it was soarable. We could then fly the rest of the day in perfectly good thermal conditions. On other days we had really nice thermal conditions the whole day, from the start area to the finish, and it becomes a problem as to when you actually use that energy to increase your speed the most.

If you use it inefficiently people will find ways to beat you regardless, so maybe you climb above the clouds and glide with a stronger tailwind, or use it when you're flying slowly under the cumulus already in lift and you only use it in thermals, or maybe you use it in the cruise. Everyone was coming up with different tactics every day, trying to figure out what the best strategy is. It's quite exciting to be breaking new ground where no one knows what's best. It's like flying before MacCready Theory.

HtC: ***Self-launching gliders… aerotow, what did you do?***

MS: I've just picked up my Diana 2, so I've only been aerotowing it so far. There were a few gliders there self-launching. There was an Antares self-launching and I think one of the Silent 2s self-launched on a few days. A lot of gliders still had range anxiety; when you're allowed to use that energy in flight for racing, then maybe you don't really have any energy to come home with at the end of the day if the conditions die completely and you've wasted your energy somewhere else in the flight.

HtC: ***Did everybody make it back on a day-to-day basis?***

MS: Not at all. Quite a few people landed short, or didn't have enough energy to come home and landed out on airfields around the task area. We had quite ambitious tasking in very poor conditions. Pilots had to use their energy very judiciously and, if you didn't anticipate what was coming up, you could end up landing out.

HtC: ***How was your new glider to fly?***

MS: It's great. I only picked it up two and a half months ago – two months before the competition. It's a mating of the, let's say, original Diana 2 with some ergonomic improvements and with the installation of an FES system. The combination goes really well because the Diana 2 is so light. In gliders like the Ventus 3 and the LAK-17 with the FES batteries and pilot in there, you're up to near 450 kilos or even 500 kilos. The Diana 2 with empty weight, and no pilot, is only 270 kilos. So, with me in there and my flying weights was 340-350 kilos, which with two kilowatt hours of energy takes me a lot further than these heavier gliders.

HtC: ***And it's a 15-metre glider?***

MS: It's a pure 15-metre glider, completely racing optimised for the 15-metre Class.

HtC: ***What was the competition like to fly in for you? Was it also interesting geography?***

MS: The site is in a region of southeast Germany, with very hilly topography, a little bit tricky for landouts, and quite complex weather. Often the cloudbase doesn't really lift up on these hilly raised areas, so you have very low cloudbase locally but then, when you get out away from the hills, you've got much higher clearance above ground with perhaps not as strong thermals. So, it's really quite a challenging area to fly in, but the electric systems with the instant start really make for some interesting possibilities. Some pilots even did a little bit of ridge soaring. We had a little bit of wave phenomenon going on, we had a bit of everything.

HtC: ***And what was the competition like for you, what were your low points/high points?***

MS: I won the competition and that was

the first I've won with the Diana 2, which was quite exciting. And for me, it was just about trying to learn the most efficient way to use energy in flight. I think I latched on to the right strategy quite early, which is you have to use the energy when things are going well. If you waste the energy getting yourself out of a hole or trying to cross a gap or something like that, you'll end up going much slower than people who are able to increase their speed when they're already flying slowly because they're in a thermal or flying under a cloud street. You'll get a much faster speed as a result and use the energy then.

HtC: ***So that's a bit counterintuitive. As a long-time glider pilot I would have thought you'd be using that power to go between thermals if there's a huge distance, but you're saying you actually power up your speed.***
MS: That's right. That's my theory. Let's say you're cruising a large gap, it'd be much better to cruise that gap 10kts faster. When you reach the thermal at the other end, maybe you're a bit lower and it's not a very good thermal, then use the FES to climb because you're already planning on flying slowly there. It's much more efficient to use in the slow flight rather than in fast flight.

HtC: ***Is electric the future of gliding?***
MS: I don't think it's going to replace ordinary gliding in any way, but I'm very positive about the possibility to extend what we're already doing with gliding. Perhaps we'll be able to increase the length of the soaring season so, maybe, whereas competitions in Europe typically start in late April, we can start them in March with electric gliders. You can launch when it's not really soarable, when there's a very small window, and have everyone airborne and waiting for the window to come and then they can fly the race. If they get it wrong, everyone still gets to come home again.

And the same at the end of the season as well; we could have competitions going all the way to the end of October. I think if this competition was a pure gliding competition, maybe we could have set tasks on three of the days. On any other day, the tasks just wouldn't have been achievable; you wouldn't have got even 100km tasks in. It was only by virtue of the electric engines that we could fly this competition.

Whether there are other opportunities for the middle of the season is for people to discover. I think electric systems certainly open up possibilities on marginal days even in the height of the season. Also, when the weather's not good locally, but it's really good weather just a little way away, you can still run a competition and fly a big task.



Matthew Scutter won the competition, held at Grossrückerswalde in Germany, flying his new Diana 2 FES

HtC: ***Do you see the technology getting better and better, like electric cars with smaller, lighter batteries going greater distances?***
MS: Yeah, for sure. I think the battery capacity size is already increasing rapidly. In my Diana 2 I have a slightly larger battery pack than has previously been available with FES. I think that'll probably make its way through to all the other FES gliders and I'm sure the capacity, or the energy density of these batteries, will just keep increasing.

HtC: ***Is there a downside… do we have to worry about these batteries catching fire?***
MS: I am intensely uncomfortable with the idea of 12 litres of avgas behind my head. I find the idea of 40 kilos of heavy metals in a box slightly less concerning than 12 litres of avgas.

HtC: ***Fair enough. Matthew let's switch gears here for a bit and talk about SkySight. Are there any new features that we can expect?***
MS: I've always got lots of things going on. I've been spending my time in quarantine paying off a lot of the technical debt that I've accrued over the last years. It's been getting rewritten more or less from the ground up, which is going to enable a lot of big changes in the future. The biggest thing is, I'd like to have global coverage at least with coarse resolution models across the whole world. And to have everything really

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THE ELECTRIC ENGINE IS REALLY GOING TO OPEN UP SOME POSSIBILITIES FOR FLYING IN PLACES WHERE PERHAPS PEOPLE DIDN'T FEEL COMFORTABLE FLYING BEFORE



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

blend together nicely so that there's no difference between the border of one model and the next, always showing you the most up-to-date information for the region you are in. The exciting feature we've added in 2020 is smoke forecasts.

HtC: ***Here in Canada towards the end of September we had some great flying weather, but a number of days were really not flyable because of the extremely high overcast smoke from California. We were feeling the impact of it because it cut off the daytime heating, but your forecast helped us figure that out a little bit more about when we could and couldn't fly, so a good little feature.***

MS: We added smoke forecast in 2020, just for the American region for SkySight. We're getting that from a model, which is an experimental model the US government is running, that just tries to account for some of the effects of smoke. Smoke modelling is a really difficult problem because it's only maybe once every 10 years on average that we get a proper smoke event like we're seeing now, even though they've been very regular lately. When you look at it, we have the past 100 years of weather observations to test the model on normally, but we have maybe only 10 significant smoke events over the past 50 years to test a model and how it performs with smoke on. There's very little data to try and design and improve and validate a weather model's performance on when there's smoke in the air.

HtC: ***Unfortunately, you're probably going to get a lot more data in the next couple of years the way things are going.***

MS: Quite possibly, but we're looking at whether we can expand that smoke forecast to the other regions, doing the same kind of forecast the US is doing, in our own modelling in Australia and, potentially, Europe.

HtC: ***Finally, before I let you go, you're back in Australia. Covid appears to be more under control than in other parts of the world. What kind of impact do you expect it to have on gliding in Australia and what kind of season do you think you're going to have?***

MS: Australia has taken a very strict approach to everything so most of the competitions have already been delayed or cancelled, even though our case numbers are much better than, say, the rest of the world. And I think we've got our nationals scheduled for the end of March now, delayed from November and October. But I think they're most likely to run. The problem at the moment is one state, Victoria, still has a few cases left so they're more or less not allowed to move around or leave the state or anything. However, in terms of flying within our states, I think everyone's having a great time. We're able to go cross-country and fly nice flights without too much hindrance.

HtC: ***Is your new glider back in Australia?***

MS: It should arrive in about two weeks time, and then I have to get it registered and do all the paperwork. I'm looking forward to doing some big flights. The electric engine is really going to open up some possibilities for flying in Australia in places where, perhaps, people didn't feel comfortable flying before.



SOARING ADVENTURE
A GUIDE FOR CLUB PILOTS

I HAVE long thought that there was a gap in the market in gliding literature for the post-solo pilots aspiring to develop their knowledge, skills and confidence in the direction of cross-country flying. This has become more evident over the past year when we at Buckminster, under the very encouraging leadership of CFI Lyn Ferguson-Dalling, have been training a whole raft of new generation pilots through their Bronze and Cross Country Endorsements.

I was therefore very interested when Mike Fox published this book, which complements John McCullagh's *Bronze and Beyond*, by describing soaring skills and techniques in very practical terms, supported by clear diagrams and excellent photography throughout. I have always liked Mike's honest, self-effacing style in his wider BGA coaching role, and am very pleased to see his style reflected in this very practical guide.

Mike explains the topics of weather, soaring and cross-country flying in a very accessible and pragmatic way, with the safety aspects clearly threaded in, and with the aim of encouraging pilots of all abilities to develop their skill and confidence to stretch their horizons. You can infer that I enjoyed the book very much, and only wish such a gem was available in such a readable style 30 years ago!

I will now recommend this guide to each of our young post-solo pilots aspiring to get the most out of their gliding, and I hope they are infused from reading this work with enhanced confidence to have a go! But preparedness is everything, and I particularly enjoyed Mike's helpful hints and tips about being ready to exploit those good days in the fickle UK weather.

Overall, Mike has produced a very inspiring guide, demonstrating how any club pilot with the right time management and determination can develop the knowledge and confidence to make their gliding more adventurous in a safe and fulfilling way.

Phil Sturley, Buckminster GC

Mike Fox's book is an A4-sized publication running to about 125 pages. Who should have it and why? Let's answer the second question first, as a lead-in. Almost everyone nowadays complains of having not enough time, including instructors, who often cannot do more than provide a perfunctory debrief to students while walking the glider back to the launch point. Advice on other aspects of gliding beyond the just-completed lesson can be harder to come by (while stories around the bar may be just that and should thus be taken with a dose of salt, applied to some crisps!).

This book is essentially that missing longer conversation, split into logical chapters which include 'Being in the right place at the right time' on forecasting, 'Launching and getting away', and 'Making progress' on the jump from local to cross-country flying.

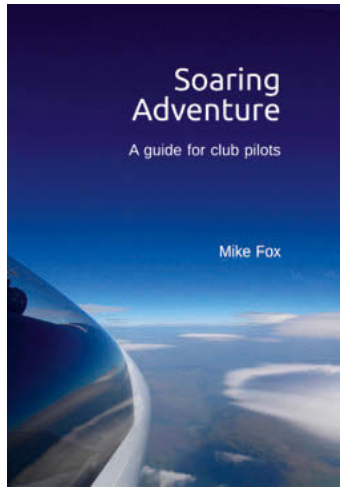
It's well written and profusely illustrated, while being more portable and less intimidating than some other books available. Mike's easy writing style, often anecdotal, means that it can be picked up and read a few pages at a time with pleasure.

It will be a useful addition to the library of any glider pilot, while being best for those in the early-solo stage – as it gives them something to aim for – through to the pilot teetering on starting cross-country, or who has just started cross-country. However, any pilot will learn or re-learn something from it.

Gerard Robertson, Auckland GC, NZ

I AM ALREADY A THIRD OF THE WAY THROUGH. IT'S THE MOST INTERESTING, EASY TO READ GLIDING BOOK YET!

- Lisa Humphries, Devon & Somerset GC



Soaring adventure - a guide for club pilots, by Mike Fox

Paperback; 125 pages, illustrated

RRP: £25 plus p&p, from *www.navboys.com* or from *https://mikefox.org/products/*

THE CLEAREST, SAFEST, EASIEST, MOST HONEST, ENCOURAGING GLIDING BOOK I HAVE YET READ. TOPICS I PAROTTED IN THE BRONZE, I NOW UNDERSTAND, THANKS TO HOT AIR IN BAGS AND AIR CONDITIONING, AND MUCH MORE

– Adrian Morgan, Highland GC



Different cloud layers are clearly visible



'Weird' wave clouds are forming

WINTER WAVE WONDERLAND

Early-solo Suzie Forbes is thrilled to have experienced her first wave flight at Wyvern GC



Away to the left is D125 danger zone

SATURDAY 17 October 2020 started as any normal early winter's day at the airfield. It was overcast with an easterly breeze, so it felt quite cold. It's going to be a typical 'circuits' day I thought as we prepared the airfield.

Once I got up in the air on my first (solo off checks) flight, I was mentally preparing for a short flight of no more than a few minutes. The air was incredibly smooth, and there was no sign of any lift, so I started my circuit at around 800ft. Then, as I hit low key, there was a bump as I flew through some kind of lift. I took note of this, so that I could take advantage of it during my second flight.

Once I'd released from the winch cable for the second time, I turned around and zoomed over towards the area where I'd felt the previous lift, barely losing any height. I was aware that I was flying downwind, so kept a good eye on my altitude, making sure I would have enough height to make it back upwind to start a normal circuit. After a few turns finding only gentle sink I thought it was over. So much for extending my flight time, I must've thought.

Then suddenly I found it! The lovely noise of the vario beeping in a high pitch was heaven. I banked and began to thermal. After a few turns I realised my downwind part of the turns were almost in cloud, so I immediately changed wing to thermal away from the cloud.

As I continued climbing, I noticed how much the cloud was growing, which made me feel even closer to it. "Weird," I thought, being extra cautious about where I was and checking the vicinity for any other aircraft. I was also close to the edge of the Salisbury Plain D125 danger area, so I was making sure I wasn't infringing on this.

I ended up making a few more wing



Northern part of the wave (photographs by Suzie Forbes)

changes as the wind kept blowing me closer to the cloud. I then realised the cloud was below me, yet I was still climbing! "There's something strange going on here," I thought with confusion, yet loving this unexpected lift and puzzled as to what the weather was doing.

As I reached 1,800ft QFE, I stopped thermalling, levelled out and instead flew north along the upwind side of this unusual cloud, as this seemed to be where the lift was. "Could this be wave?" I thought with excitement, as I flew parallel to the strange air mass. I turned around near the end of the cloud and headed in a southerly direction, knowing full well that D125 was on my right underneath the clouds.

Phenomenon

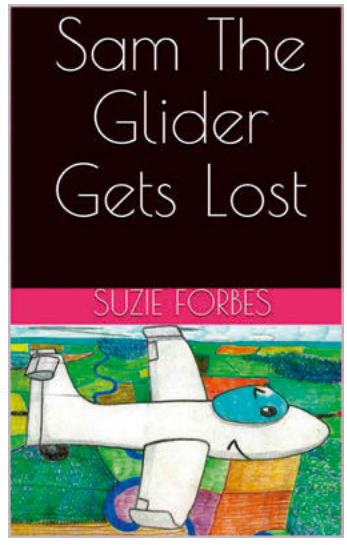
The air was so calm and, with weak lift of between 1-2kts, I climbed up to 2,000ft QFE. "Not bad for a winter's day!" I thought – especially as I was in an area where thermals were the norm, meaning that winter days were usually flat and short. I flew up and down this phenomenon several times, blissfully happy.

