JUNE/JULY 2021

SAILPLANE &GLIDING

VOL. 72 NO.3

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After hours of research, **Adrian Morgan** discovers how to turn his 'Concrete Swan' into an LS4 for under fifty quid...

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Ken Barker returns to Lasham for five epic July flights totalling 35 hours and 3,600km – one flight earning him a 750km diploma

MEMBER OF THE ROYAL AERO CLUB AND THE FEDERATION AERONAUTIQUE INTERNATIONALE

THE MAGAZINE OF THE BRITISH GLIDING ASSOCIATION
JUNE/JULY 2021 VOLUME 72 No 3

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COVER STORY
Last launch of the day: K-13 G-CJXM at Bicester on 3 November 2019. Glider pilots around the UK have enjoyed being able to fly once again (Ron Smith)

DEADLINES

Aug/Sept 21

Articles, Letters, Club News:	4 June
Display advertisements:	22 June
Classifieds:	7 July

Oct/Nov 21

Articles, Letters, Club News:	5 Aug
Display advertisements:	20 Aug
Classifieds:	9 Sept

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› On 9 April, BGA Patron HRH The Duke of Edinburgh died. His Patronage spanned more than 60 years. Prince Philip had a keen interest in gliding and on many occasions the British gliding team was invited to Buckingham Palace and Windsor Castle to be presented to him. See pages 10-11 for a tribute to our Patron.

› We are sad to report the death of former BGA Chairman Richard 'Dick' Dixon. Dick was a long-term member of Southdown GC and Bath, Wilts & North Dorset GC. An obituary will appear in the next issue.

› The Alex Ward Memorial Fund makes an annual award to encourage young Cambridge pilots under the age of 25 to enter competitions and undertake more adventurous flying. The award this year has been made to Chris Sykes to help him develop his cross-country flying.

› Oxford GC is hoping to celebrate 65 years since the club relocated to Weston on the Green from Kidlington, with an event planned for July (Covid permitting).

› Anyone planning a trip outside the UK border with a glider should read the advice at: *https://members.gliding.co.uk/uk-leaving-eu-and-easa-1st-jan-2021/*

› The Duo Discus FES had its maiden flight in April. Luka Žnidaršic (LZ Design) and Tilo Holighaus (Schempp-Hirth) made the flight from Hahnweide airfield. See the video by Sandi Kavalic at: *www.youtube.com/watch?v=u-8LXTi5P58*

› Following unusually long periods of low or nil activity in 2020, most glider pilots, including those who normally do not fly in the winter, will not be as current as they usually are at this point in the season. Do watch a useful video by Mike Fox – search 'safe return to flight' on YouTube.

› The Perlan 2 Project has fitted Trig's compact TT22 transponder and TY91 VHF radio to the high-altitude glider, which aims to achieve flight above 90,000ft. The Perlan has previously reached 76,124ft. *https://perlanproject.org/*

› AERO Friedrichshafen has been further postponed to 27-30 April 2022. It is planned to be a 'gliding year'.

› The Inter-club League is back this year, with some potential new teams/regions involved. The finals will be in September.

INSTRUCTING EXCELLENCE



Deputy CFI Phil Sturley presents the Haywards Trophy to Lyn Ferguson-Dalling

BUCKMINSTER CFI Lyn Ferguson-Dalling has been awarded the Haywards Trophy for instructing excellence. She became CFI in 2019 at a time when members were no longer making personal progression. Lyn started a number of initiatives, including five-day courses to get beginners to solo, and targeted Bronze/cross-country weekends aimed at solo pilots.

As a result of these initiatives, and despite Covid restrictions, from October 2019 to September 2020 the club produced seven solo, four Bronze, and five Cross-Country Endorsements. This record was beaten only by significantly larger clubs. There were also 16 Silver legs claimed and four badges completed. Two Junior pilots, who were able to go from solo to full Silver in seven weeks, featured in the Dec/Jan 21 issue of *S&G*.

DATES

NATIONALS, REGIONALS AND OTHERS

Standard Class Nationals	Lasham	26/6-4/7/21
15m Class Nationals	Lasham	26/6-4/7/21
Open Class Nationals	Lasham	26/6-4/7/21
Competition Enterprise	Milfield	3-9/7/21
Club Class Nationals	Hus Bos	17-27/7/21
Worlds	Germany	CANCELLED
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	POSTPONED
Saltby Open	Saltby	POSTPONED
Nationals	TBC	15-19/9/21

BIDFORD REGIONALS
26/6-4/7/21

BOOKER REGIONALS
10-18/7/21

MIDLAND REGIONALS
17-25/7/21

INTER-SERVICES REGIONALS
24-31/7/21

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

INTER-CLUB LEAGUE FINALS
4-5/9/21

■ **BGA Conference, Saturday 12 February 2022 at the Belfry Hotel, Nottingham**

Celebrating maiden flight



Smiles all round at Jonker Sailplanes (Photos by Tian du Preez)

THE prototype JS2 Revenant maiden flight took place from Jonker Sailplanes' home airfield at Potchesfstroom, South Africa, at the end of March. The first flight was launched by aerotow, with the first self-launch following a week later. The JS2 Revenant is a development of the JS1C with a completely new fuselage design to accommodate the Solo retractable engine and with improved aerodynamics.

It will be available as a self-launcher with Solo 2625 02i NEO fuel injected engine, jet sustainer with MD-TJ42 turbine, or pure glider. The wing is based on the well proven and successful JS1C wing and is offered in 18 and 21-metre span options. Serial production will commence in June 2021 and EASA type certification is expected to be completed by mid-2022.

UK and Republic of Ireland Agents are Andy Davis (*andy@jonker-sailplanes.com*) and Iain Evans (*iain@shirenewton.co.uk*).

■ The maiden flight was livestreamed and can be viewed at *www.youtube.com/watch?v=Nzlq3JXIlHk*

■ ***www.jonkersailplanes.co.za***

2021 BGA diplomas

CONGRATULATIONS to the following recipients of the BGA Diploma:

Peter Fincham, Banbury GC
Peter was a member of a team evaluating the use of a EuroFOX for glider towing and obtaining LAA approval. The EuroFOX was pivotal in the survival of the club by halving launch charges.

Alan Wyse, Nene Valley GC
Maintaining the club fleet through glider inspection, repair and airworthiness renewals continues to the present day, in parallel with Alan providing flying training as a Basic Instructor.

Colin Sword, Borders GC
Colin's tireless efforts, exceptional expertise and organisational skills have been instrumental in the smooth and effective operation of the Instructor Committee and its close working relationship with the Safety Committee.

Colin Rule, Lasham GS
An experienced and practical airspace expert, Colin draws on his wide appreciation of aviation operations and monitors airspace developments for potential relevance and/or conflict with gliding operations.

Mike Evans, East Sussex GC
With outstanding dedication and attention to detail, Mike has restored the club's Schleicher K-8b DDRZ. He has also made a valuable contribution to the maintenance of the club's fleet and club infrastructure.

Andy Mason, The Gliding Centre
Andy has made a major contribution to the training of pilots, instructors, supervision and tugging throughout his gliding career. The club and others benefit hugely from his wide experience and willingness to pass this knowledge on to the next generation.

Julian Hitchcock, Bognor Regis GC
Julian has concentrated on helping others experience the sport. At a time when establishing a new club is almost unheard of, Julian has achieved a minor miracle, all in the interests of expanding the sport that he loves so much.

George Brown, Borders GC
George is the longest-serving member of the club, providing sound advice. He played a vital role in relocating back to Milfield and has been an asset in securing freedom of local airspace and enhancing safety.

SAILPLANE & GLIDING



Andy Davis
Competition flying



Paul Whitehead
SLMG



Howard Torode
Airworthiness



Derren Francis
Tugging



Mike Fox
Instructing



Dr Frank Voeten
Medical



Andy Holmes
Winch operating



Steve Noujaim
Airspace



Alison Randle
Development



Bruce Stephenson
Vintage gliding

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

EXPERT ADVISERS

Landing a glider now a challenge

SINCE Operation Sidecar in 1944 (*War exercise for landings*, pp32-33, April/May 21), farmers across the UK have removed thousands of miles of hedges to enlarge fields making it easier to find a large field to land in. Not so in the area where the American glider pilots made their practice D-Day landings – this area is largely within one of the largest rewilding projects in lowland Britain adjoining Knepp Castle. It would be a challenge to land a glider there today. Many of the fields where gliders landed in 1944 are now covered in scrub and trees!

Phil King, Herefordshire GC

The editor comments: *Plans to have a photograph taken to illustrate Phil's point were scuppered by the area's proximity to airspace.*

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

Expert advice on flying faster in the Italian Alps



Photos by Andrea Venturini

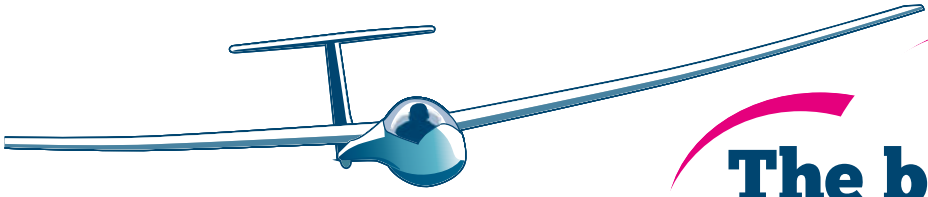
PILOTS from all over the world can now benefit from a high-performance training video by top Italian glider pilot Alberto Sironi, with a simultaneous translation into English.

Alberto ran a coaching week in Varese, Italy, in April. The area is ideal for experienced pilots seeking new soaring adventures. Andrea Venturini was delighted to experience seven extraordinary flights with Aldo Cernezzi during the week. It is Andrea who provides the English translation for the video of Alberto Sironi as he explains how he flies faster, with a step-by-step analysis of his recent speed record flight in the Central Italian Alps. The video was commented in real time by Alberto during the Italian high-performance training camp.

The coaching week benefited from seven days of extraordinary weather. Each day pilots were able to soar an area as wide as half of Northern Italy. Andrea said: "At the end of this 'adventure', I calculated we soared for over 40 hours, covering more than 2,500km and reaching every corner of the West and Northern European Alps. You have to appreciate these moments and think how lucky you are. Some people in 50 years of flying might never experience what I was able to do in one week!"

During Alberto's camp there were several Gold Badges, three 750km FAI declared triangles, several 500km and about a dozen new Italian records.

■ See Alberto's training video at: ***https://youtu.be/4bVel9wp6DQ***



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A FAREWELL AND THANK YOU TO PATRON

Andy Perkins reflects on how privileged we were to have the support and guidance of BGA Patron Prince Philip, and looks forward to opportunities to focus on the future and aspire to enable others to enjoy gliding

HIS ROYAL Highness, Prince Philip, was an avid aviator, who enjoyed all flying disciplines. He amounted over 6,000 flying hours, a remarkable figure for someone with the number of other duties required as consort to the Queen, as a Father and Patron, President or member to over 750 charities! Having flown over 60 different types, including I am told the Slingsby Eagle and Capstan, to say he had a passion for the skies would be an understatement. What was even more incredible was the time and energy he gave supporting aviation. As well as numerous key aviation organisations, he was our Patron. We were privileged to have his support and guidance for some 66 years! This most incredible support to our sport has left more of an impression than most probably realise.

Reading *Free as a Bird*, by Philip Wills, there are some references to the early years. Prince Philip's support to develop gliding in the 50s and 60s and involvement in encouraging the British Team and their exploits sounded like a lot of fun. Importantly, the freedoms that we still enjoy today had the foundations laid with clear influence made on the then Air Ministry. The continued freedoms of airspace are, of course, entering a new phase with the redesign of lower airspace and the widespread use of electronic conspicuity being proposed. We will definitely be drawing on historic privileges and principles to ensure that what is developed respects and maintains our ability to enjoy the freedoms of the sky.

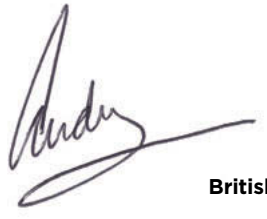
I was fortunate to meet His Royal Highness in his later years, mainly due to the fact that he was already in his late 70s when I soloed, aged 16! The times we spoke were always informative and entertaining. Even in the past 20 years his support remained strong, particularly with reference to encouraging the next generation to fly. His interest in what opportunities existed and how to break down barriers to participation, were not only insightful, but backed with clear guidance. He continued, even in the past couple of years, to guide and suggest partnerships within aviation and industry to enhance the opportunities that exist and benefit us to this day. When I had lunch with him and a few others at Buckingham Palace back in 2009, his eyes lit up when talking about some of his personal flying exploits; just like all aviators when reciting a memorable flight or endeavour. This led the conversation on to how, in his opinion, exposure to aviation can really help develop the skill sets of individuals and bring out the best in people. He was very supportive of Junior Gliding endeavours and links to The Air League, The Airpilots, The Royal Aeronautical Society and Royal Aero Club. He shared the view that it was imperative that we all work together for the greater good. His parting words for all at that lunch, were "Well... It has been a challenging 100 years or so for aviation, for whatever comes next (reasonable pause...) good luck!" I am certain that these conversations, and many more of its kind, influenced others and also helped maintain and grow the links to these organisations that we still enjoy to this day.

HIS EYES LIT UP WHEN TALKING ABOUT SOME OF HIS PERSONAL FLYING EXPLOITS

I HOPE THAT HIS SPIRIT AS A TRUE AMBASSADOR OF GLIDING WILL LIVE ON IN PERPETUITY

Thinking to the future and reflecting on the dramatic changes we have seen to the way of life over the past 18 months, I believe there are some great opportunities for our sport as we head towards our Centenary. The pandemic has been crushing in many ways, but it has also highlighted what we all value and how important it is to optimise and enjoy our free time. The next decade will, for certain, see a huge amount of change for our sport, but what we are hearing from club chairmen is that there is fresh interest to go gliding, with many clubs seeing increased interest. I appreciate that just existing has been the main focus for many for the past year and that everyone across our clubs has been working hard to keep the club and fellow glider pilots together. As restrictions hopefully continue to ease, I believe there is a huge opportunity for us to focus on the future and aspire to enable more people to enjoy our sport. With the Women's World Gliding Championships 2022 on our doorstep, Junior Gliding, Vintage Gliding, competitions and, of course, club flying now back in full swing there is a lot for us to look forward to as a sport and as a community.

As we say a fond farewell and huge thank you to His Royal Highness, Prince Philip, as our Patron, I hope that our long association with the Royal Family will continue and that his spirit as a true ambassador of gliding will live on in perpetuity.



Andy Perkins
Chairman
British Gliding Association
May 2021



Photo by Paul Morrison

BGA PERFORMANCE TROPHIES

BGA 1000km Trophy
Not awarded this year

Wakefield Trophy
Longest Handicapped Distance
Paul Fritche (Lasham GS)
827.7km, 20 July, LS8

Furlong Trophy
Longest Handicapped Triangle
Ed Downham (London GC)
758.1km at 100.1km/h, 3 August, ASH 25 EB28

Frank Foster Trophy
Fastest Handicapped 500km
Santiago Cervantes (SGU)
512.3km at 114.7km/h, 11 October, Discus

California in England
Longest Handicapped Flight by a Female Pilot
Liz Sparrow (Lasham GS)
679.5km at 93.9km/h, 11 July, ASG 29

Manio Cup
Fastest Handicapped 300km
Santiago Cervantes (SGU)
327.4km at 144.9km/h, 4 February, Discus

Seager Trophy
Longest Handicapped Distance in a Two-Seater
Andy Aveling (Lasham GS)
754.5km at 109.7km/h, 21 July, Arcus

De Havilland Trophy
Greatest Gain of Height
Alastair Mutch (SGU)
19,803ft @ Portmoak, 29 August, Discus 2c

Volk Trophy
Longest Handicapped Out & Return
Tim Macfadyen (Bristol & Glos GC)
544km at 76.9km/h, 29 July, Arcus

BGA NATIONAL LADDER TROPHIES

www.bgaladder.co.uk

Enigma Trophy
Winner, Open National Ladder
Andy Aveling (Lasham GS)
30,921pts

Firth Vickers Trophy
2nd Place, Open National Ladder
Ian MacArthur (Lasham GS)
29,229pts

Flight Deck Wingman Trophy
Highest score in Open Ladder in glider without MoP
Paul Fritche (Lasham GS)
27,093pts

L.duGarde Peach Trophy
Winner, Weekend National Ladder
Ed Downham (London GC)
26,079pts

Slingsby Trophy
2nd Place, Weekend National Ladder
Phil Jones (Lasham GS)
23,846pts

Navboys Albatross Trophy
Highest score in Weekend Ladder in glider without MoP
Richard Hood (Lasham GS)
22,815pts

Spitfire Trophy
Winner, Junior National Ladder
Finn Sleigh (Lasham GS)
22,656pts

Chris Wills Trophy
Winner, Wooden Ladder
Adrian Emck (Lasham GS)
21,106pts

OTHER BGA AWARDS

Rex Pilcher Trophy
Earliest Diamond Distance in the Year
James Hiley (Southdown GC)
30 May

Phil Lever
Most Promising Junior Pilot
Finn Sleigh (Lasham GS)

John Hands
For outstanding services to the British Team
Andy Davis (Bristol & Glos GC)

Goldsborough
Highest placed pilot(s) in previous World Championships
Ayala Truelove (Lasham GS)
Bronze medal in WWGC 2019

University Ladder
Imperial College London 18,706pts

Challenge Trophy
For the club that, during the previous year, has the most number of pilots who have qualified to Cross Country Endorsement as a proportion of the number of instructors.
Bannerdown GC

Philip Wills National Enterprise Trophy
Awarded by the Enterprise Club for most enterprising flight launching from anywhere in the UK
David Masson (Lasham GS)
Nigel Mallender (Lasham GS)

Alex Ward Trophy
For services to junior gliding.
Chris Gill (Denbigh GC)

Haywards Trophy
For instructing excellence.
Lynn Ferguson-Dalling (Buckminster GC)

TRIBUTE TO THE BGA'S PATRON

Two BGA Vice Presidents, Roger Barrett and Ben Watson, pay tribute to HRH Prince Philip



THE sad death of our Patron brought back memories of a summer 45 years ago, ***writes Roger Barrett***. 1976 was a fabulous year for gliding in the UK. It was a summer with rocketing temperatures and cloudbases frequently exceeding 5,000ft. We all made the most of it and numerous records were broken.

I was managing the British team due to fly in the World Championships at Rayskala, Finland, in June that year. It had been more than 20 years since we had celebrated Philip Wills' win in 1952, flying a Slingsby Sky, and we were intent on having a world champion at Rayskala. During our preparatory meetings I was pleased that the pilots, George Burton, Bernard Fitchett, Ralph Jones and George Lee, had bonded well and I was confident we had some highly motivated crew members, including Al Johnson, Jock Wishart and Al Farmer, all from the RAF.

Applying sports psychology was in its infancy at that time, but I knew how important it was for every team member to believe we would bring back a world champion. So I was delighted when I heard that Prince Philip had invited the whole team to a reception at Buckingham Palace a few days before we were due to set off for Finland. That emphasised to everyone the importance of what we were all trying to achieve.

We arrived at the Palace at the appointed time and saw some raised eyebrows as the police waved through the car towing an ASW 17 trailer with the SAAB logo emblazoned on its sides. Prince Philip was on his way back from attending the Derby at Epsom so we had time to rig the ASW in the Palace courtyard. When he arrived, the glider had his full attention and we managed to answer all his questions. That included one that I had guessed he would ask: why had I got a Swedish company to sponsor a British team? I explained that I had tried all the UK car companies and lots of others without any success. SAAB agreed to sponsor us and they supplied the cars we drove in Finland. We left the Palace knowing we had our Patron's real interest and support – and he wanted to be told how we got on.

A few weeks later I reported that George Lee was the 1976 World Open Class Champion. George was invited to a lunch at the Palace with the Queen and Prince Philip; he was awarded a FAI Gold Medal and an MBE. He had flown magnificently and deserved all of this.


ANNIVERSARY LUNCHEON

Fifty years as Patron

Helen Evans reports on the BGA luncheon that was held to celebrate 50 years of Patronage by HRH The Prince Philip, Duke of Edinburgh – and to thank him for everything that he has done for British gliding

S&G coverage of a lunch celebrating 50 years of Patronage, in the Dec/Jan 2007 issue



Mike Randle writes: David Anders took this photograph of me receiving the Lasham group B regional winner's trophy in 1985. I had landed out so hadn't received the briefing to leave the objects on the table. Seeing me trying to carry the cup and a very nice decanter with its presentation case (which I still have), Prince Philip plonked the cup upside down on the decanter, to the great amusement of all present.



From the back cockpit of the blue Eagle (Beagle), Derek Piggott anxiously supervises the strapping in of the royal guest by John Neilan. Looking on are fellow syndicate members and gliding glitterati, Ann and Lorne Welch



John Simpson (left) met Prince Philip at the 1957 Nationals at Lasham

Ben Watson writes:

I REMEMBER when Peter Scott gave Prince Philip his first flight and brought him in to be our Patron.

When I was chairman of Lasham, I invited him to give the prizes at the nationals we were holding that year. The final day was badly forecast ending in huge thunderstorms and many outlandings. Prince Philip arrived by helicopter at the planned time, but there was a long delay in compiling the scores. I escorted him with a newly-bought umbrella in the pouring rain and we had quite a chat while awaiting the results. In his speech Prince Philip said: "You may think that these are the winners, but you wait until you receive all the protests tomorrow."

He had a mischievous sense of humour, and was always good company and a supporter, as at the lunch for past chairmen given for him in November 2006.

On many occasions the British gliding team was invited to Buckingham Palace and Windsor Castle to be presented to him, which enabled us to get some press publicity.

He was very generous that way.



Above: Philip Wills greets the Duke of Edinburgh. When he landed the helicopter across the peritrack from the clubhouse, HRH managed to blow away the contents of a small magazine and newspaper stall. It was typical of Prince Philip that he noticed what had happened and went out of his way to apologise to the stallholder

Right: John Williamson and wife Böel meet Prince Philip during the 1961 Nationals





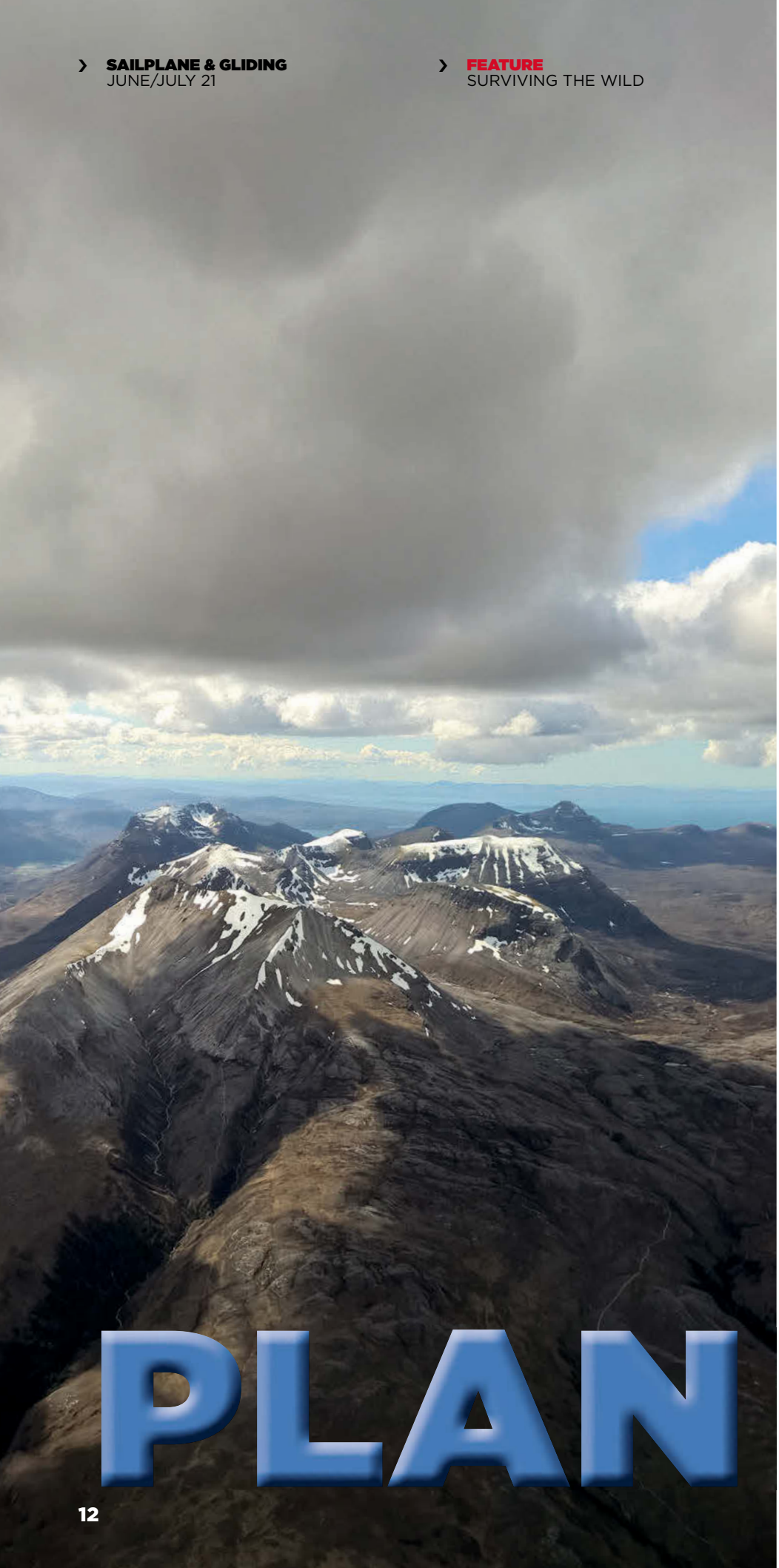
The BGA's Debbie Carr and Paul Hepworth met Prince Philip at a formal lunch celebrating 50 years of his Patronage

BOB PIRIE WRITES:

MY FIRST memory of meeting Prince Philip was when I was 16 and crewing for Rika Harwood in the Nationals at Lasham in 1957.

In 1994, I organised the D-Day 50th anniversary commemoration fly-past over the Solent by 36 gliders and tugs. The blue Eagle was one of the gliders taking part, and I received a telegram from Prince Philip recalling his own flight in that glider, and wishing us well. That copy was countersigned by many of the pilots.

■ **With thanks to Glyn Bradney for help in sourcing archive photography**



PLAN TO

Has lockdown left you longing to soar in wild places? John Williams offers valuable advice should you have to land out

LOCKDOWN has done nothing to relieve my need to go and soar among the wild places, and I am likely not alone in that. As the great environmental philosopher John Muir wrote: "Thousands of tired, nerve-shaken, over-civilized people are beginning to find out that going to the mountains is going home; that wildness is a necessity."

But my lack of currency and reading a few thought-provoking experiences where things went wrong (see this issue's '*landout from heaven or hell*', p64), as well as UK Mountain Soaring Championship comp director Glen Douglas' annual briefing, led me to think more deeply. Glen describes a pilot being enveloped by cloud, emerging just in time to round out safely, but in an unhospitable place. Luckily the glider radio still functioned and a Sea King helicopter could get a fix on his location to rescue the pilot. The following day 27 volunteers carried the glider down (see photograph on facing page). And that was just 20km from Aboyne. A different incident left a pilot trapped in his broken fuselage and it took 24 hours before a fast jet could locate the site.

The preparation paradox

When planning to go flying in wild places I'm heavily focused on having options to avoid landing somewhere that will need emergency assistance; if I really thought I'd have that problem I wouldn't attempt



Above: Volunteers retrieve a glider that landed in an inhospitable place (Glen Douglas) Far left: Soaring among wild places (John Williams)

the flight. So, for me, really digging into the detail of what should happen if I fail carries just a whiff of defeatist thinking and so doesn't get quite the level of attention it deserves. Hmmm. Lockdown seems a good time to get advice from those who may well save your life – there are ways to help them help us and some of them are not that well known.

While still flying

Calling D&D (Distress and Diversion) on 121.5MHz is the recognised action. It is, after all, what they are there for, and you will get nothing but first-rate helpful professionalism. However, our sort of flying may make things difficult. By the time I realise I'm in a tricky position I'm probably low and in radio shadow below the tops. I'm likely also using every ounce of my faculties to extract myself from the predicament or to put down on terra firma with minimal damage – and that takes priority over the brain power and the time needed to make the call. But if reasonably high and out of sight of the surface with GPS failure, a D&D call could be a real lifesaver. Likewise, a call to 121.5MHz when on the ground may well get picked up by a passing airliner who can crucially relay your situation back to D&D. See 'Getting help – Distress and Diversion Cell (D&D) – Pilot & Club Info' at *www.gliding.co.uk*

Down in wild country!

I'm indebted to Billy Strachan of Glenmore Lodge for giving his time to share with me his wisdom – sharing his hard-won, real-life experiences that form the basis of what follows. (Glenmore Lodge is a national outdoor centre that has been training folk to be competent in the mountains for more than 70 years.)

Do I need help?

If you are in a remote place, remember that you may not know how to reach



Anne Burgess

John Williams was a keen sailor until "forced" to take up gliding in 1993 when his job moved him to London. After early years at Dunstable, he moved to Scotland and became intrigued by wave opportunities from Portmoak. He is still intrigued by "what might be possible, but hasn't been done yet" and holds a number of UK records. He has an Antares, 3,500+hrs and a 2,000km diploma.