Then I thought I would have to take some photos, as this was turning out to be an awesome flight. My phone was in my trouser pocket, which was blocked by part of the five-point harness. Typical! I eventually retrieved the device and took a few shots with shaking hands. This was the first time I was taking photos while solo flying, so it felt strange briefly letting go of the controls, needing both hands to swipe the phone onto camera-mode. Thank goodness for having smooth air with no-one else around at the time.

When I looked at the S80 electronic variometer, which showed my flight time was 25 minutes, I decided it was time to leave this loveliness and land so that someone else could fly the aircraft. Maybe they would even find this wave cloud that I had clearly marked? In the club we are allowed to fly a two-seater solo for 30 minutes. I left the wave on the southwest side of the airfield and slowly flew around the grass runway anti-clockwise back to high key to start the circuit, making a perfect half-hour flight.

"That was the weirdest flight I've ever done!" I told everyone once getting out of the aircraft. Not only had I experienced wave for the first time in the local area, but I achieved the longest flight of the day, which made me proud. (I once had a flight in Scotland at an airfield which had ridge and wave on the same day.)

I believe I left my heart up there on cloud nine all day, as I was so euphoric. It's nice to have unexpectedly turned what seemed to be a typical winter's day into a soaring day and get so much praise for it, as some club members congratulated me on my incredible flight.



■ Suzie Forbes has written and illustrated a gliding book for children. Hand-drawn illustrations feature in her book, which is aimed at pre-school to six-year-olds.

Sam the glider is learning how to fly and dreams of having an adventure. During his flying lesson, he gets lost and finds himself by the sea. Fortunately, a friendly boat helps him and he returns home to tell his tale.

Amazon paperback: £5.50
30-pages
Kindle version: £1.99
ISBN-13: 979-8644469574
Published independently:
11 May 2020



Suzie Forbes started gliding in 2018, having always wanted to fly. She flew her first solo flight in April 2019 and (unexpectedly) gained Silver height in July 2020. Since going solo, she has been bitten by the gliding bug and flies most weekends at her local gliding club (Wyvern), weather permitting.



ADVISORY 17: EMBARRASSMENT AND HUMILIATION... *TWO VITAL INGREDIENTS*

Ebenezer Grimshaw has a final caution for newbies in mountains

DEAR Ab Initio, we've been flying in the mountains but I'm not your instructor. The reason I was sent to Earth was to help regarding all the things they did not tell you about flying gliders. Instructors are very good... they really are! But much reality gets left out. So before we leave the strange business of wave flying, there's something I need to get off my chest. It's part of the endless learning process that flying seems to be. And it's something they *did* actually tell you...

Flying solo amongst these hills you're clearly at a more advanced stage in your gliding 'career'... if I can call it that... (don't ask about the salary). And by now you must have discovered that, along with the whole business of learning to fly, comes a certain amount of embarrassment. Never *ever*, underestimate gliding's ability to humiliate you! I kid you not... Great Ones have been extracted from trees, and CFIs fished out of the sea. I myself saw an instructor land wheel-up. No-one is immune... so you're in good company!

Most embarrassments seem to happen with field landings, but it can be much simpler than that. A year or two back I was doing check flights to get myself current for the new season. I had an instructor who I vaguely knew from various holdings-forth in the bar, but with whom I'd never flown. The winch launch went OK, but we hadn't been airborne three minutes before he found a problem:

"Turn right," he said. So I did.

"Now turn left... and watch your airspeed." So I did... except there was a definite increase of airspeed which even I noticed.

"Oh heck," he said "Same old problem... get it all the time... you're all over the bl**dy place. *Hasn't anyone ever taught you how to turn?*"

I was unprepared for this... me... Grimshaw... of all people... been flying for ages... Bronze badge... the works! I was so astonished and alarmed I just spluttered.

So he spelled it out. "First you check your



airspeed and attitude. Then look around… especially into the turn…"

"But I did that… I definitely did that!"

"You didn't look *above* you. But it's not *that* I'm complaining about…"

"Well, *what* then?"

"Once you're sure it's safe to manoeuvre, commence the turn, but *put your eyes back on the attitude* so you maintain your speed. When you're *established* in the turn *then* you can look in again and check the direction and make sure it's still clear."

"So what am I doing wrong then?"

"You're looking in *as you turn*… so you have no speed control… in your case the speed usually goes up, but imagine what might happen if it went down!"

So we practised turns! Several times… and blow me… the nasty man was right. My speed now stayed the same in turns. I'd acquired an embarrassing bad habit… to add to all the others in my little old life (we won't go into them). This was such a basic issue that it sent my inner man into the sort of spin for which full opposite rudder is no use whatsoever. I'd been solo for ages, yet *I didn't know how to turn!* I mention this because we're still in the mountains looking for the mysterious wave and, if you're not careful, there's a classic error that can happen here too. No, I'm not talking about losing several thousand feet trying to jump wave bars… you're a wave-soaring newbie so you won't try that yet… at least I hope not!

Exploring

Let's say you're just in front of a wave cloud and going up smoothly. Your vario is chirping away like a happy budgie. All tickety-boo so far. You start to rise above the cloud. You get bold… start exploring. "Hey… this is just like ridge soaring!" and you're tacking back and forth along the cloud front sniffing out the areas of strongest lift. The wonder of wave never quite leaves you, of course… here you are… over three thousand feet above a murky glen… rising serenely and smoothly into a mysterious, brighter, higher world.

There is only one dark cloud on the horizon: *Do we know where we are?* In mountains, your relationship to topography tends to be significant! "Still," you think, "as long as I stay clear of cloud *where I can see*, I should be all right." It's just that the thought of the Cairngorms lying ahead somewhere makes you wary of a type of cloud the locals call 'Cumulo-Granite'… nice and soft to start with. Until suddenly… but… let's think of more cheerful things!

While you're lost in such thought, this is what happens: You notice you're not going up as fast as you were. With your soaring experience being almost entirely thermal, you instinctively respond… without really thinking… by easing back ever so slightly on the speed. But soon the rate of climb seems weaker than ever and your natural instinct is to fly even more gingerly. But now you're barely going up at all… just a quarter of a knot on the vario and even that seems to be fading slowly away. Then comes the moment when you take your eyes off the instruments and actually look around.

Mystery

That's funny… the cloud seems to be getting bigger! There's a lot more of it than there was… and, strangely, that front edge has spread in front of you and the lumps to either side seem to be mysteriously growing too. How did that happen? You check your altimeter again… no, you're not going down… it's definitely the cloud getting bigger everywhere! How can any cloud grow so fast without you going up at a*ll*… no matter how carefully you fly? It's a mystery! "*Perhaps the cloud is really fond of me*… Perhaps it just wants to be my friend and give me a nice soft hug as it grows and grows all around me…. Eek!" Then you notice you're *starting to descend!* If you don't do something different very soon, you're going to be getting an enormous, soft, white, clammy hug!

It's at this point that your Guardian Angel wakes up and realises they've been sleeping on the job. Or maybe they were offended at your invasion of their lofty territory. They decided to deliberately leave it to the last minute to teach you a lesson! Anyway, before you start flying blind without instruments (or training), your personal angel reaches down and gives your brain a heavenly, but timely, thump.

"*Oh… I've been drifting back!*" Suddenly it all becomes blindingly clear… you're being blown back into the crest of the wave where the lift is zero and the cloud is at its highest. How subtly it happens… not once did it ever seem like that! The cloud just appeared to quietly grow into a giant armchair. And you're about to sit on it… if not *in* it. You need to push forward and get out fast! But if you put your nose down to pick up 75-80kts, you start descending towards the mist at a fair old rate. But you realise you have no choice. It's either fearlessly forwards or get

I'D ACQUIRED AN EMBARRASSING BAD HABIT… TO ADD TO ALL THE OTHERS IN MY LITTLE OLD LIFE (WE WON'T GO INTO THEM)





THE MOST ANNOYING LESSONS ARE OFTEN THE MOST IMPORTANT ONES. YOU FORGET THEM AT YOUR PERIL



■ All cartoons by Ross Martin

the colossal clammy cuddle.

Hate to suggest it, but many gliding accidents-waiting-to-happen must be just like this. If you were to ask your all-seeing-all-knowing Guardian Angel for on-the-spot advice, you'd get the same classic reply as you would if you'd asked the famed Irish gentleman-of-the-road for directions to Dublin: *"If I was you, Sorr… I wouldn't be starting from here!"* That's how it must be when you screw up an approach and find yourself undershooting. "Arrgh… what do I do?" *"Well don't start from here!"* You could say that's the whole of safe gliding in a nutshell: *Don't start from there!*

But stupidly you *are* in this silly position and there's only one course of action open to you. Push forward and if you clip the cloud… well… tough. But hopefully not too tough! At least it's not freezing at this height and clear air is not far in front. If everything does go white then the glider should fly itself… up to a point… if you let it… and don't grip the stick as if your life depended on it! Remember what they told you? Worst case: into wind… centre the stick and pull the airbrakes out. It tends to stabilise things. Try not to turn. God… it's not going to come to that is it! How far down is the ground exactly? How thick is this cloud?

But, as you grimly thrust forward away from the wave crest, a wonderful thing slowly begins to happen… you notice you're not going down quite as fast. Slowly… slowly your rate of descent reduces until, to your great relief, you begin level pegging. The cloud reluctantly drops away under you. Then, despite still having 75kts on the ASI and still noticeably nose down, you actually start climbing again… very slowly to start with… and then faster. Hooray! The terror has receded and soaring is restored… you're back in the up-going part of the wave once more. Thank heavens for that!

You reflect on your error… of course you do. How did that happen? It was so subtle… you never noticed. And it occurs to you that, without thinking, you were flying the wave using your *feeble cloud street* technique… when the lift gets weak at home you instinctively fly slower. That's how it happened!

Hate to point this out, but there was a certain annoying instructor… wasn't there? Remember how he kept making you push forward? He was such a pain. He kept making you go out at right-angles to the wave front, even when you were damn sure there was nothing there. At every blasted point along the wave front he wanted you to push forward and investigate. He was really irritating. Now it comes to you… he probably just wanted you to get into the habit! The most annoying lessons are often the most important ones. You forget them at your peril…

Mistake

"Well, that's one mistake I won't make again," you say. (I wonder what the others are going to be?)

Back in the nice warm bar you bravely make your confession. And try to add that you spotted the situation in time, giving your Guardian Angel no credit for any of it. *"But didn't you look at your sat nav track?"* someone will ask. *"Not even once? You'd have seen instantly that you were drifting backwards!"*

Oh dear! As I said, never underestimate gliding's ability to embarrass you! But I do hope you enjoy the rest of your time in the mountains. It's not always raining. It's not always rough. Gliding is real rip-roaring adventure that you can have without breaking the bank, busting a gut, or drowning in sweat. You don't need pecs, huskies, or crampons… although I can't promise warm feet! All you have to do for your epic adventures is move your finger and thumb slightly… co-ordinate the end of your legs… and *think*. Surely anyone can do that!

Strange but true, as always…

Ebenezer Grimshaw

■ NEXT TIME: *How the Other Half live!*

Launch Point
Supporting British Gliding

Leaving a legacy

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

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

#5 OUTSOURCING THE THERMAL FACTORY OUTPUT - PART THREE

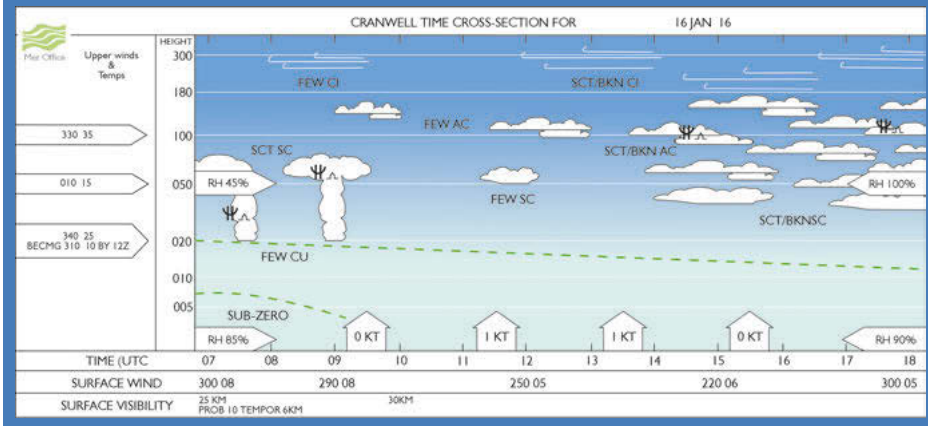


Figure 1: The layered sky and something called altocumulus! (illustration by Steve Longland)

GMAD – Gliding Mathematics and Atmospheric Dynamics

DESPITE the limited detail available to us from the met forecasters, figure 1 (above) clearly shows a layered sky and instability at different levels. There are two freezing levels, four or even five layers of air displaying different properties, but not just temperature differences. Varying circulation and humidity of the blocks within the layers are indicated by different cloud types and amounts whilst the layers are expected to change during the day as the air mass drifts through, including the effect of surface heating in the lowest layer.

Be aware that the development process of stratus is different from that of the formation of cumulus cloud. Cumulus cloud is only generated by the specific mechanism at a transfiguration level. So, a flow of sinking air must exist that transforms upward travelling air from a shimmer into a vortex. Note that, despite an inversion at around 1,000ft, early cumulus forms with a base of 2,000ft, climbing high into air with a considerably lower RH. It matures into 'stratocumulus' (local spreadout) topping 8,000ft, all with no ground heating. Later in the day there are numerous predicted levels of cumulus at 5,000ft and altocumulus forming at 10,000ft. At the lowest levels, despite the now forecast '1 knot thermals', there is no variation in the surface wind, so air here would only ascend in a shimmer.

We are too familiar with the simple explanation that the sun heats the ground, which heats the air and that warm air rises. This concept is routinely reinforced in texts.

From the Met Office: 'All cumulus clouds develop because of convection. As air heated at the surface is lifted, it cools and water vapour condenses to produce the cloud. From this we may assume that all our lift is generated from a ground source.' Whilst we might choose to believe this, it routinely fails most practical tests. If the facts don't fit, change the facts!

Glider pilots have a huge interest in the finer details of the vertical structure from ground level to somewhere above the cumulus cloud tops. In reality, even on good days when the sky is wonderful, indicated by active cumulus, there can be layers within which are blocks that hold differing lapse rates, levels of humidity and pollutants and where the instability is entirely remote from any surface heating.

From the Met Office: 'Altocumulus clouds can form in several ways, such as:

- Formation through the break up of altostratus
- The lifting of moist air pockets, which are cooled by gentle turbulence.'

Yet, as glider pilots, we know that any cumulus cloud is generated by the formation of a vortex. In these situations the thermal factory is obviously outsourced and it is clear that the formation of altocumulus has absolutely nothing directly or indirectly to do with the sun on the ground.

Allocating separate height bands to cumulus and altocumulus is misleading.

Kevin Atkinson, Aim Higher lead coach

■ ***Next time: the effect of water – the force multiplier.***

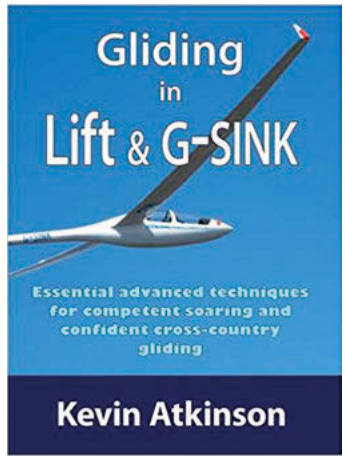
Aim Higher

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

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CAA SLMG Instructors and Examiners

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

Gliding Examiners

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

Safety Guidance

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

Airworthiness Inspectors

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

Airworthiness Guidance

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

Other Information

Courses *and Seminars*
BGA courses and seminars information is at https://members.gliding.co.uk/courses/

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

BGA Office Contact Details
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The BGA's Chief Executive, Pete Stratten, looks to the future

MORE REASONS TO BE CHEERFUL

EFFECTIVE cross-country flying in large part relies on flying in rising air as much as possible and moving forward in the planned direction, making the most of the available conditions. Now and then, we may need to park on a ridge or in a weak thermal and adjust the plan while we wait for the sun to reappear.

Moving forward with gliding felt a bit like that during 2020 – and it's not over yet! With a mass vaccination programme under way, there's every reason to be positive about a gradual reduction in restrictions that should allow our sport to move towards normal operations and, in due course, get ourselves back on the right trajectory.

Unusually large numbers of new solo and qualified pilots appeared out of club training operations prior to the pandemic. All of them will need some support and perhaps a friendly nudge to get themselves back in the groove as the opportunity arises. Meanwhile, staying in touch with all club members through online events and calls is as important as it was last spring and early summer. A huge thanks to everyone who is contributing to the various webinars and other events that help to keep us all engaged and tuned in ahead of restarting flying. As you'd imagine, there's a lot going on in the background. This update touches on pilot licensing, instructing and marketing.

Leaving EU

Having left the EU and EASA, the UK has retained EU regulation under UK law. So, broadly speaking, nothing much changes with the existing and incoming regulation that was adopted prior to 1 January 2021. This means that the previously reported rollout of Sailplane Pilot Licence (SPL) conversions with no loss of privilege by 8 December 2021 continues. Holding an acceptable medical certificate is a part of the conversion requirement, so some pilots will understandably be holding back from submitting their conversion application until they have seen, at the end of January, the detail of the licences and privileges that going forward will be able to utilise the CAA Pilot Medical Declaration.



Post-lockdown check flight

In the background, BGA staff and volunteers are working on several resources that will be needed by clubs later in 2021 as their pilot training operation activities adjust to meet the 'Declared Training Organisation' requirements. We're delighted that the CAA recognises the BGA's regularly updated and secure theoretical knowledge testing system that will continue to operate in the future, essentially unchanged. It shouldn't be a surprise that pilot training for qualification as an SPL holder looks very similar to that needed to train now for the Bronze and Cross Country Endorsements, both of which will be replaced by the SPL by 8 December 2021. The resources being developed by the BGA will support clubs, instructors and, probably most importantly, student pilots. Clubs will be consulted more on these topics over the coming weeks and months.

Instructing

Training is the beating heart of many clubs and introductory flights are a crucially important lead-in. In late 2020, the Introductory Flight Pilot (IFP) course requirements were updated to ensure that CFIs can get on with delivering a simplified IFP course at their home club. At the same time, a revised, simplified BGA instructor course has been produced that is being trialled at three clubs. The aim is to establish a simplified and CAA-approved instructor course in advance of December 2021 that can be delivered flexibly, making best use of club resources and people's time and availability.

Meanwhile, we strongly recommend that anyone who is thinking of getting into instructing should book on to an online 'Teaching and Learning' seminar. This is a requirement of the currently delivered, the trial and any future approved instructor courses. Some funding is available for trainee instructors. Anyone who has any questions about IFPs and instructors that they can't answer from the website can contact the BGA for guidance. Finally, on the subject of instructors, a reminder that there is good availability on our online FI(S) refresher seminars. Details are on the members' website.

Marketing

As time moves on, we'll again be in a position to attract new members to our awesome sport. But only if they know we exist! Working together with centrally managed resources can definitely increase our reach and we'll be extending current discussions around increasing our use of e-marketing (eg Google ads, etc) and reaching people through specialist magazine advertising.

We should not ignore the power of local PR. All local papers have websites and use social media. There are some amazing examples of good practice going on at clubs, including where superb local PR is sustained through a regular trickle of short, positive local news stories illustrated with images. Helping clubs to develop their own PR and pulling together in sustained centrally supported campaigning is a definite ambition for 2021. If there is a reader who is interested in offering a supportive expert input on this and any other topic, please do get in touch!







This page:

❶ Border's Mike Rose enjoys a wave flight on 25 October 2020

❷ You are never too young to learn about gliders – and Santa (Thanos Giankou)

❸ Sebastian Arijs, 14, on finals in Deeside's Puch (Ally Arijs)

❹ Fenland's Paul McLean and wife Anne after Paul sent his daughter Katie solo at Cranwell. All Paul's family have now soloed, as son Ash soloed a motorglider with the Air Cadets and Anne went solo at at Four Counties

❺ First flying day after November lockdown at Upavon Airfield, on 5 December 2020 (Paul Jessop)

Facing page:

❶ Autumn tow at Lasham (Jordan Bridge)

❷ Taken on 31 December: the end to an extraordinary year at Burn Gliding Club (Alastair Mackenzie)

❸ Wrekin's Astir is silhouetted against the wave over Cosford (Geoff Catling)





Grandad

What did you do in the Task Week,
Grandad?
Tell me stories of your flights and things.
Why do you stand among the planes
And wave your arms and hold their
wings?

You look so handsome, all dressed the
same,
It`s quite hard to tell you apart,
With your greying hair and little white
hats
And lovely grey beards looking so smart.

In time the young men will learn to
conform
And dress in a similar fashion,
When gliding completely takes over their
lives
And becomes so much more of a passion.

© David Bamber, Dorset GC



❶



❷



❸

■ Essex & Suffolk GC recently featured on ITVBe's *First Time Mum* series, ***writes Steve Jones***. This reality show is the 'diary' of local celebrity Ferne McCann, who found fame in ITV show *The Only Way is Essex*. Ferne's Grandad had said he wanted a gliding experience. ITV contacted us to see if we could help. Ass Cat Andy Booth carried out the briefing and flying. We also gave Ferne a flight (Andy Booth as instructor again) and this was shown on the full show on ITVBe. The programme was broadcast on 12 November and repeated many times. See: *www.youtube.com/watch?v=oFm-gy-E9tE*

All in all, we had a fun day out and we did get lots of publicity locally.



■ Our thanks to all the photographers and to our *Club News* contributors for sending these in. If you'd like to submit your previously-unpublished photographs for possible inclusion somewhere in *S&G*, please email them to: *editor@sailplaneandgliding.co.uk* or upload to: *www.sailplaneandgliding.co.uk/dropbox*

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CLUB NEWS

AGC ANGLIA (WATTISHAM)
WWW.ANGLIAGLIDINGCLUB.ORG.UK
520739N 0005722E
FLYING continued into early autumn although soaring conditions weren't great. That said, most people were able to fly and all solo pilots were up in the air again. We have been able to welcome military and non-military guests again, which has been very encouraging. With lockdown 2, all flying ops have ceased, but the AGC Condor group has grown and been very active. We've teamed up with our friends from Essex Gliding Club and have established a friendly, but competitive, Condor competition that generally takes to the virtual air every week. We've also re-established our weekly club Zoom calls to keep as many people involved as possible.
Simon Ginns

BANNERDOWN (RAF KEEVIL)
WWW.BANNERDOWN.CO.UK
511858N 0020631W
WE HELD a virtual prize-giving. We're taking advantage of the CAA rebate, buying SkyEchos. Our winter maintenance programme has started and we planned for some flying over Christmas, operating within the safety protocols.
Alison Arnold

BATH, WILTS & NORTH DORSET (THE PARK)
WWW.BWND.CO.UK
510742N 0021445W
WHAT a year, but we kept flying safely. Our last opportunity before lockdown was 4 November and members made the most of good weather. It is worth saying that only a few years ago a Wednesday would not have been a flying day at BWND, but we fielded three instructors all in compliance with Covid rules and offered winch launches and aerotows to solo pilots. John Hull towed Damian Murray to 8,000ft, where he encountered wave! We have been given some government grants and managed to attract a number of new members. The greatest challenge ahead will be developing new instructors.
Chris Basham

BIDFORD (BIDFORD)
WWW.BIDFORDGLIDINGANDFLYING CLUB.CO.UK 520803N 0015103W
2020 must have been the worst year in the history of the club. At the start of the year our field was waterlogged and there was no gliding for three months. This was followed by the outbreak of coronavirus and the suspension of all gliding. Our competition and the Wings & Wheels event were cancelled. Fortunately, there was some excellent gliding during the period from June to September, with numerous 300km and 50km flights. Gliding was then suspended until further notice and we can only pray that the vaccination against coronavirus is readily available before the start of next season.
Mike Pope

BLACK MOUNTAINS (TALGARTH)
WWW.BLACKMOUNTAINSGLIDING.CO.UK
515848N 0031215W
THE club hosted BBC *Countryfile* in November. Aerial footage was captured, which we hope will raise our profile. At the Zoom AGM in October, members' survey responses and the financial survival plan were reviewed. It was concluded that the current model of operating at weekends with weekdays by arrangement was the only viable option for the foreseeable future. Thanks to Keith Richards' skill and hard work, the club's refurbished K-13 looks fantastic. Members were saddened to hear of Peter "Doc" Saundby's passing in November (see tribute on pages 28-29). A towering character whose brusque exterior hid the kindest of hearts, Peter helped countless pilots as a tireless campaigner for rational legislation, reducing the impact of the bureaucracy surrounding recreational aviation.
Mike Codd

BOOKER (WYCOMBE AIR PARK)
WWW.BOOKERGLIDING.CO.UK
513642N 0004830W
WE ARE saddened to announce the death of Fred (Shep) Sheppard, 'part of the furniture' of the club, and more recent member Arthur Bayes. Our annual expedition to Aboyne was different from usual; we missed seeing our Deeside friends and the social scene was limited, but we made the best of it. Members who had never flown at a different site went solo and experienced wave for the first time. The November lockdown was filled with online activities, including talks on a wide range of subjects and an awards evening. We continue with the daily briefing, which brings everyone together and is full of useful learning.
Jane Moore

BORDERS (MILFIELD)
WWW.BORDERSGLIDING.CO.UK
553514N 0020510W
MESSAGES started to appear on the members' forum on 24 October about strong wave forecast early the following day; a tug pilot was located and several keen pilots were on site early. Mike Rose set off just after 10am and reports: "a turbulent tow led to a strong climb, averaging 5kts up to 14,000ft. I pushed into wind, hoping to find another bar around the back of some standing Cb, but without luck. However, turning south there was nothing but lift and I enjoyed a great romp down to Fontburn near Rothbury at a high speed. The Pennines looked very reachable, but they will have to wait for another day."
Kate Ashley

BOWLAND FOREST (CHIPPING)
WWW.BFGC.CO.UK
535301N 0023714W
DURING a brief spell in mid-summer, all of our instructors and pilots regained their currency and we enjoyed soaring on our local hills. Sadly, we were then impacted by a series of local lockdown restrictions (followed by the second national lockdown), which meant that our flying was curtailed. Happily, the current DfT advice means that we are taking to the air again now. Furthermore, a small, dedicated team, led by Richard Peake, used the time to carry out some much-needed improvements to our hardened landing areas and launch points, which will be of great benefit over the winter while we all hone our soaring skills in anticipation of a better 2021.
Richard Turpin

BRISTOL & GLOS (NYMPSFIELD)
WWW.BGGC.CO.UK
514251N 0021701W
THE year that just kept giving. We said goodbye to Larry, but will hopefully welcome him back in March. The thermal season ended, and we fell to the ridges. The training operation was perking up after the first lockdown when we were forced to stop again. With MF's engine away, thanks go to Usk for making their Pawnee available. The club welcomed chairman Andy Davis to the BI ranks. The committee committed the club to its first non-meeting-based AGM. A new signalling system was introduced to improve reaction times where a launch needs stopping. We'll start flying as soon as we can.
Greg O'Hagan

(Left to right): **BWND**'s Damien Murray enjoys 8,000ft aerotows on 4 November; Andy Davis joins the instructor ranks at **Bristol & Gloucestershire**; age diversity for **Buckminster** solo pilots, with 88-year-old Cathy Lawrence and 14-year-old John Jennings







BUCKMINSTER (SALTBY)
WWW.BUCKMINSTERGC.CO.UK
524912N 04228W
DESPITE Covid-19, our club has done the best it can with lockdown 2 (LD2). We have a programme of Zoom lectures and Dean Bennison soloed just before LD2. Roy stepped down from day-to-day management after a superb period of sorting things out. The club shut for LD2, but is planning limited flying after lockdown. Our AGM was run electronically. We have done some flying, being only 18 per cent down compared with 2019, but LD2 will make another hole in things. We are claiming a new record for check flights with a couple on the same day with solo pilots aged 14 and 88, giving 74 years' difference – beat that.
Danny Lamb

BURN (BURN)
WWW.BURNGLIDINGCLUB.CO.UK
534445N 0010504W
THE restrictions have posed persistent challenges in engaging members, especially those who were in Tier 3 before the November lockdown. Our committee has given much thought and energy to renewing the club's strategy. We've decided to keep our Pawnee, dispose of our Rotax-Falke and mothball some of our fleet until future opportunities reveal themselves. We intend to offer more aerobatic and flap conversion training. Thanks to members who helped complete a number of outstanding jobs. On a very bright note, Martin Ellis completed his 5,000th flight in the club K-13 on 22 October. His first solo was in a K-13 on 31 August 1980.
Neil Bale

CAMBRIDGE (GRANSDEN LODGE)
WWW.CAMGLIDING.UK
521041N 0000653W
AS AUTUMN approached, the club decided to continue seven-day a week flying throughout October. Andy Beatty, Stephen Rae and Steve Phillips took on the weekday instructing duties and enabled Antoni Prus, Euan Clark, Jake Rattcliffe, Lee Stimmel, Richard King and Simon Hay to go solo – Euan and Jake on their 14th birthdays! Following the November lockdown, five-day-a-week flying recommenced on 4 December. Social activities remain out of bounds, but we'll have a series of pilot training and development courses to enable members to keep current and engaged. Flying and simulator-based courses, covering everything from introductory flight training through cross-country and aerobatics to mountain flying, are on offer.
Chris Davis

COTSWOLD (ASTON DOWN)
WWW.COTSWOLDGLIDING.CO.UK
514228N 0020750W
WE ARE just recovering from the November lockdown and the instructor team has introduced a system to monitor currency of pilots wishing to fly solo. Ben Hilsenwrath joins the instructor team as a BI. Sadly, our traditional autumn expedition to Portmoak was cancelled, meaning no club expeditions or competitions in 2020, although a handful of members organised some flying at St Auban and Sisteron. We would normally, during the summer months, carry out a significant number of prepaid trial lessons. These have been put on hold until the Covid-19 situation is resolved. Our AGM, arranged for 30 January will be held online – a club first.
Frank Birlison