SURVIVE

A cautionary tale...

The following tale, submitted by Dave McCormick of Borders GC, was the prompt for John's survival article.

AS MY Dad maintained tugs for fun, I visited a gliding club (at Hawkesbury, Canada) from the age of seven and flew as a passenger a couple of times. I did not start learning to glide until I was 14. By then, we lived in New Zealand and I was a member of Wellington Gliding Club, based at Paraparaumu airfield. I now glide from Borders Gliding Club at Milfield, near the Cheviots (note: sparsely populated inhospitable terrain).

This story is about a gliding accident that happened to a fellow club member in the NZ winter – July 1970. A stiff wind was off the Tasman Sea and blowing onto the ridge about 2.5 miles inland from the airfield. These were typical conditions, and the ridge was working well. However, as always, there was a bit of cloud about – the Land of the Long White Cloud.

One of our less experienced pilots launched in the club's K-6 at about 10.30am to attempt his 5-hour Silver flight. All went well to start with and we could see the glider successfully soaring the ridge. The cloud came down a bit and, from the airfield, we could no longer see the top of the ridge. No-one was particularly concerned. After five hours, there was still no sign of the K-6.

We tried to contact the pilot on the radio to no avail. The appropriate procedures were initiated, and we launched the tug to have a look. At about 5pm, the tug pilot called to say they could see the glider on the ground in a forested area behind the ridge just over five miles from the airfield. There were no signs of life and, because of the weather in the area, they could not descend lower for a good look. A full search was launched by the police, including five search teams and a search coordination centre at the nearest farm. The weather at night was cold with rain and snow in the area. They found the glider the next day at about noon with no pilot, no parachute and the canopy closed but unlocked.

Two days later, the pilot was found alive and well. He reported that cloud closed in quickly and he found himself in a valley behind the ridge with no way back. New Zealand has some large areas of wilderness and the area behind the ridge had not had any development since wood was cut during WW2. The pilot selected an old logging track as the most open area to land but, as he approached, one of the glider's wings clipped a tree. The glider crashed in a gully and weather conditions were not great.

The pilot was shaken, but unhurt. He did not believe that the glider would be easy to see from the air. He decided to move so he went uphill to the logging track and then in a southerly direction until the track ended at a stream. (If he had turned to the north on the logging track, he would probably have reached the nearest farm in about two hours – hindsight is a marvellous thing.) After a cold and wet night, the pilot found a small clearing where he tried to attract attention. A searching aircraft flew over him, but did not spot him. After another cold and wet night, the pilot moved to another larger clearing where he spread out his parachute. Fortunately, he was soon spotted and recovered.

Lessons learnt

So, what are my lessons from this unfortunate event? I have four lessons and one observation:

- If I am on a ridge, my escape route is always into wind. I never turn with the wind – always into wind.
- I never willingly go into cloud. Any problem and I would go away from cloud or downwards, even if it meant a landout.
- On a long flight in the local area, I always check-in by radio with base periodically.
- I carry an escape kit on my person in a small tin that includes a no-battery torch, one of those vacuum-packed man-sized metal foil sheets, a hill walking compass and some boiled sweets. If I am stuck in the cockpit, I would use the foil to keep warm. If I decide to leave the glider, I would take the parachute as a blanket and to attract attention. I also carry my mobile phone and a Personal Locator Beacon; I know that I must be conscious to use either, but it is better than nothing (especially if I can't move).

Observation: Only instructors at the debrief are blessed with 20:20 hindsight!

safety, never mind whether it's possible in remaining daylight. It's also much easier for a search party or rescuers to find a glider than to find a person. So, unless you are completely confident of reaching safety, it's better to make the call for help.

How to summon help

With your mobile, call 999 or 112. They will ask you which service is required. You always want police – they coordinate everything else. Even if you are injured and you ask for ambulance, you'll likely waste time discussing postcodes when what you really need is a police coordinated rescue that will bring all other services needed.

Tell them what's happened and where you are. With GPS in gliders you'd think that the professional and easy option would be to give them Lat and Long. They would take it, of course – but the rescue teams work in grid references and you could simplify things for them by giving them those – there are phone apps that do it for you.

Mobile reception not good enough?

Because text messages can get through when reception is too patchy for a voice call, you can text to 999 or 112 – but surprisingly ***only if your phone has been registered*** beforehand! How to register? Simply text "register" to 999 or 112, carefully read the text reply and complete the registration as advised. I know it seems odd to be texting this number in advance of a real emergency, however, the process is simple and causes no embarrassment at all.

Mobile phone batteries

The mobile can be a life-saver – so its battery power is vital and decays even faster in cold, remote places. Can you arrange to carry a device that will charge or power the phone from the glider batteries?



Ominous cloud closing in over rough terrain (John Williams)



Above: Wild beauty (John Williams)

No mobile?
If the glider battery works, can you relay to another glider or switch to 121.5MHz and relay to an airliner? And, of course, if you do have a Personal Locator Beacon (PLB) now is the time to deploy it.

The wait
Once help has been summoned, the inevitable thing is to wait (it may take several hours to set up the rescue team) and your priority is simple – to survive until they reach you.

Hypothermia is the main enemy and it is a lethal one. Insulation is a life-saver. The cockpit if undamaged may be the best shelter, if not get insulation (your parachute?) between yourself and the ground which will otherwise suck vital heat away. A survival blanket (preferably with packet style hand warmers deployed inside the blanket) will help, but technical advances mean that much better is now available.

For less than £25 you can buy a Blizzard 2 Layer Active Range Survival Jacket (*www.blizzardsurvival.com*), which is about the size of a packet of crisps and weighs in at 230 grams. The double layer does a superb job of retaining vital heat.

The rescue services I talked to won't leave home without one and I don't see why we should either. (See right for a special offer for *S&G* readers.)

Food
Rescuers routinely ask their 'customers' when they last ate. Often the answer, after a pause, is "a long time ago". The sugar boost from eating often transforms the situation; any concerns about the possible need for empty stomach surgery later is far outweighed by the immediate improvement from the food. You can buy 'emergency jelly babies' and carry them in your first aid kit. These glucose tablets don't taste particularly nice, so you won't be tempted to snack on them, but work well.

■ See *https://tinyurl.com/2d8kys74*

Summary
None of us want to end up in distress in wild places – but a little forethought can really help our chances of survival if the worst happens. The insights I got from talking to experts mean I've now modified my list of absolute essentials to carry in the glider:

- The survival jacket mentioned here.
- Food.
- Mobile phone charging kit for connecting to glider batteries.

None of those will break the bank.

And I've reminded myself that it's always police I want on the emergency call. I've registered my phone to 999 by text and will remember to redo that if I change the number.

■ *https://tinyurl.com/2d8kys74*
■ *www.glucogel.co.uk*
■ *www.glenmorelodge.org.uk*

SPECIAL OFFER

■ *S&G* readers can benefit from a 20% discount on the Blizzard 2 Layer Active Range Survival Jacket by quoting **SPEC20** at checkout. This offer is valid throughout June 2021.
■ *www.blizzardsurvival.com*



RADIO: WHY IT'S GOOD TO TALK

New to cross-country flying, or nervous at the prospect of using the radio? Chris Fox explains how, and why, we need to be talking to Air Traffic Control

WE'RE all being told to use the radio to talk to ATC (Air Traffic Control) more than we historically have – by me amongst many others. But why?

- The main reason is to reduce the risk of a mid-air collision. If ATC have some idea of where you are and what you're doing, they can pass that information on to other airspace users. They might just avoid you. We've seen plenty of Airprox events involving gliders that could have been prevented by a suitable call.
- At least some of the pressure for additional Controlled Airspace is driven by a desire to create a 'known traffic' environment, in which ATC know where (at least most) of the traffic is.
- To be a better pilot and a good citizen. Most powered aviation pilots wouldn't dream of flying around without talking to ATC, and are baffled – and occasionally annoyed – that we glider pilots often do just that. When you make a radio call, other people will hear it, and having some idea of where you are will help their situational awareness. Listening out will likely help yours, too.
- To develop personal skills. The discipline required to use the radio properly is a valuable skill and will certainly help if you choose to fly powered aircraft as well as gliders.

There are also good reasons **not** to use the radio – remember, 'aviate, navigate, communicate'. Never let using the radio dilute your attention to the first two. It's also true that talking to someone will use up some of your thinking capacity, so if you're having to work hard…

However regrettable it may seem, glider pilots increasingly need to be aware of, and considerate towards, the other people using Class G airspace. Who might they be?

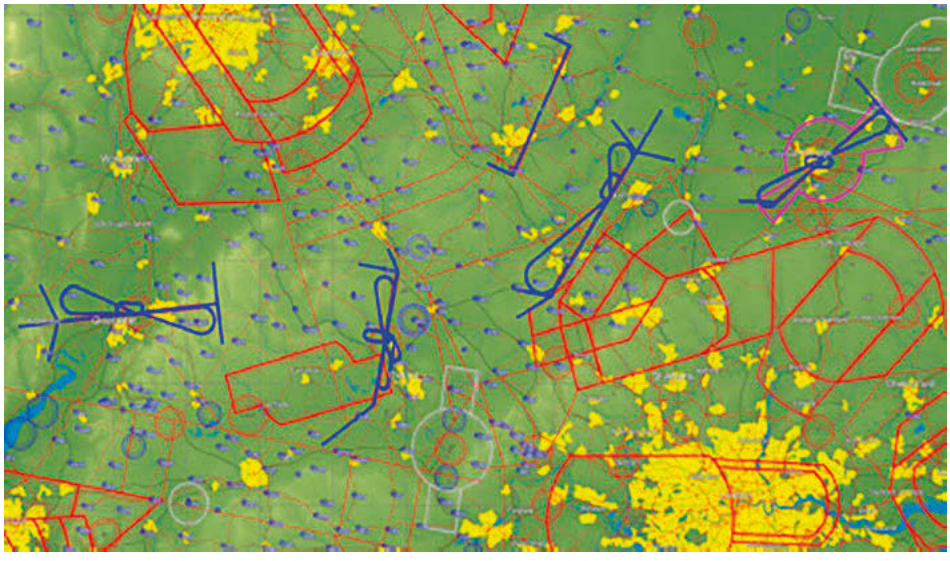
Amongst others:

- Other recreational aviation, mostly with engines.
- Aircraft using Instrument Approach Procedures (IAPs) in Class G, often used for professional pilot training.
- The military, in everything from helicopters and fast jets to airliner-sized tankers.
- BizJets.

Some of these will be flying under Instrument Flight Rules (IFR), which usually means that they're flying on a fixed path via known points, descending through cloud if necessary. Maintaining separation purely by lookout can be challenging in these aircraft. And they will almost certainly be talking to someone.

Figure 1 (left) shows the IAPs across central Southern England. This is a very busy area for gliders, and you can see that it is very difficult to plan a task through this area without flying close to, or through, these approaches. So it's important to be talking to the relevant ATC unit.

Figure 1: IAPs across central Southern England



What kind of radio service?

Every time you talk to someone on the radio, there's a 'service contract' agreed at the outset. In the UK, these are known as Air Traffic Services Outside Controlled Airspace, or 'ATSOCAS'[1]. There are four types, though you *can* call someone up, say who and where you are and what you're up to, then say

cheerio, I don't want a service. Although this is better than not calling at all, it's not actually much more work to take a…

- Basic service. You give them some information and they have some idea of what you're doing. There's no requirement for them to monitor you, or for you to keep telling them what you're doing. But you do have to keep listening in case they call you.
- Traffic service. They'll tell you about traffic that they know about in your area, and they tell other traffic about you. You're unlikely to get this service without having a transponder, and it's potentially quite a lot of extra radio work.
- Deconfliction service. IFR traffic only – not appropriate for gliders.
- Procedural service – used for IFR traffic where there isn't radar cover. Again not suitable for gliders.

Generally, a basic service is appropriate. Stations without formal air traffic services (like the 'air ground' stations at many airfields) can't offer even that – it's airfield information only.

We'd encourage everyone who doesn't yet have a radio licence to take the online FRTOL (flight radio telephony operator licence) course developed by Paul Ruskin and Andrew Watson (*www.ruskin.me.uk/bga-frtol-course*). It generally runs towards the start of the year. Unlike traditional RT (radio telephony) courses run by flying schools, it places the emphasis firmly on gliding. And if you pass the exam, you'll be legal to talk to anyone! The examples below are taken from the course.

Using the radio

To illustrate how you might use the radio in practice, we'll use as an example part of the cross-country flight from the FRTOL course (see figure 2, above right). This starts at Gransden Lodge, then routes past Cambridge to Bury St Edmunds as its first turning point.

This route has been deliberately chosen to illustrate many of the kinds of radio interactions you may have on a cross-country flight.

We won't be covering all the details of each interaction – that's what the course is for – but will cover *why* you might call someone, and how that interaction might go.

Before you get in the glider...

Look at your planned route (you did draw a line on the map, didn't you?) and identify the stations you might want to talk to. What kind of traffic might they have? And what kind of service can they give you?

Check that you have the latest frequencies for those stations. Trying to read a frequency off a map in flight is to be avoided if possible – it can be tricky and it compromises your lookout. Make a 'frequencies check' part of your NOTAM check.

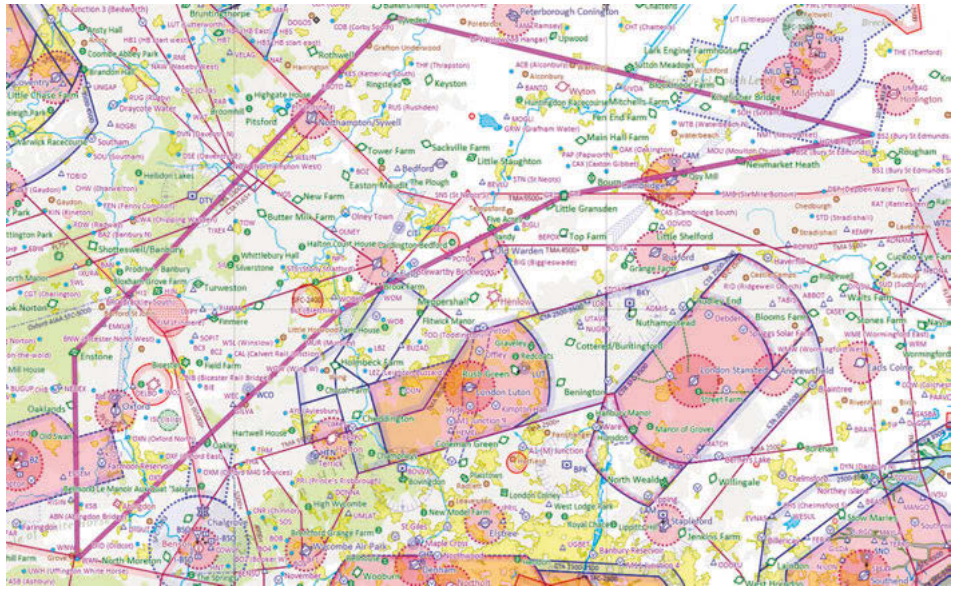


Figure 1: cross-country flight example from FRTOL course

Prior to departure...