CRANWELL (RAF CRANWELL)
WWW.CRANWELLGC.CO.UK
530231N 0002936W
LIKE most, we've had very little flying since the last report due to weather and lockdown 2. Behind the scenes our club OiC, Luke Dale, has carried out a major revamp and rebrand of our website. A new line of rebranded clothing is being arranged by Christine Davies. We've also switched over to the new Glidex system at the launchpoint. Our engineering team has been busy with annual inspections and servicing on our Duo Discus, K-21, Discus and the tug. Our "GoSolo" scheme is progressing well. Ross Craney converted to the Duo. Our AGM was held over Zoom, with prizes being awarded by our CFI. Our thanks go to Zeb Zamo for submitting our report for many years.
Ian Webb

DARLTON (DARLTON)
WWW.DARLTONGLIDINGCLUB.CO.UK
531444N 0005132W
COVID-19 restrictions have seen us unable to fly. Some members have been carrying out essential maintenance with strict precautions. We'd like to thank Al (CFI) and Andrew (chairman) for completely cleaning the club room and repainting it. Our thanks go to Tim for modifying the electrics on the K-21 and working on replacing the broken canopy on the K-13. Dave and Ron have been hard at work in the MT hangar, many thanks to you both. We started flying on 2 December, but the field is starting to get wet again. We are looking forward to life and gliding getting back to some form of normality in the future.
Barry Patterson

DARTMOOR (BRENTOR)
WWW.DARTMOORGLIDING.CO.UK
503517N 0040850W
WHEN we have been able to fly, we have made the most of it. Congratulations to Karon Matten, who has resoled again nearly 30 years to the day from her first solo in 1990. When we haven't been able to fly, a team of members lead by 'Scratch' have been hard at work getting quad bikes/winches/club vehicles and generators in tip top condition. The gliders have had general maintenance by Colin in the downtime, ready to ensure we make the best out of whatever flying we can get in the coming months and season for all our members.
Richard Roberts

DEESIDE (ABOYNE)
WWW.DEESIDEGLIDINGCLUB.CO.UK
570430N 0025005W
AS the days draw in, visitors depart and we're seeing snow and ice; the airfield is getting quiet again. Soaring continues though, with members turning out mid-week and weekends whenever it looks flyable. We've had some decent wave days despite the autumnal and increasingly wintery weather. Publicity around Finn Hilton's solo on his 14th birthday this summer inspired 13-year-old Sebastian Arijs to join the club. He soloed nine weeks later, having also turned 14 – well done! The fleet will be boosted in the spring by arrival of our second Perkoz, meanwhile our EuroFOX is suffering from ignition problems that are proving difficult to resolve, giving the tuggies an opportunity to get re-acquainted with the Pawnee.
Steve Kenyon-Roberts

DENBIGH (LLEWENI PARC)
WWW.DENBIGHGLIDING.CO.UK
531239N 0032312W
WE ARE really making progress with developing our site to its max potential. Our biggest hurdle is overcoming the local council's rejection to our applications. By the time this issue is published, we will hopefully

(Left to right): last day before lockdown at **Burn** on 4 November (Peter Weaver); first solo for **Cambridge**'s Euan Clark; also Jake Rattcliffe at **Cambridge** - both pilots soloed on their 14th birthday; **Darlton**'s club room is given a makeover with fresh paint






have had the thumbs up from Cardiff. No doubt we will have had lots of ridge and wave days throughout winter, which will encourage you all to base your kit here during the winter months.
Chris Gill

DERBY & LANCS (CAMPHILL)
WWW.GLIDINGCLUB.ORG.UK
531818N 0014353W
WE MANAGED to operate a bit before lockdown. Many thanks to John McKenzie for accepting the role of CFI, and to his new deputies: Brian Allen, Dave Bailey and Richard Dance. Thanks also to Bob Bollom, who retired after many years as a deputy CFI, but continues as our safety officer. Thanks also to Pete Stratten for hosting a Zoom about the licensing and medical issues caused by leaving the EU. An Arcus has taken up residence, and we were sorry to lose Hans-Georg Werner, who has retired back to Germany. We now have an instructor rota, intended to make the most of any flyable days over winter.
Dave Salmon

DEVON AND SOMERSET (NORTH HILL)
WWW.DSGC.CO.UK
505107N 0031639W
MEMBERS maximised good weather in October, staying current and converting to other gliders. The last day before national lockdown was one of the busiest non-soaring days we've seen. Congratulations Mark Wallis for his Cross Country Endorsement. November's lockdown saw a rise in Condor racing, with various alpine tasks led by Stewart Henshall. Local North Hill flights on Sunday evenings also proved popular, with Stewart also leading expeditions to Denbigh, Long Mynd and Nympsfield. Members have been achieving Silver, Gold and Diamond badges in Condor. Congratulations to Dan Hender for a good performance in the Junior Gliding e-Winter Series on Condor, and to Stewart in the Norwegian Cup.
Jill Harmer

DORSET (EYRES FIELD)
WWW.DORSETGLIDINGCLUB.CO.UK
504233N 0021310W
DUAL and solo flying for members continued until 5 November, when we closed for the national lockdown. The club's EuroFOX has been sold to A T Aviation at Sandown on the Isle of Wight. The online BGA Club Management Conference in November resulted in a number of new ideas being adopted. In particular, we have removed the current one-hour flight time restriction to encourage more club flying and replaced it with a three-hour restriction. We'll be running a week's course for pre-solo pilots in April and task weeks in May and August. Club flying resumed on 2 December.
Allan Powell

EAST SUSSEX (RINGMER)
WWW.SUSSEXGLIDING.CO.UK
505423N 0000618E
WE WERE making headway through autumn when Covid-19 struck again. On coming out of lockdown 2 our membership was keen to fly from our newly-finished, well drained runway. Throughout the year excellent progress has been made on the second runway, but we still have a long way to go. Alan Hadwin and Bill Griffiths resoloed after long lay-offs. Three members spent two years restoring one of our K-8s to an immaculate state, ready to return to the air. Thanks to Chris Young, Chris Spurrier and notably Mike Evans for their efforts. Thanks also to Jon Stiles, who supervised and inspected their work.
Mike Jeater

EDENSOARING (SKELLING FARM)
WWW.EDENSOARING.CO.UK
544152N 0023506W
EDENSOARING is starting to gear up for next season after a whole year of no flying from our site (Condor doesn't count!). Part of the start-up plan is to base a K-13 at Denbigh for 10 weeks or so before we 'come home' in May. Hopefully, this will give all of our members an opportunity to dust off the cobwebs on their flying skills so that full advantage can be taken of our season at Skelling Farm. In the meantime there will be huts to paint, toilets to clean and fences to maintain; volunteers welcome!
Keith Nattrass

ESSEX (RIDGEWELL)
WWW.ESSEXGLIDING.COM
520253N 0003330E
DAVE Hertzberg has taken over from Alex Harris as our CFI. We thank Alex for his huge contribution during his tenure; amongst the many positive changes was a structured approach to teaching and his imaginative use of Zoom, which kept a sense of community alive. Dave was our CFI previously and he no doubt will take up the reins again with the same effective leadership. We are flying with our friends at Rattlesden during the winter months after having to close Ridgewell earlier than anticipated. We thank Rattlesden for their hospitality during difficult times. Let's hope that 2021 is better for all.
Cathy Dellar

ESSEX & SUFFOLK (WORMINGFORD)
WWW.ESGC.CO.UK
515630N 0004723E
WE WERE able to restart flying on the first possible day after lockdown and were blessed with some of the best weather of the autumn. Access to our clubhouse has been restricted in line with Covid-19 regulations. Congratulations to Isaac Jones, Tom Benson and Feiyu Fang (solo), together with Marco Costantine (resolo). Flying has been restricted so we've used the opportunity to complete a number of essential tasks, like installing a Covid-19 screen in our K-21, and work is progressing towards another in our Grob 103. A recent highlight here was the filming of an episode of the *First Time Mum* series with local celebrity Ferne McCann.
Steve Jones

HEREFORDSHIRE (SHOBDON)
WWW.SHOBDONGLIDING.CO.UK
521429N 0025253W
AS MEMBERS regained recency in time for winter wave, we enjoyed some celebrations during our virtual AGM, with novice pilot Ian Orpe taking the Eardisland Trophy (flying progress) and the Anne Kaye Trophy (highest score on the badges and achievements ladder). Other trophy winners were Nick Robinson (most enterprising flight), Iain Evans (best National Ladder flight). David Johnstone was recognised for his years as tug pilot and energy behind our tug fleet. Thanks go to outgoing committee member Geoff Harris, a club stalwart. New appointments include Andreas Jelden, responsible for club gliders, and Bob Pye as vice chairman. All eyes are now on the wave forecast.
Bob Pye

HIGHLAND (EASTERTON)
WWW.HIGHGLIDE.CO.UK
573508N 0031841W
CONGRATULATIONS to Ross Borland on converting to the Junior and to Adrian Morgan on the first of many flights in his new baby, an Astir 77 Jeans (see p34). We have

(Left to right): **Dartmoor**'s Karon Matten resolos, nearly 30 years to to the day from her first solo in 1990; Mike Evans works on the canopy of K-8 G-DDRZ at **East Sussex**; Just another day at **Lasham** International! (Jordan Bridge)






rediscovered the joys of winch launching. Our winch, probably one of the oldest in the country (a converted 1950's corporation bus) is kept serviceable through much hard work by Martin Knight. On the subject of old machinery… after a couple of years of devoted work by Stuart Naylor, the Slingsby Venture motor glider finally made it back into the air, resplendent in its original RAF GSA colours. It is now available for cross-country and field landing training.
John Thomson

KENT (CHALLOCK)
WWW.KENT-GLIDING-CLUB.CO.UK
51123N 0004950E
WE LOOKED back on the challenging 2020 at our first virtual Christmas meeting and discussed plans for 2021. We have a lot of interest from prospective members and are making every effort to engage and inspire them. Despite the challenges of 2020 some notable flights were achieved, including Best Flight by Peter Carpenter of 517km and Best 100km Flight by Tony Moulang and Les Connolly. Our Ridge Running Trophy went to Alan Garside, and Graham Drury won Best Height Gain Trophy and Best Flight Trophy. The Ab Initio Trophy for outstanding commitment and helpfulness went to Jose Patterson. Tony Moulang won the League 1 Ladder and Simon Harding League 2 Ladder. We look forward to some good flying in 2021.
Mike Bowyer

LAKES (WALNEY)
WWW.LAKESGC.CO.UK
570752N 0031549W
DUE to the Covid-19 lockdown we are not able to fly. This is due to Lancashire currently being in Tier 3 and the airfield at Walney in Tier 2. As many of our active members live in Lancashire, it leaves us with too few members to fly safely. Hoping that we will be flying again in the not too distant future.
Peter Craven

LASHAM (LASHAM)
WWW.LASHAMGLIDING.CO.UK
511112N 0010155W
AUTUMN was not particularly kind weather-wise, but did allow for a number of ridge flying days South Downs. Wednesday, 4 November set a month record at Lasham with around 150 launches, something normally more akin to what we see in the summer. Since then, despite a second national lockdown, the team at Lasham is continuing to work hard ready for re-opening, with work on the gliders continuing and refurbishment of parts of the clubhouse under way. Plans are well underfoot for the summer 2021 season, with courses available for all levels of pilots and the resumption of competitions where we look forward to hosting BGA national competitions in both June and August.
Jordan Bridge

LINCOLNSHIRE (STRUBBY)
WWW.LINCSGLIDING.ORG.UK
531836N 0001034E
THE club has updated the ground retrieve equipment. The old Toyota Hilux has departed for Africa and been replaced by another Leyland tractor and a Ford Ranger pick-up. The drivers are amazed that they now keep their feet dry. The ARC on our second K-13 has been completed and we are now ready for next season with hope and enthusiasm.
Dick Skerry

LONDON (DUNSTABLE)
WWW.LONDONGLIDINGCLUB.CO.UK
515200N 0003254W
THE club would like to thank Robin May, who is stepping down as our chief tug pilot and cadet coordinator, roles he has been fulfilling for the past 40 and 20 years respectively. Dan Chilcot and Mark Newland-Smith will be taking over those roles. To help encourage members to continue to fly over the winter, as in previous years, we have not been charging airtime in club gliders for the first hour, from December through to February. The winter programme continued with the Bronze lecture series, our Winter Wednesday series and the virtual quiz. As always, guests are welcome at the Dunstable Regionals (21-29 August), details of which are on our website.
Tom Pridgeon

MENDIP (HALESLAND)
WWW.MENDIPGLIDINGCLUB.CO.UK
511544N 0024356W
LOCKDOWN was more bearable because the weather was so inclement that we probably wouldn't have been flying much. Good use of the restrictions meant Jeff Green and Lez Saker fitted FLARM to the club gliders. We've had lectures and "keeping in touch" forums by Zoom. The 'estate team' has been trailer fettling and replacing steelwork to the hangar. A new safety committee is creating a safety management plan. Our CFI, Simon Withey, has updated our operations manual. Although our club is currently in a Tier 2 area, a large proportion of our members live in Tier 3 areas, so we are bolstering our Covid-19 security systems for the protection of all members.
Barry Hogarth

MIDLAND (LONG MYND)
WWW.MIDLANDGLIDING.CLUB
523108N 0025233W
WE WERE able to restart flying on the first day after the end of lockdown 2. A wet, cloudy morning rapidly improved in the afternoon and maximum use was made of the remaining time available. Members were eager to regain currency and, after the wave set up over the valley, two pilots climbed to over 6,000ft. Our three recent "Corona Lectures" have included presentations on: learning to fly, satnavs GPS and loggers, and competitions. More lectures are planned over the winter. Fingers crossed for more flying weather!
Steven Gunn-Russell

NORFOLK (TIBENHAM)
WWW.NORFOLKGLIDINGCLUB.COM
522724N 0010915E
AS I write this, we have been allowed to open the hangar doors and start to fly again, hopefully for good – we shall see after Christmas what the future brings. With most of our meetings going online, it's great just to get on to the airfield for a change. The reduced numbers that finally made the trip to Aboyne this year were able to enjoy some limited soaring, but brought home no new records. Congratulations go to Peter Flack for, at last, claiming his Silver height. We have taken the opportunity of the lockdown to have the fleet serviced and therefore be ready when the weather improves to do some real flying.
Adrian and Barbara Prime

NORTH WALES (LLANTYSILIO)
WWW.NWGC.ORG.UK
530239N 0031315W
IT WAS great getting back to flying, after lockdown, but short-lived, as BANG, within Wales we weren't allowed to travel out of county, then the "Fire Break". But we're glass-half-full people; we'll be flying soon. When we could fly, one of our instructors that passed

(Left to right): **North Wales** assisting Santa with stamina training; Geoff Jones after his solo at **Oxford** (Luke Riggs); Lewis King (16) is presented with his wings by instructor Mike Newton at **Crowland**; Kostas enjoys winter sunshine before rain stopped play at **Rattlesden**






his Module D before lockdown, was signed off. Well done, Frank. Also, Chris J was able to complete his Module D, and started his six-month trial. Several of us volunteered for a Covid-19 vaccination trial in Wales (mainly as one of the side effects is growing two more heads – so no need to move your head to keep a good look out!).
Ian Masson

OXFORD (RAF WESTON ON THE GREEN)
WWW.OXFORD-GLIDING-CLUB.CO.UK
515249N 0011311W
FOR the first time in the club's 80+ years we held a virtual AGM to appoint the committee, directors and club officers who will plot and steer a safe course through the uncharted waters ahead. Congratulations to all who won trophies in our virtual and socially distanced awards ceremony, including the highly coveted 'Flying Brick' award, which will be sitting (virtually) on Henry Morris' shelf. It would be indiscreet to say more than it involved a car shampoo bottle and our retrieve vehicle! Congratulations go to Geoff Jones on his very well deserved solo and Neil Swinton on becoming a BI/IFP Coach. We also welcome Tim Marlow and Alex Rose to the inspector fraternity. Our friends at OUGC are gearing up to resume safe operations ASAP.
Norman G Nome

PETERBOROUGH & SPALDING (CROWLAND)
WWW.PSGC.CO.UK
524233N 0000834W
IT'S been another quiet period that's allowed us to get on with some essential maintenance. The Pawnee had its propeller inspected, painted and refitted and is ready to start work when Covid-19 restrictions allow. Also our Husky engine has been overhauled and is going back into the aircraft as I type. Although flying has been reduced, Lewis King (16) went solo, well done Lewis. The club is managing quite well despite the lockdowns and the committee would like to thank its members for the responsible way they have behaved over the past nine months and complied with the ever-changing rules. Let's hope 2021 is a better year!
Roland Pitch

RATTLESDEN (RATTLESDEN)
WWW.RATTLESDENGLIDING.COM
521001N 0005216E
WE WELCOME our friends from the Essex Gliding Club (Ridgewell); they join us each year as their grass site is unusable during winter. Another lockdown has finished so we tried some flying. The first day back saw an enthusiastic crowd enjoy winter sunshine before rain stopped play. Not long before lockdown, we had a visit by the BGA to inspect our facilities and glider maintenance records. Due to the hard work and impeccable paperwork presented by our technical officer Chris Nobbs and chairman Liz Russell, we received a clean bill of health. Thank you both. Looking forward to welcoming 2021, hoping and praying we can return to some normal gliding activities.
Gary Western

SCOTTISH GLIDING CENTRE (PORTMOAK)
WWW.SCOTTISHGLIDINGCENTRE.CO.UK
561121N 0031945W
FIRST of all, congratulations to Tor Holtbrook on going solo on his 14th birthday, a milestone never to be repeated. Tom Thompson also achieved his Silver height in wave; congratulations Tom. During October and November our cross-country pilots flew over 3,700km in wave, including a couple of 500km. We recently undertook a consultation process amongst our members as to how we can turn the changes forced upon us by Covid-19 to our advantage and emerge leaner and fitter in 2021 to become an even better club than we are. Thanks go to many members for stepping up to the plate. We remain a seven-day week club and look forward to the flying season.
Sant Cervantes

SEAHAWK (RNAS CULDROSE)
WWW.SEAHAWKGLIDING.CO.UK
500509N 051520W
EARLY September provided some of the best soaring of the year, allowing adventurous members to explore as far as the "Cornish Alps" – the china clay waste tips at St Austell. Later in the month several groups enjoyed first flights, which should lead to more members post lockdown 2. Unfortunately, the expedition to Talgarth, postponed from March, was once again caught up in the virus and cancelled. We were lucky to squeeze in a successful BI course with our regional examiner, Simon Minson, for Nic Barretta and Pete Harvey. We have been progressing our normal winter maintenance and hope to have a Zoom AGM and Annual Awards in December.
Chris Bryning

SHENINGTON (EDGEHILL)
WWW.SHENINGTON-GLIDING.CO.UK
520507N 0012828W
CONGRATULATIONS to Alex Phillips on his BGA inspector ticket. We also have congratulations for Jackie and Kevin Hand, who tied the knot in September. Club members have been flying when able. Now we have widespread tight restrictions, things are a little more ad hoc as many of the duty teams can't travel. Hopefully spring will bring some good soaring and respite from Covid-19. In the meantime, glider maintenance continues within careful guidelines. We've confirmed 26 June – 4 July for our 2021 Regionals. As we're working from the 2020 competitor list, we are currently full, but happy to add people to our waiting list in case of changes.
Tess Whiting

SOUTHDOWN (PARHAM)
WWW.SOUTHDOWNGLIDING.CO.UK
505532N 0002828W
ON A misty day in December, we delightedly reopened the airfield. Unfortunately, the soarable northerly wind decided to change direction. Before lockdown, Soren Lundorf resoloed, Merlin Otha soloed and Seb Van Der Stichele flew a Silver duration. Lots of work has been going on, including an extension to the clubhouse for a classroom. We happily hosted the Kent, Surrey and Sussex air ambulance helicopter as they diverted due to bad weather. We were glad to help. George Elliot, a much-respected member and an ex-wartime Fleet Air Arm Officer, crossed the bar in November. He'll be greatly missed, but he is leaving us with a host of happy memories. (See obit on p71.)
Peter Holloway

SOUTH WALES (USK)
WWW.USKGC.CO.UK
514306N 0025101W
BEING in Wales, travel restrictions have affected our club more than those elsewhere in Britain, although our field has been too waterlogged to fly from and we have suffered a lot of days with poor visibility. We have been allowing a helicopter company, which trains Air Ambulance pilots, to land at the airfield occasionally for training, often in night-time exercises, and local residents have accepted that the extra noise is for a worthwhile purpose. Our AGM, due in January, may be postponed rather than be held online. A

(Left to right): congratulations to Tor Holtbrook on going solo on his 14th birthday at **Portmoak**; Kent ,Surrey & Sussex air rescue helicopter visits **Southdown**; post-Covid lockdown instructor check flight for **Wrekin**'s Colin Haynes on finals for runway 24






small band of keen members have been busy carrying out a range of improvement, repair and maintenance jobs in and around the clubhouse, hangar, workshop and airfield.
Stuart Edinborough

STAFFORDSHIRE (SEIGHFORD)
WWW.STAFFORDSHIREGLIDING.CO.UK
524940N 0021212W
DESPITE the lockdown, essential maintenance has taken place for things to be ready when gliding starts in earnest. The club motorglider is undergoing a major overhaul with the wings now stripped. The fuselage is next. At the time of writing, the whole aircraft is due back in service in spring 2021. We had a lot of flying despite lockdown issues with a full day of everyone filling their boots before the autumn lockdown. There have been a few additions to the private fleet with the most unusual being the introduction of a K-14, one of only three in the country. The winter lecture series starts with Mike Fox discussing human factors.
Graham Stanford

STRATFORD ON AVON (SNITTERFIELD)
WWW.STRATFORDGLIDING.CO.UK
521406N 0014310W
WE RESUMED flying after the end of lockdown 2 with a really good turnout and lots of flying (until the rain stopped play). It felt great to be back in the air. We reopened our 'virtual clubroom' so we could stay in touch; we have also had a quiz night. The temporary cessation of flying provided an opportunity to get on top of maintenance (thanks to all involved). We held our AGM virtually. Written reports from the club's officers were sent in advance and this kept the presentations on the evening short. We have record numbers attending, so food for thought for 2021.
Andy Balkwill

SURREY HILLS (KENLEY)
WWW.SURREYHILLSGLIDING.CO.UK
511820N 0000537W
WE ARE delighted to welcome Andrew Strand to our team of instructors. Andrew also has a big project on his hands after purchasing a Capstan that needs a lot of work! With lockdown 2 just finishing we are hoping to get everyone current before Christmas, but we need some decent weather. We are soon going to lose one of our long-standing members, Andrew Woolley, who now he has retired is moving to be nearer family – we wish Andrew and Rachel every happiness in their new home. Let's hope that 2021 is less dramatic than 2020.
Chris Leggett

ULSTER (BELLARENA)
WWW.ULSTERGLIDINGCLUB.ORG
550819N 0065753W
GLIDING continued at Bellarena up until November when a tug challenge and a circuit-breaker closed us down. Beforehand, Matthew Morrison completed his five-hours. We also have two new inspectors: Moore Campbell and Matthew Morrison. Owen Anderson, our vintage man and chief inspector, is working on a T-21. His follow-on projects are a Kirby Kite, BGA 327, and another T-21, with a Republic of Ireland registration. Owen and the committee are negotiating with National Museums NI on a project, which will see the Short Nimbus BGA 470 come to Bellarena for a much needed rebuilt and refurbishment. Work has started on the Vintage Rally to be held at Bellarena, May 2021.
Michael D Miskimmin

WOLDS (POCKLINGTON)
WWW.WOLDS-GLIDING.COM
535532N 0004740W
THE latest lockdown has seen us take to the online world again, including for our AGM. We thank Steve Wilkinson for his extended three years as chairman, with much progress achieved against our five-year plan. New chairman Craig Scott takes over as we contest the fourth planning application for housing close to our main runway. Graeme Cooksey organised a well-attended series of online Bronze lectures. Tugmaster Mal Gibson has been hard at work with tug maintenance, Rodger Murray has seen that the runways were mowed, David Haigh had the winch ready, and Tonita Day and Margaret Leach have kept the admin going throughout so Wolds were back in the air again on the first day after lockdown.
George Morris

WREKIN (RAF COSFORD)
WWW.WREKINGLIDINGCLUB.CO.UK
523824N 0021820W
WHILST plans to move from Cosford to RAF Shawbury are well advanced, the actual move date is subject to Covid-19 rules and guidelines. Our grateful thanks go to Kestrel GC for the loan of their tug, enabling us to focus on ensuring that all members have achieved aerotow currency and, in the process, we have enjoyed some early autumn local soaring. The good news is that, after a year out of action, our own tug 'WG' is nearing return from Syerston, where it has been under repair. The new engine has been fitted and thanks are due to Nigel Readman, Norm Potts and the team, who have completed a number of test flights and the ARC.
Geoff Catling
■ *NB: The move has happened and Wrekin is now RAF Shawbury Gliding Club.*

YORK (RUFFORTH)
WWW.YORKGLIDINGCENTRE.CO.UK
5357100N 00111332W
THE stop-start nature of flying during 2020 has been incredibly frustrating. Like many, we've done our best to cope with restrictions. Our socially-distanced AGM was held in a hangar and we are now used to outdoor daily briefings and strict launch point sanitising procedures. We have missed being able to fly members of the public, but we have been lucky enough to welcome some new members. We published our programme of winter Zoom lectures and our annual Bronze ground school will take place in an online format. With news of a vaccine, we remain hopeful of a return to some degree of normality in the spring.
Andy Carden

YORKSHIRE (SUTTON BANK)
WWW.YGC.CO.UK
541338N 0011249W
WE MADE the most of indifferent October weather before the impending lockdown. A bunch of Army pilots on a two-week visit were airborne at every opportunity. Early on, Derek Taylor managed a 270km wave flight round Yorkshire. November brought a busy soaring day just before we had to close. Dick Cole also managed to complete the flying tests on our new EuroFOX, HETY. We have been enjoying evening lectures via Zoom, those on landouts and lookout masterfully conducted by Full Cat instructor turned raconteur, Steve Thompson. Lockdown just lifted, we are getting under way again and beginning to check out instructors, then solo pilots. That is, when weather allows!
Ken Arkley

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



■ A highlight of the year in the local area, eagerly anticipated by many nearby residents, is the club's annual Open Weekend, normally timed to run alongside Father's Day. A feature of the most recent Open Day was a visit by the Catalina based at Duxford and it was a spectacular sight seeing this iconic aircraft landing and launching on the former WW2 runway.

› CLUB FOCUS

ESSEX & SUFFOLK

AT A GLANCE

Membership:
Full: £395pa
(reduced rates for juniors, at roughly half the adult rate, and social members with limited flying privileges)

Launch type:
Winch: £9
Half price for juniors

Club fleet:
Perkoz, Grob 103, K-21, 2 x K-13, 2 x Astir single-seater, K-6, SF27, Slingsby T-61 TMG

Private gliders & TMGs:
About 40, including six turbo/FES

Instructors/Members:
26/120

Types of lift:
Thermal, convergence on the sea breeze

Operates:
Four days a week all year, plus extra days during the summer soaring season. Plans for a seven-day week.

Contact:
glide@esgc.co.uk
www.esgc.co.uk

Long and Lat:
515630N 0004723E

ESSEX & Suffolk Gliding Club was established in the late 1950s. It's had several sites during its life and moved to Wormingford in 1990 on the site of a former WW2 fighter base. Since moving to Wormingford, the club has grown and the facilities are the envy of many clubs around the country.

We operate on a grass runway, about a mile long, and our winch operation is one of the best in the country; normal launch heights are 2,000ft and we regularly achieve 3,000ft when the conditions are right. We are fortunate to have a concrete strip alongside our main runway and concrete pads at either end of the runway which allow us to operate throughout the year even when the grass is too wet.

We have a large clubhouse with kitchen and extensive workshops, allowing us to do most of our glider and equipment maintenance on site. Also a number of caravan sites, which members use for overnight or longer stays. There are excellent restaurants and accommodation close to the airfield.

Instruction is provided four days a week throughout the year, with additional days based on demand during the summer soaring season. Plans are being made to extend this to a seven-day-a-week operation during the summer, with instruction available every day. Extensive training is available at all levels and we plan to extend this to intensive training weeks. Regular flying days are run for local youth groups and air cadets, as part of our reach into the local community. We have a significant number of junior members, who benefit from substantially reduced fees and the ability to choose from our fleet of four single-seat and five two-seat gliders.

Our training is second to none and the club participates, usually with some success, in regional and national club competitions. We are particularly proud of the successes achieved by those who have trained through our junior scheme.

Soaring locally is mainly thermal, but we do have some days when we can use the local sea breeze. Our normal cross-country tasks run to the north into East Anglia and westwards towards the Midlands, where we regularly achieve flights of 500km and more.

Steve Jones

VGC ARCHIVE IS TAKING SHAPE

IN EARLY December I paid a visit to Lasham, ***writes VGC President Andrew Jarvis***. The day was bleak and wintry – I could only admire the few people who were doing circuits in the K-21s. My first stop was the new VGC Archive, now called the Campbell-Hull Archive Room, or CHAR. This is to mark the generous legacies from Neil Campbell and Ted Hull.

We believe the building was once the gun cleaning hut during those dramatic years when Lasham was home to several Mosquito squadrons. I received a warm welcome from archivists David Williams and Robin Birch. I must also mention past-chairman Christine Whittaker and treasurer Sue Brooke, who were instrumental in creating this marvellous facility.

You can't appreciate just how much is in the Archive without visiting it, and neither do you realise the huge task of caring for these old, rolled-up drawings. One particular plague is the dreaded yellow-brown streak of decayed Sellotape! As well as drawings and priceless technical data sheets, the Archive houses many paintings, postcards, mementoes and, of course, the VGC's own records.

Remember, only VGC members can access the Archive! You can join us (the world's largest gliding club) by contacting membership secretary Walther Hoekstra, at *memsec@vintagegliderclub.org* As ever, the annual subscription is 'the price of an aerotow'. You can then contact chief archivist David Williams at *archivist@vintagegliderclub.org*

Over at the GHC (Gliding Heritage Centre), work continues non-stop as I mentioned in the last *S&G*. The standard of work is quite incredible. I asked Gary Pullen if he EVER takes any time off. He assured me that he had taken a day off earlier in the year!