Do a 'radio check' with another aircraft – preferably the tug if you're aerotowing. We won't cover those details here, but they're in the course.

And we're off...

The first airfield we'll pass is Cambridge. Well worth giving them a call. Why?

- They can be busy, with jet traffic and instrument approach procedures.
- They may tell us about other traffic that might affect us.

And not least, there's a 'radio advisory zone' around them, in which glider pilots are strongly recommended to give them a call.

So, what should we do?

(*This is a condensed version. For the full details, take the FRTOL course!*)

- Select the correct frequency, and make sure you can hear what's being said. If it seems unnaturally quiet, check your volume and squelch controls.
- Listen for a while. Try and build a mental model of what the other traffic you can hear is up to.
- *Think* about what you're going to say (so check your position, altitude and altimeter setting ready to tell them), press the PTT,

[1] Air Traffic Services Outside Controlled Airspace. They're different to inside controlled airspace, and we're not going to cover that here.

GLIDER PILOTS INCREASINGLY NEED TO BE AWARE OF, AND CONSIDERATE TOWARDS, THE OTHER PEOPLE USING CLASS G AIRSPACE

■ THE LAW: You are required to have a FRTOL to talk to an Air Traffic Service Unit. That said, flight safety should always come first.

■ The next BGA Flight Radio Telephony Operator's Licence (FRTOL) course will run sometime over the 2021/2022 winter – most likely in February/March 2022.

It is suitable for glider pilots who want to get their FRTOL, or who already have one and want to learn more about, and to practise, using a radio in a glider.

The course generally runs for six weeks, with Zoom-based sessions once a week in the evening. Most of the work is done by self-study using the material found on the course website. However, in the Zoom sessions we review that material and break out into small groups for practice with a coach.

There is no cost for the course, but you can expect a charge to take the exam and possibly to get the licence.

At the end of the course, we aim to help those who want to to take the exam.

To sign up for the course go to *www.ruskin.me.uk/bga-frtol-course/sign-up*

Paul Ruskin

pause, then say:

'Cambridge Approach, Glider G-ABCD, Request Basic Service.'

Wait for them to respond. They'll say either: ***'Glider G-ABCD, Cambridge Approach, pass your message.'***

Or, if they're busy: ***'Glider G-ABCD, Cambridge Approach, standby.'*** If you get this reply, keep quiet, they will call you back.

- When they ask you to pass your message, again *think* about what you're going to say, press the PTT, *pause*, then:

'Glider G-ABCD, from Gransden Lodge to Gransden Lodge, one mile south of Bourn, altitude 4,000ft QNH 1021, heading east to Bury St Edmunds.'

They will (most likely) respond something like: ***'Glider CD, Roger, Basic Service, Report leaving the frequency.'***

To which you should reply:

'Basic Service, Wilco, Glider CD.'

Keep listening on their frequency. Don't change to another frequency without telling them. And you might hear something useful.

- And later on, when you are clear of their area, you say:

'Glider CD, changing en-route.'

There's a slim chance that prior to this they will call you and suggest you change to another frequency. But for a glider, that's unlikely.

And that's the structure of the interaction:

- You call them, saying who you are, where you are and what you want.
- You agree a service, which must be confirmed by both parties.
- They now have an idea of what you're up to and may use that information to tell other traffic about you, or you about other traffic. But under a basic service, they're under no obligation to do so.
- You tell them when you're leaving.

That wasn't so hard, was it?

Onwards...

As we approach Bury St Edmunds we will likely be entering the Mildenhall/Lakenheath Military Air Traffic Zone (MATZ) and our outbound track takes us close to the Mildenhall ATZ.

Should we call them? Most certainly we should!

- Mildenhall is home to lots of heavy American military aircraft, such as tankers, transports and AWACs (air warning and control system) planes.
- Lakenheath is a busy American fighter base, with a lot of F-15s.

In law, the MATZ is freely accessible to civilian traffic, but permission is required to enter the ATZ. However, it's is a really good idea to let them know what you're doing.

'Lakenheath Radar, Glider G-ABCD, request Basic Service and MATZ Penetration.'

They are then likely (but not certain) to ask if you've got a transponder – which makes their job much easier.

'Glider G-ABCD, are you transponder equipped?'

'Negative (or Affirm), Glider G-ABCD.'

That's the 'who you are and what you want' bits dealt with.

'Glider CD, pass your message.'

'Glider CD from Gransden Lodge to Gransden Lodge, three miles east of Newmarket, altitude 3,000ft QNH 1019, routing Bury St Edmunds.'

'Glider CD, Basic Service, MATZ penetration approved, remain clear of the Mildenhall and Lakenheath ATZs.'

'Basic Service, Wilco, Glider CD.'

Keep listening out – it will help you understand what else is going on. If you haven't got a transponder, they may ask you for a position report:

'Glider CD, report position.'



'Glider CD currently thermalling four miles north of Newmarket, altitude 3,500ft.'

Then some time later:

'Glider CD, clear of the MATZ, changing en-route.'

Let's look at one more interaction, this time with a GA airfield with an ATZ that offers an Airfield Flight Information Service (AFIS).

Sywell is a busy GA airfield that frequently hosts aerobatic aircraft. It also has an (infrequently used) instrument approach. Our 'straight line' route goes through the ATZ but, of course you, wouldn't enter the ATZ without calling them first, would you? And given the nature of the traffic in the area, it would be prudent, not to mention polite, to let them know you're passing. And if you get low and need a safe place to land out…

'Sywell Information, Glider G-ABCD, request Basic Service.'

'Glider G-ABCD, pass your message.'

'Glider G-ABCD from Gransden Lodge to Gransden Lodge, four miles to the NE of you, altitude 3,500ft QNH 1019, will be routing to the west of your ATZ towards Oxford.'

'Glider CD, Basic Service, advise leaving the frequency.'

'Basic Service, Wilco, Glider CD.'

Then just listen out for traffic and maybe respond to a request for a position report.

Make sure you remember to tell them when you're leaving the frequency.

If it all goes a bit pear-shaped…

'Glider CD is getting low near Pitsford and may need to land at Sywell. Request Runway in use and joining instructions.'

'Glider CD Runway 23 grass is available, QFE 1006, report downwind left hand.'

It's possible that a non-glider-aware person on the radio will ask you to 'join overhead at 2,000ft'. This has happened to me – I was tempted to reply that if I could do that I wouldn't need to land! In practice, just reply along the lines of:

'Unable to join overhead, will join downwind left hand runway 23, Glider CD.'

There are several other opportunities to use the radio in this example flight – not least in the vicinity of Oxford and Brize Norton. I leave these for you to think about – and if you don't already have a FRTOL – take the course!



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

■ I'd like to thank Mark Horsfield, whose email to the editor triggered us to write this article; also Paul Ruskin and Andrew Watson, who developed the FRTOL course and provided excellent advice and support.

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Reaching the top of a thermal off Snowdon on a cross-country out of Seighford in Staffordshire

FLYING

The first chapter of Mike Fox's book *Soaring Adventure*, reproduced here, introduces the sort of flying that is to be encouraged

SOMETIMES it's not the longest or the fastest flights that leave us desperate for more. Sometimes it's the unexpectedly interesting flights that leave us buzzing. Often, we have to work hard to make a great flight happen.

***

It had been a long April week of work. There seemed to be a window of opportunity lining up on Wednesday between other priorities. I was really looking forward to some raucous thermal cross-country in the LS4, but on Tuesday night the weather forecast looked terrible. Really strong NW wind, straight off the Irish Sea and over the Shropshire plain. Weak thermals and strong winds don't normally work terribly well, so I started to think that it'd be a day of fettling and telling embellished tales to anyone who came near (which is my normal style, I'm sure those who know me will confirm). However, I remembered that I had been keen to try the Wenlock Edge during the winter, but had been put off by the wetness of the fields in the valley. I had tried it out in our RF4 motor-glider, but longed to try it for 'real'. If I could get to the closest hill at the Wrekin, I'd be able to try Wenlock and then worry about getting home later (that's what trains and hitchhiking are for – right?).

Peter Lowe is rigging his Astir and I give him a hand. He asks me if I would like help to rig, so I think – why not? – put the wings on and see what the rest of the day brings. Having rigged, I think I might as well tow it down to the launch point and, after a bit of

FOR FUN



Approaching the Wrekin (all photographs Mike Fox)

the aforementioned tall tales and helping out a bit, someone asks where I'm going in the LS4. "I'm off to soar Wenlock Edge," I say, not really meaning it. Much.

The winch launch is silky smooth, and the small cumulus cloud nearby produces about 1.3 knots lift, with the instruments very rapidly reporting 20+ knots of wind. Well – might as well try to get upwind. After the third thermal, I seem to be in approximately the same place.

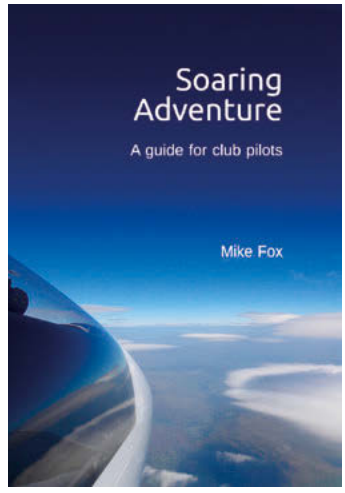
Now I'm not one for local soaring – boredom sets in very quickly. This is enforced local soaring. I can feel restlessness encroaching, so I decide to throw caution to the wind and force the issue! I can hear the *Ride of the Valkyries* playing through my mind as I head for Chetwynd airfield. Ah – here I am again at 800ft, now nearly at Telford. Well – at least I'm not local soaring any more! One more climb gets me back to 2,000ft and within range of the Wrekin ridge, so it's crunch time – glide to a ridge I have never soared before and hope it works? Why not? Good cut grass fields are available as landout options. The ridge works like a charm, and I'm soon back up to a reasonable height – I take a breather. The sky is perking up, so it's time to move onto the long Wenlock ridge, with the decent prospect of a thermal to get me home. This is a simple matter of diving off the Wrekin, downwind onto Wenlock edge, which works remarkably well given that it's only 300-500ft above the valley floor. The edge itself runs for about 30km, so I have some fun running along at 70 knots.

The trip back is just as entertaining – trying to get upwind again in thermals leaves me talking to Shawbury on the radio and explaining that all is well despite my being less than 1,000ft above ground in a pure glider in the middle of the MATZ. "Lots of fields here – don't worry," I tell him cheerfully. Though I only feel truly cheerful when my mental arithmetic tells me I can make it back to Seighford in time for beer and the obligatory tall tales. What a great flight – it takes me quite some time to stop grinning after landing.

***

Gliding is so often about putting together and trying out plans and ideas that might

■ I'VE ALWAYS tried to support, encourage and inform the majority of club pilots who simply fly for fun in their spare time. *Soaring Adventure* is a resource for pilots who are working on building their flying confidence and aspiring to adventurous and interesting flights, without necessarily aiming for competitions or record-breaking flights. I tackle a limited amount of necessary theory in a very practical way that will be useful to a soaring pilot. There are chapters dealing with choosing a glider, getting away from your launch, and flying away from home for the first time among many others. I've included descriptions of flights which surprised or inspired me, with many quality photographs to bring these stories to life. It is suitable for all, but particularly aspiring cross-country pilots looking to develop their confidence in venturing further and enjoying their flying more. It has been an eight-year labour of love, with contributions from many wise pilots and supporters who also felt it was the sort of book the gliding community would embrace and, importantly, enjoy.



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/*



Above: Rigging at 7am for the reward of a fantastic flight

Below: End of a Wenlock run



just work. From: that brown field over there might be just a bit warmer and produce the thermal to get me away, to putting together a whole flight using ridge, wave or thermal. Or perhaps all of them to create a chain of events that keeps us in the air and keeps us thinking and enjoying this great sport. Sometimes a good flight doesn't happen quite so much on the spur of the moment – sometimes you have to plan and work pretty hard for it.

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It's 8pm on a September Wednesday, and the kids are in bed. I've been monitoring the forecasts for Wednesdays and Thursdays (in winter I can sometimes get a day off work and childcare on these days) for the past couple of weeks, since I know that Dunstable are at Llanbedr, and the LS4 is in the driveway at home. (I'm very lucky to be invited as a Dunstable 'interloper'.) But the wind will be too slack, according to the forecast, and Kate (my wife) says she fancies going to the pool for a swim. I turn on the computer to do some work. As I idly flick through the BBC weather, I see that something has changed – the wind is now predicted easterly and just strong enough on Thursday to make it look a little more interesting. "Would you mind not going for a swim tonight?" I ask Kate. Her reply: "I've got the boys – go for it!"

By 9pm the LS4 is off the drive and on the back of my small campervan, with all the overnight and flying kit, and I'm off to find somewhere near the airfield to sleep for the night. By 11pm I'm bedded down in a deserted car park. I wake up early to see the most gorgeous, lonely, dawn-drenched lenticular through the trees. I get up very quickly indeed and head for the airfield.

By 7.30am I am rigged (along with everyone else – which has to be a record) and the Dunstable Duo is on aerotow! They confirm the lift and so, after wolfing some breakfast, I'm away. It takes a while, but

I eventually find lift in blue wave off the coastal ridge and I climb to about 10,000ft to go exploring myself. The lift moves around, but I make my way down to Aberystwyth, breathing in the fantastic Welsh coast scenery. Morning mist still lies in the valleys beneath my almost silent lofty perch when I turn back north. Climbing in the silky air, I head for the lee of Snowdon and realise a dream: flying the Snowdon primary wave.

Heading out to Anglesey, I take some photos of a holiday cottage our family stay in sometimes, before returning to the wave. This time it's more difficult. I meet Robin May in the EB28, gently climbing against the backdrop of the hills, the elegance of the EB's lines matching the dramatic scenery. After more pictures, it's time to head back to the lee of the main ridge, which is producing strong lift, and I linger there before cruising back in time for tea.

***

I have previously flown over 700km in my LS4, but this 200km has to rank as one of the most fantastic and memorable flights. It took a lot of effort to get those five hours in the air, but it was worth every bit of it! But how do we get to the stage where we are able to take advantage of opportunities like these? How can we figure out when the weather will be suitable for a given flight? If we have limited time or opportunity, sometimes it's worth thinking 'Where might I fly tomorrow given the weather I am presented with?' How can we gain the skills to make use of this weather – the navigation, handling and decision-making skills that take us from Bronze badge level to the versatility needed for the sorts of flights I've described? I hope that the contents of my book will provide some answers to these questions.