Our first scheduled rally for 2021 is 'Park and Glide' at The Park Airfield (Bath, Wilts & North Dorset GC), 7-10 May: the 'Early Spring Holiday'. You may remember, this was the first of the many VGC events to be cancelled in 2020. The main organiser is Phil Drake, aided by Geoff Pook – two of the kindest chaps in the business.

After The Park as a 'warm-up' comes the main UK event: the 2021 National Rally at Bellarena, Northern Ireland. The dates are 29 May to 4 June (Whitsun Bank Holiday). The VGC are the guests of Ulster Gliding Club. Our hosts are Brian Irwin (chairman), Mike Miskimmin (CFI) and Owen Anderson (instructor and rally organiser).

I'm told the last time the VGC was at Bellarena was in 1994 – the year before I joined. Inevitably, the VGC contingent will be modest – perhaps more of a 'flight' than the whole squadron – but it's certain to be a memorable week. Brian will also extend an invitation to Dublin GC and this would be a great opportunity to visit one or other of the beautiful Eire gliding sites 'while you're there'. Bellarena is aerotow only, but the tows are 'modestly priced'!

A unique attraction will be the 1947 Short Nimbus, which has fallen into extreme disrepair, but should by then be in the Bellarena workshops. Owen has taken on the Herculean project to restore the Nimbus – you can do a token bit of restoration if a wet weather programme is called for (a distinct possibility). I repeat the eternal plea to 'book early', both to help the host club with planning and also to ensure a place on the ferry – the boats are much smaller than the Cross-Channel ones.

I'm pleased to confirm that the Camphill/Capstan Rally and the Sutton Bank Slingsby Rally are in place for 2021. The Camphill dates are 18-25 June, and Sutton Bank 27 August to 3 September.

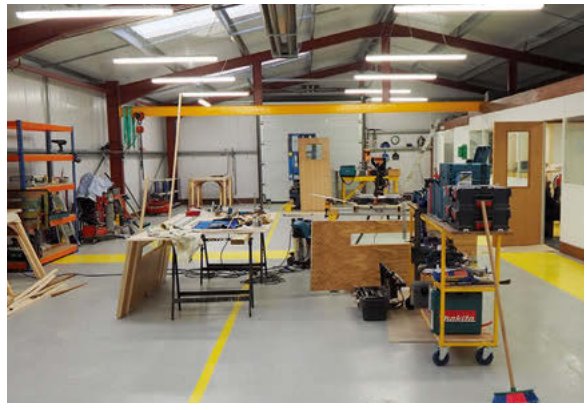
Let's all put Covid behind us – and, as the B52 pilot says in *Dr Strangelove*: "We got some flyin' to do!".

■ *www.vintagegliderclub.org*



Above: The curse of Sellotape! Vintage technical artwork housed in the VGC Archive at the Gliding Heritage Centre, Lasham

Below: almost-completed workshop



2021 RALLIES

■ Park and Glide rally, The Park, 7-10 May
■ UK National Rally, Bellarena, 29 May – 4 June
■ The 25th Camphill Vintage Rally, 18-25 June
■ Sutton Bank Slingsby Rally, 27 August – 3 September
■ VGC Rendezvous, Flugplatz Nordhorn-Lingen, Germany, 23-29 July
■ 48th VGC International Rally, Achmer, Germany, 31 July – 8 August

COMMUNICATE AIRPROX RISKS

Chris Fox and Ed Downham report on Airprox involving gliders during a year of extraordinary events impacting on the amount of flying in the UK

Hello! Welcome back to our annual update on Airprox events involving gliders.

Glider Airprox in 2019/2020

From 1 July 2019 to 1 July 2020, there were 20 Airprox involving gliders out of a total of 148 Airprox in the period, excluding drones (see figure 1, below). Thirteen of the 20 were reported by the glider pilot. Again, we are pleased to see that you're making use of the system.

Clearly the extraordinary events of 2020 have had a major impact on the amount of gliding and other recreational flying in the UK, and that's reflected in the reduction in Airprox this year.

Figure 2 (top of facing page) shows the number of Airprox in 2020 between GA aircraft (which includes gliders) and other categories. It's clear that most happen with other GA aircraft. Trends are, of course, completely upset in 2020, so we're not including those graphs.

So far in 2020, there have been 12 Airprox involving gliders, of which four were in the 'Risk Bearing' A or B categories.

Two were in the highest risk A category, where the Board felt that luck played a major part in avoiding a collision. A glider encountered a DA62 on an instrument procedure – the glider pilot described it as 'the most frightening experience I've had' – and a parachutist appeared out of a cloud extremely close to a glider.

Although there are fewer Airprox this year, the common themes remain:

- Talking to Air Traffic (ATC) when you are

AirproxID	Risk	Latitude	Longitude	Aircraft 1	Aircraft 2	Location	Type	Comment
2019175	B	51.5	0.2833333	GROB - G109	MILES (Miles Falcon)	Nr Damyns Hall	Very late sighting	In a known pinch point
2019176	B	52.0833	-0.916667	SCHEMPP HIRTH - VENTUS2CT	CESSNA - 182	Silverstone	Late sighting	On a very busy day
2019196	E	52	-1.833333	SCHLEICHER - ASW 20	DIAMOND - DA42	SW Evesham	Sighting report	Both saw each other
2019197	B	51.2167	-1.066667	SCHEMPP HIRTH - VENTUS2CT	PILATUS - PC12	Basingstoke	Near overflight	PC12 routing past Lasham
2019236	B	53.75	-1.083333	PZL SWIDNIK - PW5	AERMACCHI - SF260	Burn	Overflight	Directly overhead Burn
2019263	C	51.1833	-1.05	SCHEMPP HIRTH - VENTUS CT	ROCKWELL - 112	Lasham	Overflight	Rockwell was visual and continued
2019271	C	51.9167	-1.116667	SCHEIBE - SF25	AEROSPATIALE - AS355	Bicester	Near overflight	SF25 in the circuit
2019282	A	51.1667	0.9	HpH 304 SHARK S	DIAMOND - DA62 ·	Ashford	Late sighting	DA62 on instrument procedure
2019294	E	51.6833	-2.333333	GLASER DIRKS - DG 505 (on tow)	PIPER -PA34	Nympsfield	Late/non-sighting	Above cloudbase
2019298	A	50.85	-3.283333	PZL BIELSKO (SZD JUNIOR)	OTHER (canopy suspended}	North Hill	Very late sighting	Parachute descended through cloud
2019199	B	52.75	-0.316667	GROB - G115 E	SCHEMPP-HIRTH - VENTUS	NE Wittering	Late/non-sighting	Ventus had transponder off
2019227	E	52.15	-1.45	CESSNA - 404	Unknown glider	NW Banbury	C404 saw and avoided	Busy comp day
2019242	C	51.2167	-1.166667	CHINOOK	Unknown glider	Popham	Chinook visual at <1nm	Odiham using FLARM for SA
2019291	B	50.8833	-0.616667	DASSAULT - FALCON900EX	Unknown glider	N Littlehampton	Late sighting	Falcon descending out of controlled airspace
2020022	E	51.8867	-02.566667	SCHLEICHER - K-21	MD HELICOPTER - 500	Dunstable	Near overflight	MD500 passed just W
2020044	C	50.7667	-2.183333	DASSAULT - MYSTERE FALCON20	SCHLEICHER K-13	E Eyres Filed	Late sighting	Falcon inbound Bournemouth
2020040	C	51.75	-1.67	VOYAGER	Unknown glider	Oxford	Late sighting	Voyager descended into busy area (no FLARM at Brize)
2020047	E	50.76 ·	-4.2	AVENGER	DISCUS	Halwil, Devon	Late sighting	Avenger startled by late sighting
2020051	E	51.2	-1	DR400/ARCUS T	R44	Lasham	Near overflight	R44 passed close to Lasham as tow departed
2020054	E	53.03	-0.43	ASTIR	C182	Cranwell	Overflight	C182 routed over Cranwell ATZ

Figure 1: gliders involved in Airprox between July 2019 and July 2020

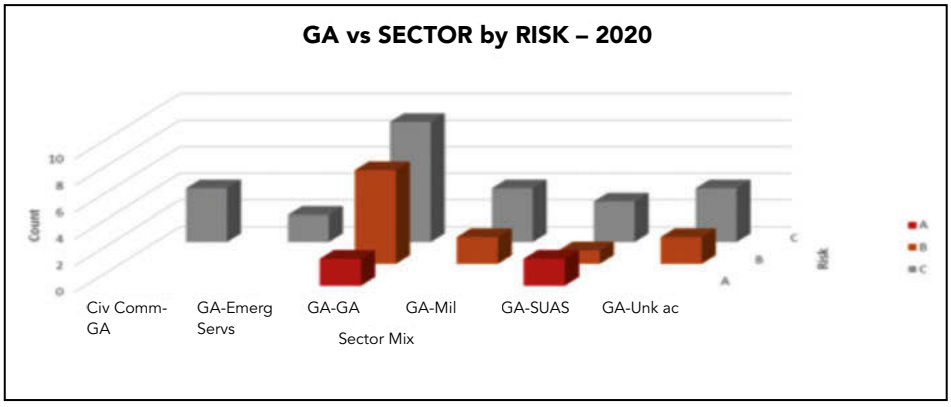


Figure 2: Airprox in 2020 between GA aircraft (including gliders) and other categories

passing may well avert an Airprox, especially if the relevant airfield has an Instrument Approach Procedure in Class G airspace.

- If you have a transponder, turn it on!
- The recent CAA scheme has encouraged the use of ADSB-capable devices, such as the SkyEcho. We support this and would encourage people to use them.
- If you do have an Airprox, report it promptly to any convenient Air Traffic unit. That way, the relevant radio and radar data will be captured.

We have seen some cases where aircraft are tracking around just outside of the 'blue circle' around gliding sites on the VFR chart, as if this gives them protection from encountering gliders. The circle is, of course, only a warning to aviators.

Last year the Board recommended that the CAA and MAA review their policy regarding the use of 'FLARM Radar' displays by Air Traffic Units. This has now been subsumed into a wider review of the use of Electronic Conspicuity in UK Airspace. Unfortunately, the CAA seems reluctant to support any non-certified EC other than the ADSB devices at this stage. This is a great shame, as we believe there is an opportunity to improve safety for all at low cost.

The recommendation that SkyDemon review its depiction of gliding sites has had a happier outcome – these are now shown much more clearly. Well done, SkyDemon.

Overflights of gliding sites

Overflights remain an ongoing problem; as of November 2020 there had been 166 incidents reported to the BGA. Helicopters are involved in ~25 per cent of these.

Seven of this year's Airprox events occurred in or close to the overhead of gliding sites.

Often these happen because of a misunderstanding of the risks involved, and we continue to work hard to communicate these risks to other aviators.

Tools like FlightRadar24 mean that with prompt action it's often possible to identify an overflying aircraft. Where this happens, the BGA or club will write to the owner or operator describing the incident and the risks thereof. There have been several very positive responses to these letters; education and persuasion are far and away the best methods to deal with this issue. But we still have quite a way to go.

We are also working with the CAA in forums, such as the Mid Air Collision Challenge Group, to work out what regulator action might be appropriate. Our data has been taken on board and some ideas have been floated, such as classifying winch launch sites as 'obstacles' in the AIP. As yet, nothing has been decided.

We are sure that there are other occurrences that are not being reported. The guidance on how to report overflights is at *https://members.gliding.co.uk/2019/03/22/bga-guidance-re-overflights-of-winch-sites/* and we urge you to report any occurrences at your club.

Instrument approaches in Class G airspace

A couple of years ago we talked about the hazards of Instrument Holds located overhead airfields, which aren't marked on VFR maps.

In the past year, we've also seen some Airprox that happened on other parts of Instrument Approaches, sometimes quite a distance away from the relevant airfield.

Whilst aircraft flying these procedures are required to see and avoid, it is an unavoidable fact that the workload of flying accurately on instruments, often whilst training or being tested, is likely to affect their ability to look out. It's also the case that there can be an incorrect sense of

UK AIRPROX BOARD

THE Board's sole purpose is to promote and increase air safety. It investigates all Airprox that occur in UK airspace and it's made up of 14 people involved in aviation from almost every discipline: ground and air-based, civil and military, professional and amateur, users and regulators. It's chaired by the director of the UKAB – currently Rachael Caston, a highly experienced ex-RAF pilot.

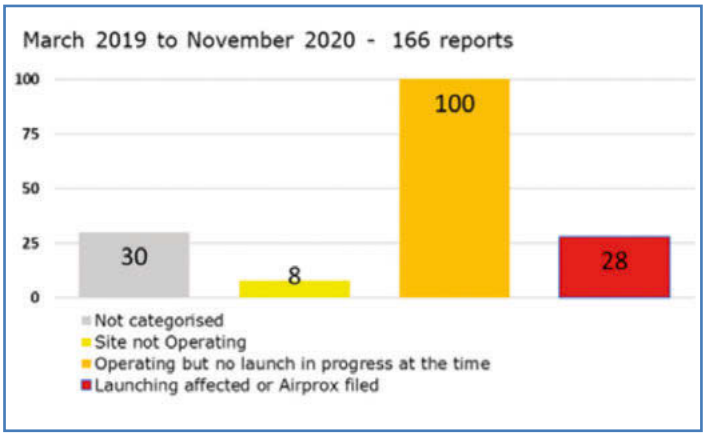
An Airprox is any event where, in the opinion of a pilot or air traffic controller, the aircraft involved got close enough to cause concern. That's it. No minimum distances – but note it must be a pilot or ATC who files the report, not a ground observer.

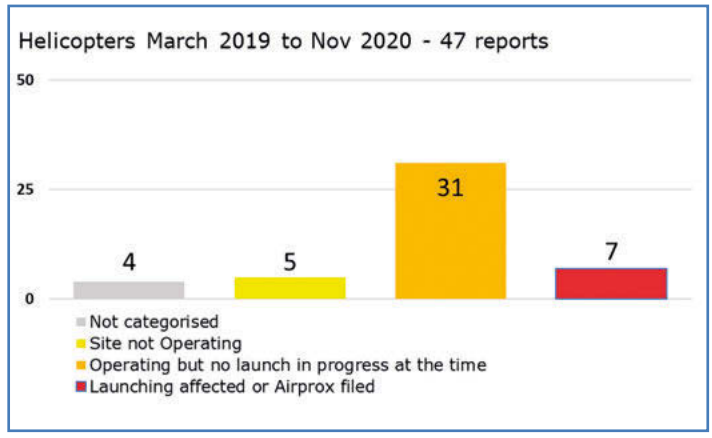
A report is made on form CA1094 – a slightly daunting bit of paperwork available on the website at *www.airproxboard.org.uk* but actually not too onerous to complete. There's also an app available to make this process simpler.

Once accepted by the UKAB team based at Northolt, an investigator is assigned and they will collect all the relevant data, including tracing all the involved aircraft, capturing radio transcripts and radar recordings, etc. A report of the facts is prepared and submitted to the Board for appraisal.

The Board meets once a month (virtually, these days) to consider 20-25 Airprox, supported by advisors from the military, NATS, CAA and so forth. We decide what caused the Airprox (but definitely without assigning blame) and allocate a Risk Category from A – it was pure luck that a collision didn't occur, to E – a Sighting Report where there was never any actual risk of collision. We also consider which of the barriers to Airprox were effective or not, and what the Contributary Factors were. The full details of every report are published on the Board's website at *www.airproxboard.org.uk/home/* updated monthly. There's an annual magazine, available online at *http://bit.ly/2DueCR2*

The real value of the Board's work comes in the form of recommendations made to other bodies, eg the CAA or NATS, for systemic changes that can reduce the risk of future Airprox. This comes down to looking at overall trends and looking for common themes.