Attempting to get away



Mike Fox is the BGA Training Standards Manager. Brought up in a gliding environment (both parents flew gliders), Mike went solo aged 17. He has crewed and instructed at sites around the world and, in 2016, became the BGA National Coach. Mike flies an LS4 from Seighford. He has a PPL and over 4,000hrs in more than 120 glider/powered aeroplane types. He is still fascinated by the seemingly endless possibilities of powerless flight.

PHILIP WILLS MEMORIAL FUND

SUPPORTING GLIDING IN THE UK

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

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

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

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

Thank you.

In conjunction with the BRITISH GLIDING ASSOCIATION

BUILDING YOUR OWN GLIDER(S)

Joey Beard talks to Ethan Low, who has designed a LEGO set featuring gliders in a thermal

JUNIOR glider pilot Ethan Low rose to social media fame earlier this year when his LEGO Ideas proposal *Gliders in Flight* sparked the interest of several glider pilots. This wonderful mechanical model of two gliders (and two birds) sharing a thermal featured in the last issue of *S&G* within the mental health awareness article *Head in the Clouds*, which explored the concept of mindfulness and how LEGO offers the epitome of this positive mental health practice.

Fellow LEGO fan Joey Beard interviewed Ethan, 24, to find out more about his passion for both LEGO and gliding.

For many youngsters, LEGO was part of the standard toy box and Ethan would spend his childhood days creating whatever was possible with the bricks in the box. During his teenage years, he veered more towards themed and specific builds, such as the Star Wars range, which gives you a much more prescribed build and starts to remove the creativity whilst still providing a great level of mindful practice. As a young adult, Ethan returned to his more creative building technique and, as early as 16, submitted his first LEGO Idea – a Spitfire – before LEGO introduced more robust moderation guidelines surrounding military designs. In LEGO's own words: "While we always support the men and women who serve their country, we prefer to keep the play experiences we provide for children in the realm of fantasy."

LEGO Ideas is a fan-based website where fans can submit their own LEGO designs to be voted for by fellow fans. Ethan is in a coveted position as a 10K club member, which means one of his designs received 10,000 votes and was therefore considered by LEGO for production. The LEGO set in question was a Concorde model, which sadly did not make it through the LEGO product review to be produced. Due to the the sheer increase in popularity amongst adult fans, LEGO aren't able to provide feedback as to why products haven't made the cut.

Ethan's passion for flight emerged at a young age. His father, an aerospace enthusiast from Singapore and a keen plane spotter, took Ethan to airshows and bought him Airfix kits. Ethan's own flying journey started when he joined University College London Gliding Club, part of Chilterns GC at RAF Halton. He had always dreamed of being a pilot. His personal heroes were the golden age heroes, such as Charles Lindbergh, Amelia Earheart and Eric 'Winkle' Brown. Ethan liked the fact that Brown had also begun his flying career at university.

Currently Ethan is early post-solo and, sadly, his lack of development has been largely down to the pandemic. He has great ambitions to fly cross-country and would ultimately love to give something back to the sport that has given him so much and become an instructor himself.

Ethan graduated in 2020 with a degree in an Arts & Sciences Liberal Arts Course – majoring in Design and minoring in Programming and Computing. When asked



Below: Ethan's 885-part set contains: a modern glass fibre glider, a classic 1930s-style wooden glider and an ultralight pioneer-era glider; three pilot minifigures and two brick-built eagles; and a base with hand-cranked rotating mechanism





Two of the three gliders included in Ethan's proposed *Gliders in Flight* LEGO Ideas set

whether he wanted to be a designer, engineer or a pilot he opted for designer and gratefully secured a role prior to Covid-19 as a lighting designer at the architectural engineering consultancy firm Arup.

His latest Lego Ideas submission, *Gliders in Flight*, is somewhat unique in that it is mechanical in nature with operational parts, which is an added complexity for LEGO that not all sets tackle. People like models that have a kinetic element and the movement in this design felt nice and natural. Ethan had, in fact, taken a relatively long break from LEGO due to National Service (before moving to the UK) and the intensity of university.

These peaks and troughs in LEGO creativity were also due to the ever-evolving software developments and changes as to which programs you could use to design. With more time on his hands during the pandemic, Ethan rediscovered the software Studio 2.0, developed by BRICKLINK.

If you are struggling to decipher precisely which models of glider this set entails, you will continue to do so. In order to avoid any intellectual property rights issues, Ethan deliberately avoided designing the gliders to look like any specific model, but if you can spot a little Discus or LS8, a Slingsby Swallow or Grunau Baby, you'd be on the right track.

The set received 'Staff Pick' status in February, which gave it a little more exposure, but it still needs a lot of votes to get it to Club 10K. If the target is reached, the set will be subject to a formal design review by LEGO. If successful, it will enter production as an official LEGO Ideas set. These sets are niche and produced as limited edition sets. Ethan would then enter into a contract with LEGO which offers approximately one per cent remuneration and 10 copies of the set. It's a moonshot, but at least if you shoot for the moon and miss, you'll land amongst the stars – made of LEGO or otherwise!

You can view and vote for Ethan's set at the following link ***https://ideas.lego.com/*** and search *Gliders in Flight*.



The base fits two gliders of your choice, which spin around with eagles to create the illusion of flight within a thermal. The open centre shows off the mechanism



Joey Beard flew solo as an Air Cadet at Hullavington in 2002. She joined Bristol & Glos GC in April 2017 and is an active member of the 621 VGS Historic Flight, now based at Nympsfield.



Ethan Low, 24, grew up in Singapore longing to become a pilot. He moved to the UK in 2017 to attend UCL and joined the UCL Gliding Club the same year. He flew solo in the summer of 2019 and hopes to further his flying as soon as Covid-19 allows.











This page, anti-clockwise from top:
MotorGlide's G-LAPL over the Vale of the White Horse, taken during a formation sortie on 11 December 2020. The pilots in G-LAPL were Dan Griffiths and Arthur Purbrick (Ashleigh Duggan)

A frosty start on the grid for K-6e 36 at Lasham at 6.37am on 16 April (Adrian Emck)

Dave Unwin sent in this photograph of him flying G-ADTF. He says: "BumbleMunk was with the GSA for years, and just about everyone has either flown it or been towed by it!" It now lives at Saltby and is one of Buckminster's tug fleet

After two hours up and down the ridge, wave finally set up at Portmoak on 20 March (Steve Codd)

On reflection: Jordan Bridge took this photograph while flying the tug at Lasham

Facing page, anti-clockwise from top:
It's pretty in North Wales! Taken from Denbigh's Arcus on 12 April 2021 (Chris Gill)

Ready for take-off at Lasham in early April (Jordan Bridge)

Flying in New Zealand on 23 February, 2021. Justin Wills says: "Conditions in wave were less spectacular than they looked and we flew 'only' 1,225km."

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







GEORGE LEE

Chuck Fulton, host of aviation podcast Soaring The Sky, talks with triple world gliding champion George Lee about some of the highlights of his gliding career

GEORGE LEE MBE started gliding in 1963, became an instructor and gained all three Diamonds. He started competition flying in 1970, and represented the UK in five World Championships (all Open Class), winning the first three (Finland, France and Germany). George was the first person to win three consecutive world titles. He also flew in the Smirnoff Derby in 1977 and two Hitachi Masters in Arizona and Florida.

He ran advanced coaching courses for junior pilots of different nationalities who had shown talent and motivation. By the time the courses finished in 2010, George had coached more than 50 pilots from the UK, Australia, USA, Austria and South Africa. He has received numerous awards, including the Lilienthal Medal, the Royal Aero Club Gold Medal, the Britannia Trophy and the Air League Founders Medal.

George talked with us from beautiful Queensland, Australia.

CF: ***How did your aviation story begin?***
GL: I was born in Ireland, the south side of Dublin Bay, and grew up there by the sea. My hobby at that time was sea fishing. I used to spend many long hours digging bait for my sea fishing and I vividly recall seeing sea birds soaring along a local pier wall. When the wind was right the birds would just be going up and down this pier endlessly, never flapping wings, never losing height. I found that absolutely fascinating.

I had no aviation connections through family or friends, but the seed was somehow sown, maybe from those observations. A friend of mine was joining the British Royal Air Force, and I saw that it was possible to become commissioned, that is become an officer, at the end of three years' technical apprentice training. I had to fly up to Belfast for an RAF recruiting office. My uncle took me up to Belfast and that was the first ever flight I had in my life, in a Fokker F27 Friendship. I vividly remember as the aircraft broke free from the runway, just the feel of the air and the flex of the wings. I was just so excited, even just experiencing that, it was absolutely tremendous.

When I got to the technical apprenticeship training school, I discovered that out of 160 apprentices only a couple would be selected for commissioning. And because I'm not very strong, technically, I knew that I wasn't going to be one of those two. So, there was a bit of a problem. I thought, I want to become a pilot, but I couldn't have picked a harder way. Then I got to hear about the RAF Gliding and Soaring Association centre at Bicester. A group of apprentices went over there to glide pretty well every weekend, so I decided to go along.

As always, for any pilot the first flight is a very special moment. Mine was, I suppose, fairly mundane by any standards, but it was just so exciting. It was only a three-minute circuit in light rain in a T-21. But, in spite of all of that, I was absolutely hooked. I knew that whatever was going to happen professionally, I would stay with gliding.

CF: ***What did you most enjoy about soaring that you didn't find in powered flight?***
GL: As one progresses, the challenges become greater and the rewards and the satisfaction equally become greater. At a basic level, soaring is a very special activity and powered light aircraft flying never really attracted me that much. Soaring is just so special. You're up there relying on the forces of nature; you're feeling the air, analysing the



Below: Australian team pilot Craig Collings (front seat) was one of George Lee's students on the penultimate course at Plain Soaring

conditions and the sky ahead.

The challenges are ongoing, of course. Soaring is ultimately all about cross-country flying. And, the further you get into that, the longer the distances you fly, the higher the performance of the aircraft, and so on. The challenges and rewards just keep coming and you're always learning. I know, you can say that about flying in general, but in gliding one is constantly learning. I have now retired from soaring, but in the 53-54 years that I was involved with it, you never stop learning because no two flights are the same.

CF: ***What has been one of the scariest flights in a glider that made you a better and safer pilot?***

GL: There have been lots of slightly 'whoops' moments, but one that comes to mind was in the UK. Climbing up inside a cloud is a very satisfying and rewarding activity and I absolutely loved it. But at that time it was also allowed in competitions.

I remember going up inside this cloud and being in it for quite a long time. Finally, I was wings level, wanting to get out of it and stay on course. Bear in mind, this is in a competition, so there are many other gliders. There was a dedicated cloud flying frequency, where you broadcast your position and your height. But, of course, when you're in cloud for a long time, and the wind is moving you along as well, and your position is changing, and you have no visual references… This was before the arrival of GPS, so it really was dead reckoning.

As I tried to come out of this cloud, it had actually developed around me much more than I realised and had anticipated. You're trying to do mental dead reckoning and broadcast where you think you are, very conscious of the fact that there are a lot of other gliders that may well be a lot closer than you would like. And finally, finally, the relief as you break out of cloud and carry on with the flight. So, that wasn't exactly a relaxing experience.

Historically, there has been the odd mid-air collision in clouds. There's now only a very small number of countries in the world that legally allow cloud flying to take place. It has its hazards, but cloud flying itself was a privilege and a wonderful experience.

CF: ***What was the most interesting landout that you've ever experienced?***

GL: Some are more interesting than others. There are two that come to mind, one in a positive sense and one in a negative sense. I'll take the negative one first. That was during a British nationals. I was flying in an ASW 17 and the weather went bad as it can often do in the UK. Many ended up landing out.



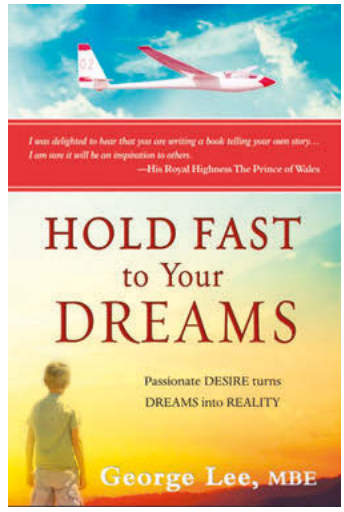
Team GB after victory in the 1978 World Gliding Championships, France (left to right): Dickie Feakes, George Lee, Steve White and Bernie Fitchett

To this day, I'm not quite sure whether the farmer was just sick to the back teeth of having gliders and balloons landing on his farm. But his manner and everything was somewhat less than friendly.

He actually locked me in with the glider and was demanding a landing fee of a reasonable amount. I guess I just dug my heels in and refused to pay. I could see no reason why I should pay a landing fee, there was no damage to his property at all. But he was very insistent and he wasn't budging an inch. Finally, my retrieve crew came along and we had this complete impasse.

Then it started raining and I had no cards to play here whatsoever. I didn't want to leave the glider in the field, so we ended up forking out the landing fee. When I got back, I let the contest organisation know that this had taken place and they put a red circle around the farmer's property so that everybody else could avoid it for the remainder of the competition. So I guess in the negative sense that was the one that comes to mind.

In the positive sense, one landout was when I was flying in the world championships here in Australia, in Benalla. That was in 1987. I was flying an ASW 22. One of the early days, they settled on a task and the weather really wasn't quite up to it. Pretty much everybody landed out. I landed



George Lee's autobiography *Hold Fast to Your Dreams* was published in 2013. It is available for £12 from *www.bgashop.co.uk*

THE REMARKABLE THING ABOUT ABOYNE, APART FROM THE BEAUTIFUL SCENERY, IS THE RELIABILITY OF THE WAVE

in a field. The farmer came over and after that, his wife and other family members and it was an absolutely wonderful experience because they were just so friendly.

They brought me back to the farmhouse; they'd had their evening meal, but the wife brought out the roast beef again. I had to have my evening meal. Eventually the crew arrived and, sure enough, she offered them an evening meal. By now it was approaching midnight and time to get home to get to bed. It was a fabulous experience and I invited them to come down to Benalla and spend the day there, to watch the launch and see the gliders coming back at the end of the day. That contact was maintained over many years.

CF: ***You've had some interesting guests in the cockpit. Can you tell me about one interesting guest that we talked about earlier?***

GL: That particular guest was no less than Prince Charles. The plan was for me to fly with Prince Charles in a Twin Astir, an RAF glider. We were going to do a 100km triangle from Bicester, where I started my gliding. The flight was going to take place in 1978 and it was all set up. The Chipmunk tow plane was gone over with a fine-tooth comb and quarantined in the corner of the hangar. It was roped off, nobody to go near it or the glider. But then the day arrived. It was to be a private visit, which was wonderful because Prince Charles could relax. The only media present was an official RAF photographer. Otherwise, it was just him and his private detective.