Above left: Figure 3 – overflight incidents by severity

Above right: Figure 4 – Helicopter-involved overflights



Chris Fox is a Full Cat instructor who flies a Duo Turbo, mostly in Wales and the north west. He also flies light helicopters.

entitlement; that because they are flying a procedure, they have some kind of 'right of way'. This is not true **at all**, but that's not much help if you end up having an Airprox or even a mid-air.

At present, the only way to find out where these approaches are is to look them up in the eAIP (*www.nats-uk.ead-it.com/public/index.php.html*). The UK military have a similar site at *www.aidu.mod.uk/aip/aipVolumes.html#ad-tab*. It is unfortunate that the CAA rejected a Board recommendation that it finds a way to publish those located in Class G in a form more accessible to VFR pilots.

Figure 5 (facing page, left) shows the Instrument Approach Chart for Runway 21 at Cranfield overlaid on the current ½ million chart. Notice that the procedure goes well beyond the 10 NM distance from the airfield that we usually take as a 'safe' distance.

Figure 6 (facing page, right) shows just one of the multiple instrument approaches at Gloucester.

Many airfields have procedures that extend outside any notified airspace, especially if they have only an ATZ. This has always been the case, but as RNAV departures and approaches can be now designed without using any ground-based navigational aids – these are known as 'GNSS Approaches' – they can be made as complex and as extensive as required, and they are starting to proliferate. They use similar flight patterns, but because they don't require any ground-based equipment are much easier to implement. We can expect to see more of these in coming years.

So how can we reduce the risk?

- Be aware of where these approaches are. There is work in hand to prepare airspace files that show them – it remains to be seen whether they will be usable in practice. Meanwhile, try and familiarise yourself with

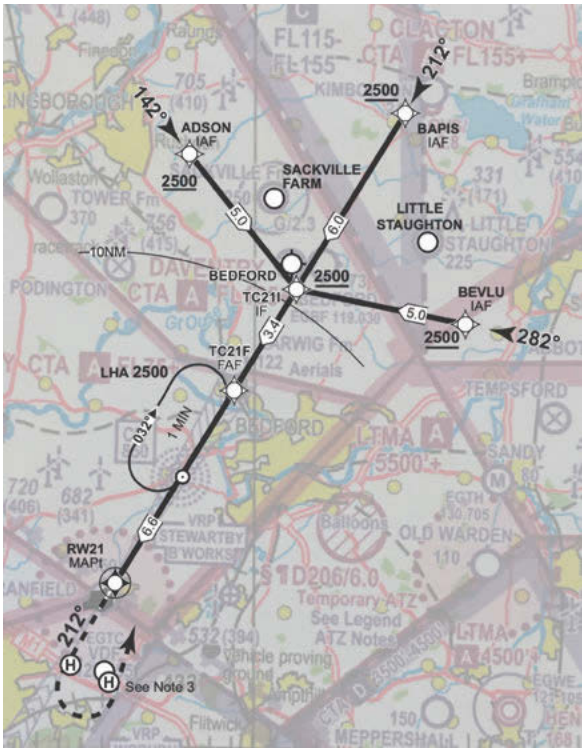
ZULU GLASSTEK LTD
ZULU GLASSTEK SOLE UK AGENT TO ALEXANDER SCHLEICHER SAILPLANES.
NEW AS34 ELECTRIC SELF LAUNCHER HAS JUST FLOWN AND NOW AVAILABLE.
TWO NEW GLIDERS IN THE PIPELINE – WATCH THIS SPACE!!!

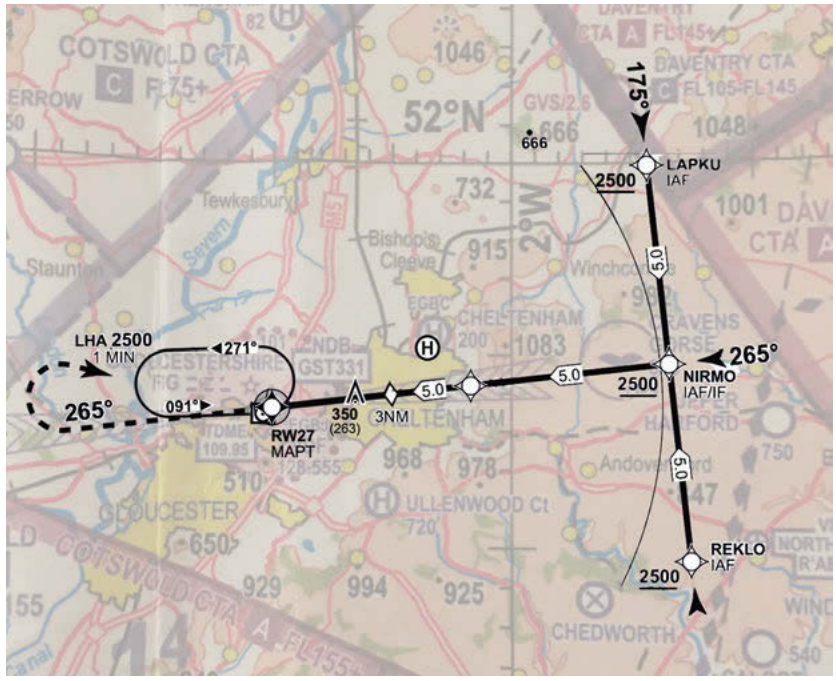






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Left: Figure 5 – RNAV Approach for Cranfield Runway 21
Above: Figure 6 – Gloucester Runway 27

the ones you might encounter in your area.

- Civil airfields with significant procedures in Class G on the UK mainland include: Blackpool, Barrow, Cambridge, Campbeltown, Carlisle, Cranfield, Dundee, Exeter, Gloucester, Hawarden, Humberside, Inverness, Land's End, Lydd, Newquay, Northampton, Oxford, Prestwick, Shoreham and Yeovilton.
- Use the radio. If you are passing, give the Air Traffic unit a call and let them know where you are and roughly where you are going. You don't have to take a formal service if you don't want to. At UKAB meetings we're often asked why gliders don't call ATC and/or listen for traffic information as the majority of powered aircraft do. There are good reasons why not, such as soaring courses, competitions, cloud flying and general distraction when operating low down. However, if you're getting bored by Radio Matt, irrelevant chat or stuck varios on the gliding frequencies, why not call up your nearest ATSU with a position report: if you're up to it, take a service, even a Traffic one so they can let you know if someone is bearing down on you and vice versa. A win-win.
- Use whatever Electronic Conspicuity you've got. Right now, a transponder, ideally with ADSB-Out, is best as any radar-equipped Air Traffic unit will see you, as will Traffic Alerting Systems (TAS) in other aircraft.

If you're worried about battery capacity, upgrade to lithium batteries.

- ADS-B is coming, but in the meantime, we are pressing hard for a pragmatic approach to allow ATSUs (air traffic service unit) to look at FLARM-derived data to improve their situational awareness. A few units already do this, but adoption is very patchy.

Rachael Caston, the director of the UK Airprox Board, has a simple request to us all: please use the radio to let people know where you are. We allocate 'Contributory Factors' to each Airprox we assess. 'The Pilot had no, late or only generic Situational Awareness of the other aircraft' is by far the most common, frequently because pilots – not just glider pilots – are not talking to the right people, or at all. It's cited as a factor in all of the glider-involved Airprox in 2020.



Ed Downham flies an EB28 in the UK and other parts of Europe and funds that by flying people round the world in a 777



COVID CURRENCY

The BGA safety team highlights the concerns of pilot currency, particularly due to events in the past 10 months

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

DEPENDING upon the winter weather and Covid constraints, your next flight could come a long time after your last. Pilot 'currency' is always a concern, of course, but the past 10 months or so have produced some particular problems.

Loss of currency

Psychologists have shown that our *procedural* memory, which holds our learned skills, routines and reactions, deteriorates less quickly than that which supports more deliberate thought processes. This means that, like the ability to ride a bicycle, our handling skills can survive quite long periods without use. Experienced pilots may be able to fly manoeuvres competently despite being rusty, and convince themselves and others that they are still in good form.

More complex tasks and active thought processes in flying suffer more [1]. A study for the FAA [2] found that, while mid-hours power pilots could perform go-arounds and crosswind take-offs quite reliably after a significant lay-off, short field landings, flight at minimum airspeed and instrument-related tasks were more seriously affected, and pilots were less able to 'stay ahead of the aircraft'. Each task takes more thought and workload, reducing our remaining capacity and affecting both our situational awareness and our ability to prioritise and make decisions. Cues – particular circumstances that prompt actions such as lowering the undercarriage – are especially eroded.



These are important factors when we return to flying after what will in some cases have been a long and disrupting lay-off.

While the number of accident reports last year thankfully remained too modest for real statistical significance, some of the accidents seemed related to loss of currency: pilots drifting downwind, losing speed control, spinning in circuit, misjudging approaches and muddling fuel selectors. In most cases, the pilots could fly, but missed cues or prioritised incorrectly. The accidents were not limited to the air: there were also rigging and ground handling accidents.

Covid complications

The Coronavirus has not only prevented us from flying, but for many it has provided disruptions that have increased the effect of the absence. The patterns of our work and domestic life have changed, sometimes radically; our workloads have in many cases increased; and many of us will have gained new worries. Sleep patterns, diet and exercise have sometimes deteriorated; and some pilots have contracted the virus itself. These all accelerate the deterioration of our pilot currency, if only because they cause our thoughts to turn less often to aviation.

At the airfield, Covid restrictions create new distractions, and we might fret about contracting or passing on the virus. Different



procedures can break our normal cues. In the air, masks and gloves can be disturbing.

Such factors can lead to mistakes or omissions when rigging, performing the daily inspection or carrying out pre-flight checks. In flight, they can affect situational awareness, circuit planning and speed control, or cause us to miss cues to lower the undercarriage or set the flaps. They can affect our ability to prioritise, or to cope with any lack of finesse in control and coordination.

Return to flight

In a professional world, we would undergo continuation training, simulator sessions and dual practice to maintain or restore our skills before flying in command. Happily, there are gliding equivalents.

Mental rehearsal has been shown to be an effective way to restore some thought processes [3], so reading the BGA Instructor Manual [4] and Managing Flying Risk [5], thinking through a flight and working out our 'threat and error management', are all ways that we can prepare at home. Desktop PC simulators – popular for online 'ladder' competitions last year – are another; and if your club has a more realistic simulator, that's better still.

Flight with an instructor is the usual way of restoring your skills after a break, but not every club has the capacity after lockdown and pilots with medical vulnerabilities might not wish to share a cockpit. If you're obliged to fly solo, it's particularly important that you make the conditions as favourable as possible:

- Pick a gentle day, and a familiar aircraft and launch site



Keeping safe: Wrekin's Catherine Cairns with instructor Nigel Readman

- Don't plan anything ambitious
- Think through the flight and eventualities beforehand
- Take your time and don't allow yourself to be rushed; and
- Fly conservatively with ample margins for error.

The Currency Barometer [8] is a great way to get a rough check of your currency, but expect to be rusty, and for the rust to be uneven: don't drop your guard if you seem to have forgotten less than you thought.

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 (Dec19/Jan20)
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)
Cockpit remedies (Dec 20/Jan 21)

HANDLING SKILLS CAN SURVIVE QUITE LONG PERIODS WITHOUT USE

■ For more advice about returning to the air, see the BGA's Covid-19 website [6] and GASCo's *Return to flight* [7].

[1] W Arthur Jr et al., Human Performance **11**, 57 (1998) *https://tinyurl.com/flyright2101*
[2] J M Childs et al., FAA report DOT/FAA/CT 83/34 (1983) *https://tinyurl.com/flyright2102*
[3] J M Childs & W D Spears, Perceptual and Motor Skills **62**, 235 (1986) *https://tinyurl.com/flyright2103*
[4] BGA Instructor Manual *https://tinyurl.com/flyright2104*
[5] BGA Managing Flying Risk *https://tinyurl.com/flyright2105*
[6] BGA Covid-19 – restrictions, support and restarting gliding information *https://tinyurl.com/flyright2106*
[7] GASCo *Return to flight* *https://tinyurl.com/flyright2107*
[8] BGA Currency Barometer *https://tinyurl.com/flyright2108*



BGA accident/incident summaries

AIRCRAFT Ref	Type	Damage	Date, time	PILOT Injury	P1 hours

71 Ventus 2ct substantial 19/07/20, 11:20 serious 1537
Crash landing. After a low winch launch the pilot turned straight in to a circuit. At the low key area he felt some lift so flew a circle, but failed to gain height so continued on to a base leg. After turning onto final approach the glider was seen to accelerate to approximately 90kts with the airbrakes still closed. The pilot belatedly realised that he needed to use the airbrakes but as soon as he unlocked the lever the airspeed pulled the brakes fully open. He thinks he may also have knocked the flap lever as the airbrakes opened, the broken flap knob was in the -2 position after the crash. This abrupt change in configuration at low level caused the glider to descend rapidly, hitting the ground hard enough to force the wheel back up. The glider bounced a few feet back into the air before landing on its belly and sliding to a halt. The pilot was airlifted to hospital and found to have damaged vertebrae requiring surgery. The fuselage boom broke, the canopy shattered and there was damage to the wings, tailplane and undercarriage. The pilot's report explains that there was insufficient room in the cockpit for him to use an energy absorbing cushion.

72 Shark substantial 18/07/20, 14:55 none 923
Landing groundloop. After a normal landing the right wing caught in the grass and the glider groundlooped, breaking the fuselage. The pilot thinks that a gust of wind may have lifted the port wing. The club has not previously had trouble with the length of the grass, but now intend to review grass cutting operations.

73 Grob 109 substantial 18/07/20, 17:45 none/none 3,000+
Prop strike. The P1 in the left seat pointed out the possibility of air brake and elevator confusion to the right seat P2 during the downwind leg of the circuit. The P2 had over 400 hours experience of the TMG, but very little experience of landing from the right seat where the air brake lever is on the right side of the cockpit and held with the right hand. Very late in the round out the P2 inadvertently extended more air brake instead of holding off, the TMG touched down and then bounced back into the air. The P1 took control and added power to go around and flew the subsequent landing. It was only after exiting the aircraft that the pilots realised that about 4cm was missing from each propeller tip.

75 EuroFOX minor 20/07/20, 16:20 none/none 2050
Landing damage. While receiving familiarisation training, the P2 allowed the speed to reduce late in the approach. The P1 first prompted the P2, but then took control and applied power to go around. Despite this, the aircraft touched down and the port wingtip touched the ground.

86 DG-300 substantial 01/08/20, 12:30 none 585
Crop landing. Shortly after setting off on task, the pilot realised that conditions were deteriorating and chose to return to the airfield. At over 2,000ft ato and 10km away he expected to reach the airfield at circuit height, but had failed to take into account the strength of the headwind he was now flying into. At 1,500ft and 7.5km he realised that the glide was marginal, but decided to press on. At about 500ft and still 5km away he accepted that a field landing was inevitable, but by now had only three landable fields in range, two of which contained livestock. The pilot held off over the 3ft high crop, but as the glider descended a wingtip caught in the crop causing a groundloop, damaging a wing root.