They arrived in the Prince's open top Aston Martin, with Prince Charles driving and the private detective relaxing on the backseat. The weather just was not there to accomplish the primary mission, to take him cross-country. It was dry, but it wasn't properly soarable at all. During the day, I did manage to get one thermal from a fairly low altitude and we took that up to 3,000ft, so at least he got a little taste of what it could be about. But the weather was most certainly frustrating because I would have loved to have taken him cross-country.

You asked about landouts earlier. I often thought that if we had gone cross-country and landed out it would have been quite interesting when people came over and saw HRH. But I thoroughly enjoyed the day with Prince Charles. He did most of the flying and latched on to aerotow very quickly. I even had him flying aerobatics. He's a really nice guy with a very good sense of humour. I remember one particular moment during the day. We were going to have lunch in what was normally the briefing/planning room. It was all decked out with the finest silverware and white linen tablecloth. I got to the doorway and invited him to go ahead of me. He went in, had a quick look around, then turned to me and said: "I suppose it's always like this?"

It was a great day, but frustrating that I couldn't show him what gliding was ultimately all about. But there was an interesting spin-off from that day because I was with my RAF Squadron, flying the Phantom in Cyprus, when a telegram came through. I was being invited to a small lunch at the Palace as a thank you for doing the flying and instructing for Prince Charles. I went from Cyprus back to London to the Palace for that. There were only, from memory, eight or 10 of us at that quite intimate lunch, which was hosted by the Queen and Prince Philip. That was a very special occasion.

CF: ***What are some of your favourite places you've ever flown gliders?***

GL: I've been privileged to fly in a number of different countries. I've never flown in South America, but I have flown different

Below: This picture of George Lee giving Prince Charles his first gliding lesson appeared on the Aug/Sept 1978 cover of *S&G*



terrain, different conditions and so on. I've done a limited amount of flying in New Zealand and the terrain is certainly beautiful, spectacular. I've also done a little bit of flying in Colorado.

One favourite place would have to be Aboyne, in Scotland. Aboyne is not all that far from Balmoral, where the Queen and Prince Philip spend quite a lot of their time. Aboyne is a very special place. It's a relatively small field – a small, narrow strip down in the valley by a river. But it's an excellent wave site. The mountains in Scotland are not particularly high, but I managed to get my Diamond height in wave out of Aboyne. In fact, I got it twice, and got up to around 28-29,000ft.

The remarkable thing about Aboyne, apart from the beautiful scenery, is the reliability of the wave. I was astonished the first week I flew from there because it didn't seem to matter from which direction the wind blew, there was a fair chance there was going to be some wave. Quite remarkable.

Other places? Really, here where I am now. When I retired from from Cathay Pacific, where I was flying 747s for 15 years, I had this pipe dream of setting up a mini gliding centre and doing advanced coaching for experienced junior pilots. This was realised with Plain Soaring. I identified, and I'm still living in, an area called the Darling Downs. It's about two and a half hours inland from Brisbane and the soaring here is very good. It's not record breaking conditions, but the amount of soaring of a high quality over much of the year – and that includes our winter – is quite remarkable.

I just love the flying here; although it's basically flatland soaring, the thermal quality is very good. I've not flown 1,000km here on the Downs. The day is just a little bit too short, because we're actually at a sub-tropical latitude. You have to go further down south in Australia to get the longer days and I did achieve a 1,000km flight from way down south. But here, there are certainly many 750km flights on a decent day. The furthest I've gone is 800km, from memory. So I would say very different areas, but those two would probably be my overall favourite places.

CF: ***It sounds like you do a lot of thermal soaring there. But, what has been some of your favourite type of lift?***

GL: We've got thermals, we've got ridge, we've got wave, but I would have to say, overall, thermals. Wave is spectacular on a really big wave day. You can get to such amazing altitude and the lift is just so silky smooth. That is an incredible experience.

I've done very little wave cross-country, so I'm not qualified to speak on that, other than to comment that astonishing achievements have been done in wave cross-country, mostly in South America, off the Andes, but also in Scotland. John Williams has done, and still is doing, extraordinary wave cross-country flying over Scotland. I was stationed with the RAF in Scotland for five years. The thermals up there are not very good, it's just too far north. I did quite a bit of ridge and wave soaring, but neither of them involving cross-country flying.

Historically, I guess, the legendary figure for ridge soaring and in the USA would, of course, be Karl Striedieck, who did astonishing things on the ridges over there. But for me, it's thermals. I like just using the life in them; how the thermal might change as you go up, picking them up from low level, the different characteristics of thermals from very narrow, tight and strong, where you really have to be very aggressive in terms of angle of bank and keeping speed up. And to the late afternoon, higher altitudes, very gentle, but still strong lift, where you can just ease the bank off, bring the speed back and very, very gently go right up to cloudbase. And then, of course, en route – all the challenges of linking the energy, trying to spend minimum time actually circling, lining up the lines of lift and trying to optimise all of that. So for me, yes, I would have to say, thermals are my favourite.



George Lee in the front seat of Janus, with the late Helmut Reichmann

■ *Plane Talking UK* broadcast a 'Conversation with George Lee MBE' over 12 weekly podcasts. If you would like to hear more about George's life story, you can listen to this at: *https://youtube.com/playlist?list=PL4ZcH6hbU-FNNcOGErTMUFrYIQmX5NYI7*

■ This interview featured in episode 85 of Chuck Fulton's *Soaring The Sky*. A bi-weekly aviation podcast devoted to gliding, *Soaring The Sky* features soaring stories from glider pilots all over the world, from students to world champions. There are tips and techniques, plus soaring safety segments. A new episode is released every other Tuesday. You can listen to all episodes at *www.soaringthesky.com*

TRANSFORM AN ASTIR INTO LS4?

After hours of research, Adrian Morgan discovers how to turn his 'Concrete Swan' into an LS4 for under fifty quid...

DURING the recent flying drought, Highland Gliding Club has not been idle. Far from it; ambitious achievements have included a first 300km task, several flights to 22,000ft, expeditions to the Andes and numerous performance enhancements to personal gliders, including an attempt to transform a Concrete Swan** into an LS4, without even changing the fixed main wheel.

Apart from Zoom meetings and Condor, the most strenuous activity among glider pilots has surely been the hovering of finger over the fatal words "add to basket", followed by the fleeting adrenaline rush and lastly the awful thought that you have blown the household budget for a month on a G meter, and your partner's birthday falls in 10 days' time.

For the Vauxhall Astra driver who has newly passed his test, as it is for the glider owner, upgrading or adding personal touches is human nature, although replacing the yaw string on my Astir with furry dice was probably not a great idea. The Gliding Gods, who fly absurd distances at great heights, have different requirements to those wafting about within sight of the field, eking out weak thermals or creeping along a shallow ridge. The former will be considering upgrading their LX10000 to an LX12000, whereas the rest of us may be toying with XCSoar or, as I did, buying Confor foam for Baby Jee (OK, tell me, who doesn't have a pet name for their glider, or is it just those smitten by first love?).

Having linked the FLARM to the ancient flight computer, replaced the yacht compass with an Airpath off eBay (it would have been cheaper to buy a new one than refill with compass fluid costing 10 times more than a similar quantity of Highland Park) and polished the wings, it was time for some serious improvements to JHN's flight envelope.



Turbulators

After hours of research into L/Ds, Eppler wing sections, laminar flow, separation bubbles, Reynolds numbers, I was sent a paper written by Grob many years ago concerning turbulators. "Aha," methinks, if a 37:1glide angle is just about possible without them, a claimed 5 per cent performance increase for the cost of a roll of dimpled tape – an expensive roll at £2.50/metre, for sure, but a fraction of the cost of the next slippiest glider on the BGA handicap list (50 quid, actually) – would give me, let's see, close to 39:1. In theory. What is not to like?

It is this kind of wishful thinking, as well as Zoom and flights of Condor fancy, that has kept the less experienced club members sane over the last few months; given us hope

that we can one day aspire to those flights we see in *S&G*.

Although it can be irksome to read of a 300km in a machine with an L/D that makes yours look rather good, at least when Baby Jee gets airborne again those extra L/Ds may make up for the chronic inability of its pilot to remember how to fly again.

Over the winter, it soon became clear that what the members of Highland Gliding Club wanted was stories, but not necessarily of the epic, 750km at 20,000ft over the Cairngorms kind; more accessible stories for those planning a first cross-country over terrain that, by most southern standards, is pretty challenging, within a few miles of the strip.

Long-established members clearly relished the chance to relive those early flights in Bocians and K-6s; the flight that almost ended in the Moray Firth; the search for lift that looked destined to finish in a field until, at 200ft, they chanced upon a miraculous thermal, and the inevitable pee bag tales.

Bronze tutorials are one thing, and we had a sprinkling of serious discussions from tugging safety to DI checks, but it was the tales, the more modest the better, that kept the spirits soaring through the dark winter days.

Return to flying

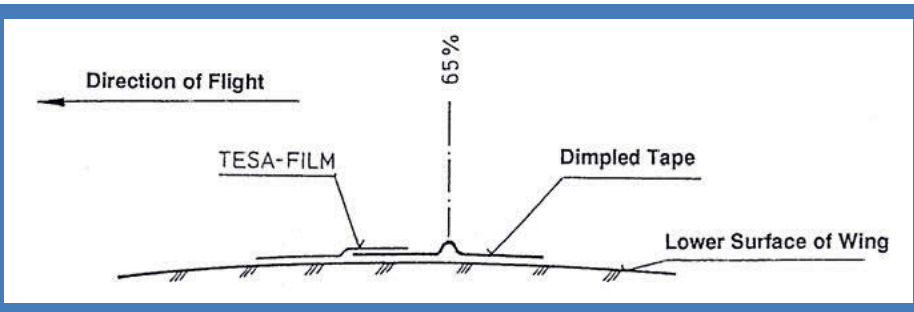
Monday 12 April heralded the long-awaited return to flying, and what a week it was. Two check flights, two hours of soaring in the club K-21, my Astir passed for its annual on Tuesday, then six flights in JHN averaging two hours or considerably more in some cases, one in blue thermals, for a total of 12 hours and 50 minutes over five days.

Postcript

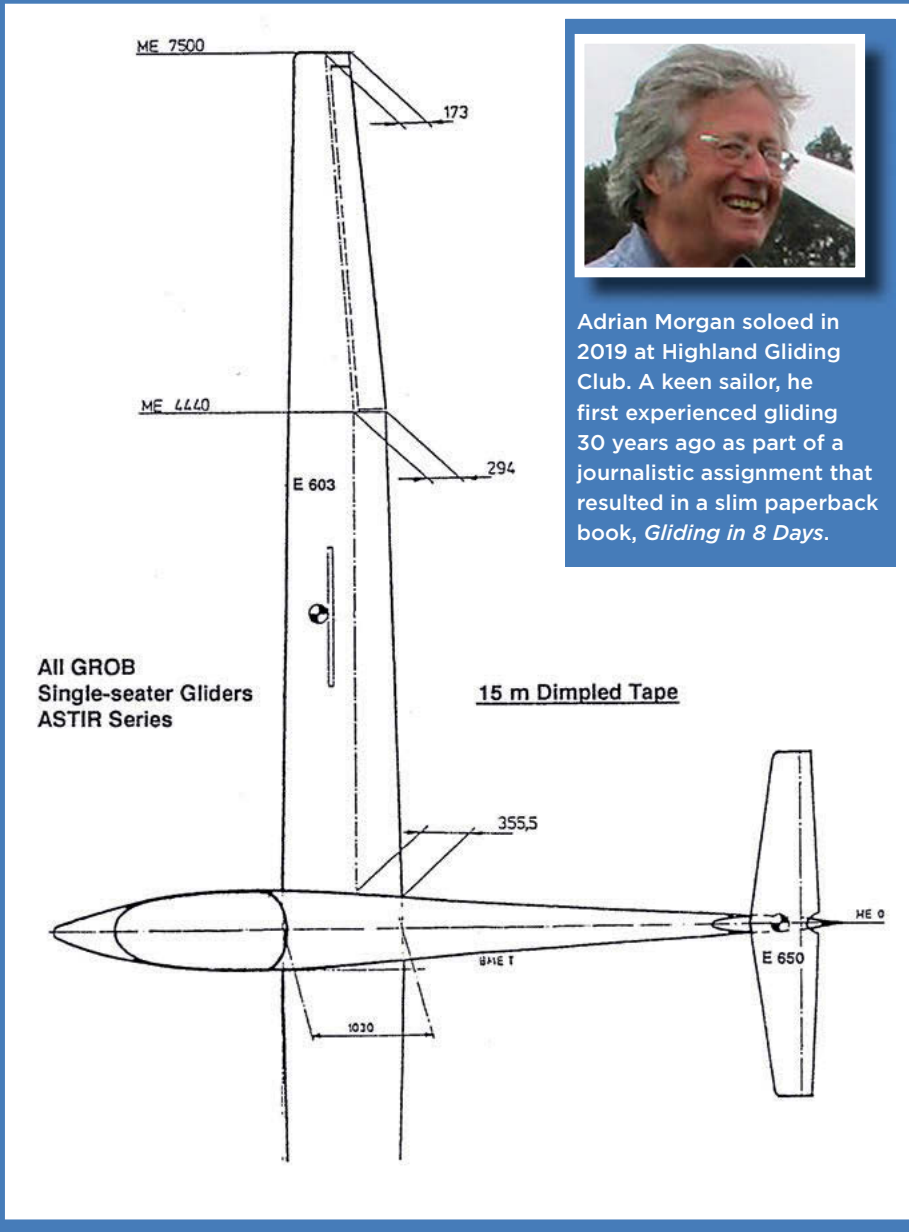
As for the turbulators, following the Grob diagram to the millimetre – half millimetre in fact, 355.5mm at the wing root from trailing edge for goodness sake! – using masking tape as a straightline guide, fitting was simple.

Did it transform an Astir into an LS4? All I can accurately say is that banking felt more locked in, and quieter. Entering a thermal at the same altitude as the K-21, flown solo, JHN was soon outclimbing it, but that's as the BGA handicap tables suggest (85 vs 86). Psychologically it added a metre to the span, and for under £50. Now *that's* wishful thinking!

** Astir CS77 Jeans



Above and below: dimpled tape diagrams from Grob. Navboys confirm no Tesa tape is needed with modern dimple tape.



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*.

***THE BGA'S CHIEF TECHNICAL OFFICER, GORDON MACDONALD, COMMENTS*:**
It is approved by Grob so is legal. I made this change to my own Astir very many years ago. I did not notice any difference as I think the benefit is too small to measure with any great accuracy.

RON LYNCH

Not many glider pilots are still flying solo at 90, let alone doing aerobatics. Ron Lynch is the exception to the rule. A founder member of Bath Gliding Club, Ron was the first ab initio solo trained by the club and went on to serve as CFI for a total of 24 years

Age? I have to own to being 94, but I find that difficult to believe. How did I get here?

Marital status? Married to Joy.

Where were you born? Gravesend.

Where do you live now? Seend, near Melksham, Wiltshire

Occupation? I am a very much retired teacher of art, but I really think my main occupation was Bath Gliding Club.