87 ASW 27 substantial 22/07/20, 12:05 none 507
Wheel-up landing. After an aerotow the pilot ran the turbo for a short while, but had trouble getting the propeller to align prior to retraction. By the time that he managed to stow the engine he had lost height and dumped the water ballast so he decided to return to the airfield. While concentrating on the circuit and landing options he forgot to lower the undercarriage before landing on the runway.

89 K-21 minor 17/07/20, 16:10 none/none not reported
Aerotow rope rings punctured wing. While the P1 was demonstrating a box the wake exercise, a large bow developed in the rope as the glider climbed from a bottom corner. The report mentions both the P1 and the P2 referring to the glider as coming almost abeam the tug. The tug pilot had trouble maintaining control during the exercise and had earlier radioed a request to stop the exercise (thought not to have been heard in the glider) before releasing the rope. The glider P1 reacted by also pulling the release. The glider flew into the rope and the rings punctured the wing lower surface before the rope fell away. Both aircraft landed safely. The report quotes the P1 as later saying that he may have flown the exercise "a bit fast". The safety officer's analysis of the flight traces revealed that the glider may have been offset laterally more than necessary and that when flying the arc behind the tug from one side to the other the glider accelerated until it was flying 10kts faster than the tug. The report reminds instructors that the boxing exercise should be flown steadily and slowly and that if a large bow develops the rope should be released to avoid a tug upset.

91 DG-505 minor 11/08/20, 16:10 none/none 938
Front canopy came open at 800ft ato during a winch launch. The P1 took control and instructed the P2 to hold the canopy closed. The canopy strop had broken and the hinges deformed.

BGA accident/incident summaries *continued*

AIRCRAFT Ref	Type	Damage	Date, time	PILOT Injury	P1 hours
92	SHK-1	substantial	07/08/20, 11:55	none	50

Release failure. The pilot heard a loud bang from the wheel area just as the winch cable started to pull the glider after the all out signal. He immediately tried to release, but found that pulling the release had no effect. At about 1,000ft ato he lowered the nose and then pulled back on the stick and was able to get the cable to back release. At this point he thought that the actuating cable had broken, but after landing he saw two bulges in the side of the glider so took it to the workshop. A detailed inspection revealed that an old repair made after a heavy landing by the previous owner had failed, the glass and resin layup fixing a plywood bulkhead to the fuselage had become disbonded. The bulkhead had been pushed forward meaning the release cable was now too short to have any effect.

Incidents

70	K-13	–	19/07/20, 12:15	–	–

Drag pin fell out on landing. The instructor heard a metallic noise in the rear fuselage during the ground run, a later inspection found the starboard drag pin lying in the bottom of the fuselage and that the retaining safety pin was not engaged on the port drag pin. The club could not determine how the retaining pins had come loose so has decided to wire lock the drag pins to an adjacent cross tube for added safety.

74	ASW 20	none	17/07/20, 13:50	none	98

Wheel-up landing.

76	LS4	minor	19/07/20, am	–	–

Damaged wingtip. The glider had just been placed into the launch queue and still had a wing dolly on the port wing. The club tractor passed too close to the opposite wing, catching the wingtip on the rear tyre and trapping the tip between the tyre and the mudguard.

77	LAK 19t	substantial	20/07/20, 12:00	–	1504

Broken wing. While towing the glider to the launch point the driver was distracted by an impending winch launch and allowed a wingtip to catch on the corner of an abandoned static caravan. The spar of the wing extension was broken and a locking fixture within the main wing section was damaged.

78	EuroFOX	none	01/06/20, 14:35	–	–

Loss of power during tow. At about 600ft ato the climb rate of the combination reduced markedly. At 1,400ft ato the tug pilot signalled the glider to release and both aircraft returned to the airfield. This was the seventh tow of the day on an unusually hot day. No fault could be found after landing and a Rotax trained inspector suggested that vapour lock might be the cause. After letting the engine cool down a quick test flight was flown and the tug completed another two tows.

79	EuroFOX	none	24/06/20, 15:50	–	–

Low fuel pressure indication. At about 1,500ft ato the tug pilot noticed that the fuel pressure was below the minimum marked on the gauge despite having the auxiliary fuel pump on. He radioed to the glider pilot, who released immediately and the tug landed back on the airfield. An investigation revealed that the fuel pressure gauge was under-reading.

80	DR 400	minor	29/06/20, 07:00	none	400

Bent propeller and shock loaded engine. The pilot forgot to remove the nose wheel towbar before starting the engine to taxi away from the hangar.

81	Dimona H36	none	24/07/20, 17:00	none/none	2500

Engine failure on take-off. An internal magneto impulse coupling had failed.

82	Grob 103	none	28/07/20, 13:00	none/none	650

Airbrakes opened during aerotow. The P2, on his first flight in a glider, reacted to the sensation of lifting off by raising his knees, knocking the air brake lever in the process. The P1 was able to close and lock the brakes before the open brakes affected the tow.

83	DG-1000S	none	29/07/20, 12:50	none/none	7300

Airbrakes locked open in flight. At the end of a test flight of the new glider the P1 opened the brakes to descend into the circuit. When he tried to close them again they jammed partially open and it took a few attempts with the handle at different positions before the P1 could fully close the airbrakes. After a safe landing, an investigation found that if the rear handle was rotated more than 60° away from the cockpit wall a rivet head on a locking collar would jam against the Piggott hook plate. The report points out that the flight manual advises pilots to rotate the air brake handle away from the side of the cockpit to disengage the Piggott hook but does not warn that moving it too far could prevent the brakes from closing.

Continued on p70

BGA accident/incident summaries *continued*

AIRCRAFT Ref	Type	Damage	Date, time	PILOT Injury	P1 hours
84	Pegase	none	19/07/20, 14:00	none	282

Airbrake/undercarriage lever confusion. The pilot made a "gear down and locked" radio call on base leg and then turned onto final approach with his hand still on the undercarriage lever. When he thought that he was opening the airbrakes he was actually retracting the undercarriage. The pilot noticed that the glider wasn't slowing down as usual during the hold-off, glanced at the wing and realised what had happened. He was able to lock the wheel down, open the airbrakes and land normally.

85	EuroFOX	none	01/08/20, 10:30	none	450

Elevator trim cable broke. The tug pilot reports the control column shaking violently and uncontrollably in pitch. He looked in the mirror and could see the elevator moving rapidly up and down. The P1 in the glider under tow could see the elevator trim tab vibrating violently and at about 250ft ato he released and returned to the airfield. The tug pilot slowed the tug and turned back to land on the airfield.

88	Grob Astir	none	10/08/20, 16:50	none	–

After a weak link failure at 200ft agl the pilot regained flying speed, but instead of landing ahead he chose to turn. Realising that he would have to land across the airfield the pilot opened the airbrakes during the turn resulting in a very low final turn and crossing the airfield boundary at about 50ft agl.

90	EuroFOX	none	11/08/20, 14:50	none	–

Tug wave off at about 700ft ato as the tug pilot noted that the CHT gauge was reading off the scale. After landing he noticed that the radiator cap was not completely tightened and that there were green patches on the top of the engine indicating leaking coolant. He was able to refill the radiator with about two litres of coolant mixture, suggesting that it had been running dry. The pilot had attributed high CHT readings during previous tows to the heat of the day, but now realises that he had not fully tightened the cap during the DI.

93	PW5	none	11/07/20, 17:00	none	66

Release toggle came apart during the winch launch ground run. The pilot was able to release at the top of the launch by pulling the bare wire.

94	LS4	none	19/07/20, 16:20	none	1048

Landing groundloop. The pilot tried to steer a little to the left to provide extra clearance from a glider in the landing area. A wingtip caught in some heather and the glider immediately groundlooped.

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.



GEORGE ELLIOTT (1926-2020)



IN NOVEMBER 2020 Southdown heard of the passing of George Elliott, one of our longest-serving and most respected members. George was born in Aylesbury in 1926, but, having lost both parents by the age of 13, he was brought up by his aunt in South Wales. He became a chartered surveyor, and his professional life brought him to Henry Smith and Sons in Horsham, West Sussex. It didn't take very long before George found us at Parham.

After moving from Firle Beacon in 1974, the club was in need of members with a wide range of expertise. There were buildings to erect, instructors to find and power pilots with the ability to fly the Andreasson BA-4B. It was not an ideal tugging machine, but George was well suited to the task.

George had soloed with the ATC back in the 1930s and, with the advent of war, he volunteered for the Fleet Air Arm in 1942. His initial training was at Gosport in Hampshire, where he was selected to be an observer. Part of the course took him to Trinidad and on his way back to the UK he stopped at Guantanamo Bay. It was his proud boast that he was one of the few who had been allowed to leave.

He obtained his PPL at Shoreham in 1957, flying Tiger Moths, before joining the Tiger Club at Redhill. Referring to his Navy days, George would often tell stories about returning to an aircraft carrier in poor visibility, and praying that the fuel wouldn't run out before it was sighted. If a carrier signalled its position the enemy might pick up the message as well as its own pilots, hence the problem. One needed a strong stomach as an observer, and a cool head under pressure.

At the age of 70, George decided that it was time to retire from the tugging community. Nevertheless he maintained an interest in club activities, came along to the airfield regularly and was a welcome presence in the clubhouse.

George had been part of the Skylark 3B syndicate at Parham and had clocked up around 600 hours. But it is as a tug pilot that we will always remember him. George was unflappable, conscientious, reliable and altogether a thoroughly dependable friend.

Peter J Holloway, Southdown GC

MAXWELL FENDT (1938-2020)



LASHAM member Richmond Sean MAXWELL Fendt sadly passed away on 14 November 2020. Maxwell learnt to fly with the ATC whilst at school and was offered a flying scholarship but, to his disappointment, his headmaster considered that it would detract too much from his school studies. A boarder at public school, Caterham, Surrey, from the age of 11-18, Maxwell remained proud of the school and its achievements. He went on to London University to study aeronautical engineering, but he tended more toward the arts and moved into other fields.

Maxwell spent his career editing, publishing and promoting the paper industry. He visited most of the paper mills in the world and also the great paper-making machine producers. One trip to Sweden many years ago was to producers introducing a newly-invented revolutionary product, Tetra Pack. Gliding crept into some of these visits, of course, especially when visiting the USA, where a few extra days would be added at the end to visit gliding sites and hire a glider.

Another involvement with a new product at an early stage was when commercial fax machines were being introduced. The World Gliding Championships were taking place in Australia that year and Maxwell contacted the manufacturers and arranged to have three machines 'on loan' for the purpose of reporting the happening and results from Australia. He then arranged to supply a report and results to *The Times* and *The Telegraph* each day. Ben Watson was managing the British Team and would be in Australia with them. He was able to fax inside knowledge and results to Maxwell, who would then fax reports to the newspapers for inclusion in overnight printing for the next day's publications. Evidently official results in Australia were very slow to appear and, one day at Lasham, a father of one of the pilots in Australia announced that he was telephoning his son in to relay results to *The Times* as that was earlier than their being available in Australia. Maxwell would have been less than human if he had not smiled to himself, knowing that he had brought about publication.

Maxwell owned his own glider, eventually moving up the scale to own a Ventus. He liked everything in place and his own things, so although he tried partnership originally, this was abandoned as soon as finance allowed. He liked to visit other gliding sites in the UK and then, of course, there were always winter trips to Aboyne to gain those necessary height achievements. He subsequently added power flying and first purchased an Auster, then a Robin and then, finally, his beloved Rallye Minerva GAXOS. When GAXOS had to pass to another pilot in 2018, a fellow pilot found the perfect match – Aivis from Latvia, someone of like mind, who was going to care for GAXOS just as much.

GAXOS left Oaksey on a December day and many watched during the three-day flight of GAXOS to Latvia. Michael Nash-Wortham flew the first leg with Aivis to familiarise him with the aircraft. Every minute of daylight and every drop of fuel was used to complete this journey and there is no doubt that however many flights Aivis may make in the future, that three-day flight back to Latvia will be the one he never forgets. Aivis kept in touch, sending videos of flights and emails, and they gave so much immeasurable pleasure.

Maxwell expressed a wish to stay at home and this wish was honoured. Always able to look out at a beautiful Cotswold garden and across the valley to the sky beyond.

Irene R Ingelby-Oddy, wife

The BGA AGM will be held online at 8pm on Tuesday 2 March, 2021. Online meeting details will be supplied nearer the date.

BRITISH GLIDING ASSOCIATION

BGA BADGES

Diamond Distance

1-1320 Jonathan Jones	Darlton	11/07/2020
1-1321 Tomasz Janikowski	Cotswold (Sisteron)	20/08/2020

Diamond Goal

2-2662 Elizabeth Russell	Rattlesden	20/07/2020

Gold Badge

Jonathan Jones	Darlton	10/10/2019

Gold Distance

Elizabeth Russell	Rattlesden	20/07/2020
Tomasz Janikowski	Cotswold (Sisteron)	20/08/2020

Gold Height

Jonathan Jones	Darlton (Aboyne)	10/10/2019
Evan Skelhorn	SGU	28/07/2020

Silver Badge

Tomasz Zawisza	Cambridge	01/09/2020
Tim Martin	Deeside	29/09/2020

Silver Distance

Tomasz Zawisza	Cambridge	01/09/2020
John Connor	Mendip	12/07/2020
Finbar Billings	Welland	31/08/2020

Silver Duration

Tomasz Zawisza	Cambridge	01/09/2020
Evan Skelhorn	SGU	05/09/2020
David Shirley	East Sussex	10/07/2020

Silver Height

Katie McLean	Fenlands	31/08/2020
Tomasz Zawisza	Cambridge	01/09/2020
Tim Martin	Deeside	29/09/2020
Lucy Cotton	Cambridge	21/07/2020
John Connor	Mendip	05/05/2020

100k Diploma Part 1

Tomasz Zawisza	Cambridge	01/09/2020

100k Diploma Part 2

Tomasz Zawisza	Cambridge	01/09/2020

Cross Country Endorsement

Roy Christopherson	Cotswold	04/10/2020
Gregory Weeks	Chilterns	04/10/2020
Ryan Southwick	Lasham	07/10/2020
Ian Richardson	East Sussex	29/09/2020
Michael Boasman	Banbury	11/10/2020
Andrew Stout	Staffordshire	09/10/2020
Tianhou Wang	Cambridge	21/09/2020
Sharon Brown	Cambridge	20/09/2020
Kieron Edwards	Gliding Centre	14/10/2020
Andrew Grant	Dorset	04/11/2020
Lucy Cotton	Cambridge	18/10/2020
Daryl Neave	Rattlesden	23/06/2019
Mark Wallis	Devon & Somerset	06/12/2020

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Please remember that, if you are emailing text, your advert may not appear unless we have received payment by post or credit card by the deadline. The deadline for classifieds to be included in **April/May 21** is **8 March 2021**. Text: 80p/word, minimum 20 words (£16). Photographs: £6 extra. Box number: £3 extra. All prices include VAT.

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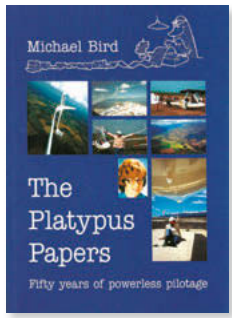
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