How and when did you start gliding?
I started gliding because in January 1963 I saw an article in a Bath newspaper that told me that Bath Gliding Club had obtained permission to fly at Keevil, which happened to be not far from where we lived. I called on the committee member who'd written the article and parted with £10 to join.

Soon after that I had a newsletter asking for volunteers to help with converting an old Nissen hut into a hangar, among other things. I went to help but found that, although all the people there were having lots of fun fooling about, I didn't think they would ever get an aircraft off the ground. How mistaken I was – around Easter we were driving around and, when passing the airfield, I said to my wife Joy "let's go in and see what happened to that gliding club".

We were amazed to find them flying. When I approached the group at the launch point, someone asked me if I'd like a flight. I had my first cable break, which I thought most exciting. I was hooked.

How many other family members glide?
Joy had decided that if I spent money on gliding, she was going to pay for cello lessons. However, after a few months she decided that wasn't nearly exciting enough so gave that up and joined me in the gliding club, so perforce did our three children. These were exciting days for everyone, including all the children that came to the airfield each weekend: since it still had all the wartime buildings, now derelict, it was like a huge, fairly dangerous, playground.

Can you tell us about the early days and development of the club?
Nearly all members were ab initios, only a few with actual flying experience, among whom was Bill Davis, bringing with him his son, Andrew. The club had a T-31 and a Grunau Baby, both of which they'd bought with a loan of £650. Launching was by means of scrap Ford Pilot cars, bought for £5, with a hole cut in the roof for the driver to observe the glider on the launch. The snag with these cars was that the pilot would often find that he had a hiatus on the launch caused by the driver searching for the next gear. The recommended signal in those days for a slow launch was to rock the wings! We did try other cars, but most hadn't the stamina of the Fords, a Jaguar spectacularly



Ron and Joy Lynch in the club's T-21 – splendid for soaring, but it went nowhere in a headwind. Ron had his most recent solo flight from The Park last November. Now 94, he thinks that may be his last solo but he will remain an active member of the club

exploding under the stress.

These formative times for the club were huge fun; the club was run by enthusiasts, who were great characters, and we were all learning and, I have to say, laughing a lot.

Our first CFI was Gordon Mealing – a great character. I later discovered that he had only 200 hours gliding when he took over, starting and running this club, but he was an excellent choice for the job, doing it with a style that I always tried to emulate. Since Gordon had only one assistant instructor, his weekends were very busy indeed.

Later in 1963 I went solo in the Grunau, the first ab initio solo trained by the club. In 1964 I joined a Swallow syndicate, doing my Silver distance and height in this machine and, at Ralph Jones' instigation, teaching myself aerobatics. I should say that when Ralph joined, he was a great inspiration to us novices.

In 1965, a new CFI told me that with a week's course he could pass me as a club instructor. On the Monday of that week I flew a circuit with him in the club's T-21, he then went to lunch to leave me with the instructing! I did a full rating course in 1967 with John Everitt, the first BGA National Coach, and in 1968 became the club's CFI for the first time. It was purely because, as one committee member remarked, I was the only one with the time, the money and the looks (although later on I was told that CFIs were usually appointed because they were the only members who knew where the loo rolls were kept!).

My days as CFI oversaw some huge evolving changes in instructing methods; when I started I had only for guidance the small booklet *Flying Training in Gliders* by Ann and Lorne Welch. In total, I did 24 years as the club's CFI, in stints of two or three years at a time, although when we moved to The Park I did seven years as a final fling.

Gradually more sophisticated gliders arrived. I joined an Oly 463 syndicate, while Joy joined a syndicate for the Oly 2 obtained from Ralph Jones.

Later we joined a Skylark 4 syndicate and were able to do some serious cross-country flying, while our three children – between finding dangerous things to do on the airfield – all learned to fly.

The photograph on the facing page shows Joy and I sitting in the club's T-21, an unusual one-off from Slingsby with the wings mounted on the fuselage sides instead of on a pylon, and the luxury of a canopy. It was a splendid soaring machine, but went nowhere in a headwind. We replaced this with a new Bocian for £1,475 and from then on gradually acquired another three of them.



Ron Lynch went solo in a Grunau Baby in 1963, the first ab initio trained by the club

During all these years the club itself settled down to become the much more sophisticated affair that it is today. Joy became an instructor and our weekends were almost entirely spent at the airfield, with our three children now old enough to take part in all the club activities. All three now reminisce about the marvellous time they had!

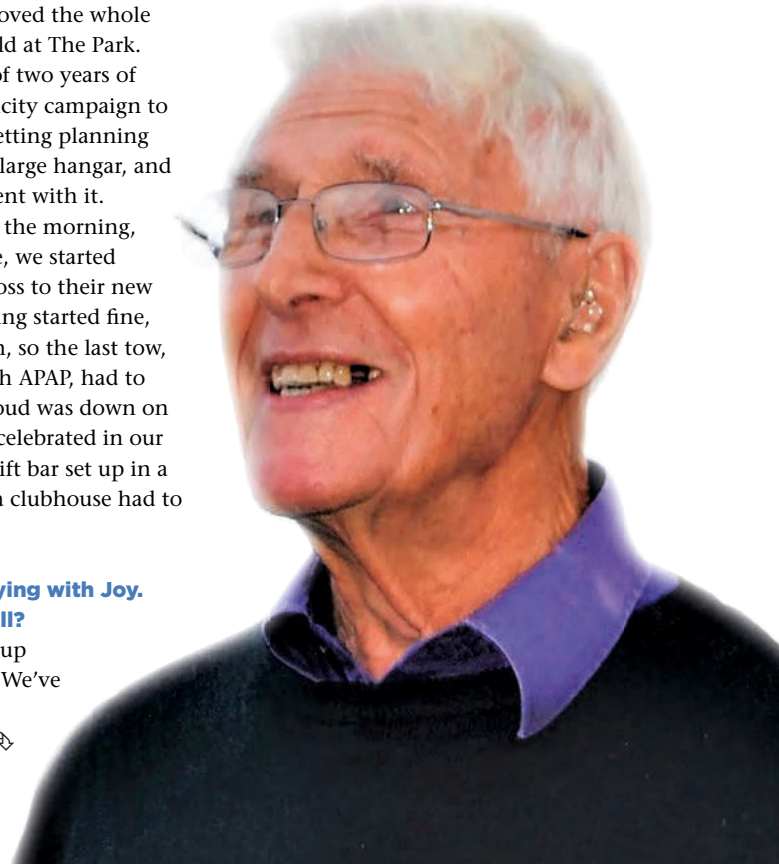
When did the club move to The Park?

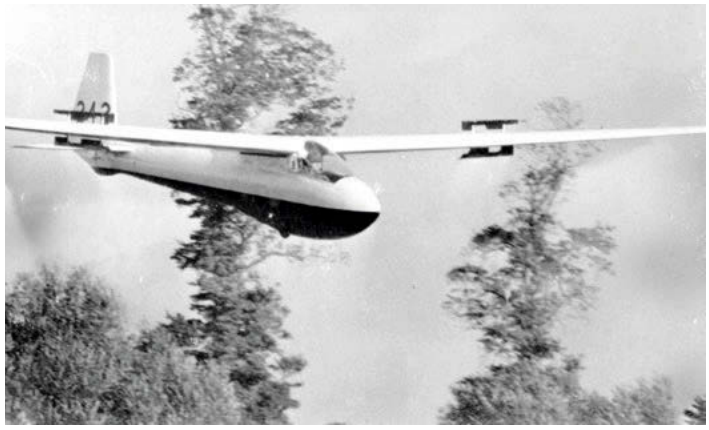
The most exciting day in the club's history, and mine, was when we moved the whole operation to our new airfield at The Park. This was the culmination of two years of preparation, a careful publicity campaign to mollify local opposition, getting planning consent, building our new large hangar, and the various services that went with it. On 8 August 1992, early in the morning, with most of the club there, we started towing the club gliders across to their new home. Although the morning started fine, cloud gradually came down, so the last tow, which was using Tiger Moth APAP, had to return to Keevil because cloud was down on the hills. That evening we celebrated in our new hangar with a makeshift bar set up in a corner – the furnishing of a clubhouse had to come later.

You have done a lot of flying with Joy. Why did that work so well?

Joy and I both finally gave up instructing when I was 80. We've always shared gliders – we went from Skylark 4 to

■ **Bath Gliding Club became Bath & Wilts when Wiltshire council gave the club a small grant. It became Bath, Wilts & N Dorset when the club moved to The Park and received another small grant, from Dorset council.**







Above left: in the 'more sophisticated' Olympia 2c

Above right: Ron and Joy with the syndicate Tiger Moth in which they had many enjoyable flights

IN OUR 80S WE MADE A FILM FOR OUR GRANDCHILDREN OF OURSELVES DOING AEROBATICS



Joy, a pilot and instructor herself, has been a constant flying companion for Ron

■ 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.

an Open Cirrus, a DG-100 and an LS4, the nicest to fly of all of them. We then had a share in a Nimbus 3DT for 10 years, which was more fun than anything. We were able to fly together, and I think there is no more enjoyable cross-country flying than in a two-seater. You can criticise your fellow pilot's flying, enjoy the view, practise your navigation, eat your lunch, take a drink. The only downside is, when it's your turn, being told in every thermal that you are turning the wrong way! Our Nimbus was much nicer and easier to fly than I had anticipated and we had many memorable flights in it.

Where and what was your most memorable flying experience?

My most memorable experience might be sitting in the DG-100 at 24,300ft above Aboyne with only a few small holes in the cloud, now a long way below, a huge wave cloud behind and a grey overcast above, little flecks of ice coming through the vent and an inflated balloon on my face – hoping that one of the holes below contained the airfield.

Or, perhaps, on my way to a turning point on Dartmoor in the Skylark 4, climbing in a huge cloud to 12,500ft and exiting it in the fond hope of having enough height to get the best part of the way back, but finding that the poor Skylark was covered in ice and losing height so fast that all I could do was find a field.

What are your favourite gliding sites in Britain?

My favourite gliding site is the Park, of course, and one of my best memories is meeting fellow member Richard Yerburgh on a huge field of stubble with a load of sticks to carefully mark out the limits of what was going to be our future airfield.

The Mynd takes a lot of beating, there's nothing quite like the excitement of a bungey launch on a howling windy day – I used to organise a club visit there each October for a number of years.

Which gliders have you most enjoyed?

The Tiger Moth belonged to a syndicate of eight of us, but it could be used by the club as a back-up tug. Joy and I had a lot of fun with this machine with visits to other clubs, occasional aerobatics, and retrieves.

Rigging a 3DT is not for cissies and we parted with it when I was 80, at the same time that Joy and I gave up tugging and instructing. We had a K-6 which we carried on flying, and at some time in our 80s we made a film for our grandchildren of ourselves doing aerobatics in a club Puchacz. Our last flight together was in a Puchacz two years ago, pilots with a combined age of 183.

The pandemic curtailed my flying last year and my last solo flight was in November. I think that, since I am now 94, that is probably my last ever solo. When I can get to the club now it is largely a social visit, but I do like to fly when I can. What fun it has all been, what marvellous people we have met on the way.

When not gliding, what do you do for recreation?

I used to paint.

What book are you reading at the moment?

The Raj Quartet, by Paul Scott (for the third time).

What is your favourite piece of music?

My taste in music is classical (we listen to Radio Three all the time) and 1940s Jazz.

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IT WAS A



BREEZE



Ken Barker returns to Lasham for five epic July flights totalling 35 hours and 3,600km – one flight earning him a 750km diploma

DURING the Covid-19 crisis of spring and early summer 2020, I had begun to question the practicality of having a glider at Lasham whilst living in France. Any gliding would involve a total of four weeks' quarantine, two weeks upon arrival in the UK, and then the same again back in France. Four weeks of isolation was very unappealing, but as soon as the restriction was lifted, I received a negative Covid test and then set off at 5am on 10 July. Moissac to Minchinhampton is about 800 miles and the aim of the trip to visit family, collect a large number of belongings from my daughter's equine college, decorate a flat in Cheltenham and 'perhaps' do some gliding.

Once boarded on Eurotunnel after a nine-hour drive, Dave Masson (best gliding met man in the galaxy) confirmed 11 July would be a good day, but my parachute and equipment were in Gloucestershire. A deviation to Lasham for a late afternoon rig seemed an excellent idea…

Syndicate partner Andy Hall was toughing it out with the Norfolk Broads for a week (along with his family) and had kindly left the glider 'ready to go'. Within seconds of arrival at the trailer, 'wing man' Graham Garnett offered rigging assistance and was presented with his favourite, a tin of 'Confit de Canard'. It is remarkable how a tin with two duck legs can appeal to a furloughed chef.

The early evening atmosphere was palpable with a considerable line of rigged gliders and, with the approaching front not too far away, the prospect of a good day seemed very real.

It had been 11 months since I had flown JS1C 240 and I was a little dubious about Richard Brown's suggestion to use the 18-metre tips.

THE UNIQUE LASHAM RHYTHM KICKED IN; WITH WINCH LAUNCHING UNDER WAY, NINE TUGS ROARED OUT, FIRETRUCKS APPEARED AND A 737 LANDED ALONGSIDE THE AEROTOW QUEUE

Main photograph on centre pages: Chasing the breeze along the magnificent Southdowns, north of Brighton (photographs Ken Barker)

Below: The Double convergence towards Axminster: Although the base on the left was higher I chose right as the step was more substantial and line led directly to the Axminster turnpoint



My flying currency consisted of two recent check flights in a Grob Acro wearing a blue mask.

With 240 rigged and water ballast ready to load, I set off to Gloucestershire to grab the necessary equipment and get an early night.

An early start at 5.30am was required to return to Lasham and, satisfyingly, 10th position on the grid was obtained. My peripheral attention on the grid was 'minimal' as I familiarised myself with the new features and setup of the LX9070, the water ballast loading and cockpit preparation. When former team mate Ian MacArthur suggested my first JS1 flight of the season should be a 780km triangle – Polegate, Axminster, Melton Mowbray – I gave the thumbs up.

By 8.45am the unique Lasham rhythm kicked in; with winch launching under way, nine tugs roared out, firetrucks appeared and a 737 landed alongside the aerotow queue. At 9am the grid fell silent and the daily internet briefing began. 'Game on!' this was real theatre.

The first leg to Polegate was quite frankly magnificent; heading towards the seaside with an azure blue sea is most exciting and somehow the coast beckons you down. The initial approach towards the step at the convergence is thrilling, and worked a treat. A tightly banking Spitfire roared just 300ft beneath me over the South Downs and is forever memorable. Where else would you experience that? To the uninitiated, the south coast sea breeze from Dover to Cornwall can offer some of the best flying within the UK – and Lasham is ideally placed for it.

On certain occasions, the elusive double convergence presents itself and you realise what a privilege it is to be a glider pilot.

Leaving the south coast, the run northwards was 'challenging' in a number of places: very soft areas around Keevil, Swindon and Hus Bos, with large deviations required to locate a climb. Two knot average thermals seemed to abound and after rounding Melton Mobray at 5.30pm I headed south into an improving sky with a much-appreciated tailwind. After a 600ft low point west of Booker, thinking I might not make the flight, a very welcome 4kt thermal over Reading ensured a safe return to Lasham at a sedate 89km/h.

Little did I realise this was the first of five flights totalling 35 hours and 3,600km.

The following day a modest 625km task to Chippenham, Pickenham and Marlborough seemed to be the popular choice on the grid. In case the weather was better than expected, I declared a 1,050km with a return leg back into East Anglia. At 3.20pm after 580km and approaching Marlborough, the 1,000km seemed to be seriously viable and it was at this precise moment the battery indicator flashed red.

Fly and learn

I switched over batteries, but nothing happened. An 11-month absence from 240 meant I had forgotten to plug in the battery 'B' second cable to avionics – there was no back up. It seems that the previous day's marathon flight resulted in a very low state of charge and that the battery had not replenished properly overnight. We fly and learn.

About four minutes later, a black screen and beautiful silence entered the cockpit.

The increased awareness of senses was strangely enjoyable, but the lack of sound – quite deafening. I opened the DV panel to try and get some audio clues, but it didn't whistle like the Cirrus used to. From Marlborough, London sparkled brightly in the sunshine and seemed notably close – probably due to the pandemic's cleaner air.

I pointed 40 degrees further south of London towards a likely looking cloud and the JS1C slid along into the best climb of the day – a solid 8kts on the Winter vario. Laughing, I couldn't resist mimicking the audio and it brought back early memories of the Slingsby Swallow where you hawk-eye the vario and anticipate a turn. I misssed not having the golf balls to line up on, but found Lasham and landed silently.

That evening the glider was derigged



Samphire Hoe, a nature reserve near Dover, where the cloud formation seemed to mirror the steep cliffs below

■ Ken Barker's flight from Lasham on 21 July earned him a 750km diploma

due the forecast arrival of rain, so a return to Gloucestershire for a busy five days of gardening, house repairs and luggage collection brought me firmly back to earth. A few days later, with chores completed, the weather improved so I returned on 19 July to rig, this time with my favoured 21-metre tips – for three more remarkable days' flying.

The 20th was a great day and Dave Masson suggested not going as far north as most others, so the 809km task to Eastbourne, Calne, Earith, Yeovil reservoir was completed at 106km/h. My first 800km flight had been very interesting and I remember feeling fresh and relaxed afterwards.

1,006km task

The following day was YET another wonderful day, and this time with batteries correctly connected, sufficient drinking water, supplies and ample poly bags, a 1,006km task was declared. Four Marks, Dover, Okehampton East, Stockbridge, Hembury Hill, Lasham.

The idea of declaring a 1,000km in the UK had previously been 'stuff made of dreams', but, having flown 809km the day before, it seemed perfectly natural.

Heading south-east the glider felt very heavy in the first three climbs, only topping up to 2,700ft asl each time. I then turned hard right towards Brighton and waited in anticipation approaching 'The Breeze'.

I wasn't disappointed, the vario climbed +4 +6 +8 +10. Sometimes the optimum route was not always obvious, but suffice to say the 225km ride to Dover and back to Arundel can only be described as 'epic'. The trace shows three stops for a couple of turns in the strongest lift.

Unfortunately, Southampton would not provide clearance, so began the deviation to Bullington around airspace. The 372km leg Dover to Okehampton was completed at 123km/h (although the additional 35km equates to 135km/h) and apparently, just moments after my request, five gliders were allowed through Southampton. It was a straightforward trip down to Cornwall, a little overcast in places but there were still excellent climbs to be had in the embedded sky.

The 178km back to Stockbridge was slower at 104km/h and I turned at 5pm with a distance remaining of 290km. Not ideal, but I was in the mood for a challenge and certainly had the glider to do it.

A solid run back to Yeovil and then suddenly… the clouds finished and the 'blue yonder' appeared – not a single wisp of cloud anywhere. The Somerset flats seemed to have won the day. I pushed into the stale air at 5.50pm with 40km to go to Hembury Hill realising I didn't have enough height to glide 80km and get back to the Yeovil area, and not enough fuel to get back from Devon or Dorset. I regret it now, but I turned around and headed home.

With 80km short of the 1,000km and over an hour of soaring remaining, remarkably

THE IDEA OF DECLARING A 1,000KM IN THE UK HAD PREVIOUSLY BEEN 'STUFF MADE OF DREAMS', BUT HAVING FLOWN 809KM THE DAY BEFORE, IT SEEMED PERFECTLY NATURAL



Above: Rye harbour



Ken Barker's father, formerly in the RAF, was a founding member of Bath & Wilts GC with Bill Davis. Ken first flew in a T-21, aged three, and by 15 had 100hrs. He was sent solo on his 16th by Robbie Robertson at Nympsfield, gained Silver C in a Swallow also at 16 – then had 12 years out of gliding whilst pursuing a career in music with Frankie Vaughan. Ken returned to gliding in 1990 and won his first competition at Bicester, where a career in aviation was suggested. Self-studied ATPL and then flew SD360, ATR 42, BAe 146 and 737s before moving to France and returning to a career in music. Ken is a Manio trophy winner, a day winner twice in European championships and he survived the infamous Argentinian World championships.

a 6kt climb near Andover appeared at 7pm. In retrospect, Yeovil Basingstoke would have worked as the third leg, but it is very easy to be wise after the event.

Task distance completed was 923km, actual distance flown 1,068km at 112km/h. 240 was parked up at 7.20pm and prepared for the next day, I then headed towards the bar for a much-deserved pint. HOWEVER, my day hadn't quite finished as, within sight of the barman, I felt my right leg begin to vibrate…

Answering the phone, it was none other than Dave Masson, who with Nigel Mallender had been flying a K-13 and had landed at Chilbolton (around 8.20pm) after a mere 507km – despite not taking off until 11.30am. (See *Is this longest UK K-13 flight?* pp6-13, Feb/March 21.)

With just three people in the bar, none of whom I knew, my 'bonus' for the day was a retrieve after a 1,068km flight. I jumped in the car and headed off to rescue two weary, hungry, physically wrecked and intensely cold pilots.

After nine hours in a K-13, the combination of shorts, boat shoes and insufficient cushions for posterior protection had taken its toll on the intrepid duo.

Driving back to Lasham, Nigel sat on the rear seat muttering Geordie into his phone and Dave thawed out using electrical seat heating whilst explaining the finer points of a double convergence and cold air advection.

Now that's gliding, and that's Lasham!

■ Footnote: Without the kind offer of accommodation at Lasham airfield from Graham Garnett, most of these flights would not have been possible. Cheers mate!



Back on the ground after another epic flight: JS1C 240

I HAD A DREAM

Tony Wiseman reflects on an unforgettable flight at Minden that enabled him to fulfil a long-held ambition and gain a Lennie pin*

I WAS travelling back to the UK over northern Indian in about 1980 when the captain said that, if we looked out of the starboard windows, we would see the Himalayas and Mount Everest (29,029ft). I knew that in April 1933 Fl Lt D McIntyre flew a Westland Wallace biplane over the top but, as far as I could establish, a glider had not achieved this. *(Klaus Ohlmann piloted the first glider flight over Everest in 2014.)*

It fascinated me and for a few years I researched the possibility of doing so. Finally, time and logistics made me give up, but it left a stone in my shoe.

Well, as second best I could go to 30,000ft and still claim that I had flown higher than Everest. Research said that Minden in Nevada was the place to go and in 1996 I hired its DG-300 for a week.

A few days were spent sorting out the site and the requirements for the high flight and on 2 May I achieved 26,800ft and my Diamond height. The conditions on 3 May were better and by 11am I was strapped in. The OO (official observer) had sealed the canopy and taken photos to authenticate the flight. Baking hot on the ground, my thermals were very sweaty and the sooner the off the better.

The airfield is at 4,700ft and an aerotow to 6,000ft was followed by a 500ft dive to set up the barograph. Strong, rough thermals allowed a climb to 12,000ft, which was necessary to fly from the east side of the Sierra Nevada to the west side where the wave should be found. This involved crossing the area of Lake Tahoe (6,225ft) with peaks around up to 9,000ft. The west side, about 170 miles west of San Francisco, forms the perfect place for the strong westerly winds crossing the Pacific to create wave.

I became established in steady lift at about 8,000ft in smooth steady 6/8 up. Three things to remember:

- Oxygen on at 10,000ft. The system was a simple demand one that required resetting about every 2,000ft to increase the flow. It was at this point that I realised that I could not see the oxygen bottle contents gauge, but I was assured that it would last two hours.



- Talk to San Fransisco approach controllers. The area above the lake where the wave worked well was more or less in direct line with the commercial traffic into San Francisco main airport. I was briefed to call them up at 14,000ft and request clearance from 15,000ft to 20,000ft. This was granted with strict north/south limits, thus I had a letterbox-shaped zone to fly in. On approaching 19,000ft I was granted 20,000ft to 25,000ft and asked to apply for further 5,000ft steps as required. All commercial traffic was diverted either side of my letterboxes and I soon had a stream of commercial traffic either side and below me. Can you imagine UK traffic control doing that?
- Open the air brakes every 5,000ft to check that they were not frozen in.

No problems on the climb, beautiful lenticulars formed like a staircase to the east of me. Climb up under one in lift and then dive fast across to the next higher one. What a moment when the altimeter read 30,000ft. One complaint – it was bitterly cold, the outside air temperature gauge read -53ºC and the oxygen mask was frozen to my face. By now I had drifted back almost over Minden and conditions were cavok (cloud and visibility OK).

Did I have any oxygen left? Let's not lark about – full air brakes and, with ears popping, down to 10,000ft. Very rough thermals into Minden after the flight of my life, lasting three hours and five minutes.

Tony Wiseman ready for take-off at Minden, Nevada, in 1996

* In the late 1940s, wave pioneer Robert F Symons instigated a new system of awards for pilots who soared to great heights in the Sierra Wave that he called 'Lennie' pins. These ceased when Bob lost his life in a glider accident in 1958, but were re-established by Carl Burson Junior in 1962 as a memorial. Pin holders receive a pin badge and wall plaque.



Tony Wiseman started gliding in 1962 (the most cost-effective route to a PPL). Now 92, he has given up solo flying, but stills flies at Sutton Bank with a safety pilot. On a recent flight, their combined ages totalled 175 years, hopefully still counting.

HISTORY OF A 'SECRET' CLUB

You may not have heard of Crown Service GC, but the club traces its origins back to 1959 and had several homes before settling at Lasham, reports Peter Freeland



Peter Freeland over Milton Keynes in DG-300 FJX

THE Crown Service Gliding Club is a small and friendly one operating out of Lasham Airfield. The club owns and operates four aircraft: a DG-300, K-8, Club Vega and a Twin Grob. Whilst the club used to be exclusively for those working within a 'Crown Service' (Military personnel, Civil Servants, etc), it is now open to all individuals, regardless of profession. So how did the club begin?

Origins/early days

The club traces its origins back to the Royal Aircraft Establishment Gliding (RAE) Club, which flew from Farnborough airfield. The Royal Aircraft Establishment Aero Club was formed in 1922 and first flew in 1923, after they had designed and built their first aeroplane. A gliding section was later formed in 1959 and was split off as a completely separate entity in 1965. This group became the RAE Gliding Club.

Farnborough

The RAE Gliding Club flew from Farnborough airfield on weekends, bank holidays and Friday evenings in the summer. The method of launching was by car tow. There were four different runways available to be used for car towing but the main runway, 25/07, was by far the longest, with a length of almost 2.5km.

For the first decade of the club, five gliders had been operated, including a Tutor, T-31, Bocian, Kranich and an Olympia 2B.

From very early on, the club had the tradition of not charging by-the-minute soaring fees, which is still its policy to this day. In fact, the cost of car tows were also included in the annual membership fee and so, having paid for the year's membership, members could fly as much as they wanted without further charge.

Although very fortunate in having available the facilities of a large airfield and a designated hangar, there were two inconvenient drawbacks to the club's operation at Farnborough airfield:

- Firstly, security considerations meant that membership was restricted to government employees living within 12 miles of the airfield. Security considerations also explain why there are very few photographs of the club from this time. Most photos available were taken when on detachment, during expeditions to other sites, or after a field-landing.
- Secondly, in alternate years, the airfield was the site of the Farnborough Airshow. This took place in early September, but preparations started in early summer and, by July, enough obstructions had been placed on the airfield that it was not feasible for any gliding operation to continue. So from July until the end of September, the club had to operate from another airfield. Those who were members at the time have told me that they were very grateful to Weston on the Green, Rivar Hill, Thruxton and especially Odiham, who all warmly welcomed the club during the airshow periods.

Throughout the 70s and early-80s the club's fleet continued to change, welcoming a T-21, Olympia 463, Pirat, K-7, two K-13s and a K-8 (831), still flying with the club today.

In 1991 the Royal Aerospace Establishment was merged with other defence research establishments to form the Defence Research Agency (DRA) and the name of the gliding club was changed to reflect this, becoming the DRA Gliding Club. Around this time, business jet flying started to expand at Farnborough and the club subsequently had to give up car launching and move exclusively to aerotowing. Consequently, the club bought a Piper PA-18 Super Cub (G-AREO) from Scotland, which had previously been a tug at Lasham.

Operations became increasingly difficult



Chris Welch flying from the back in Grob 103 HWW



Andrew McCrorie over Hampshire flying K-8 831

with the expansion of private aviation at Farnborough and by 1995 it was clear that the club was no longer welcome to operate there in any capacity.

Odiham

On 1 April 1995, all of the gliders that the club owned at the time were towed out of Farnborough for the last time to take up residence at RAF Odiham. There, the club operated alongside the Kestrel Gliding Club, then affiliated to the Army Gliding Association. Kestrel operated a winch and the DRA Club continued to aerotow, each club using the other's launching facilities at will.

In 2001, the MoD's expanded research agency was split into two parts, the larger of which was privatised. This required another change of name for the club, to its current name, Crown Service Gliding Club.

Operations at Odiham had now become more difficult with the arrival of the Air Cadet Volunteer Gliding School and its motor gliders. This restricted the use of the runways and, in due course, the decision was made to move again, this time to Lasham, just a 10-minute drive away.

Lasham

The club was made welcome by Lasham Gliding Society when it arrived in 2002. The tug at this point was sold, as the club would use the Lasham tugs and winch instead, which helped raise some funds for the club.

Since 1959 the club had been affiliated to the Civil Service Sports Council, but in 2007 this link was broken. With the club now being free of the restrictions associated with operating from an MoD airfield or being affiliated with the Civil Service Sports Council, the club could open up its membership to non Civil Service or Military personnel.

The club has been operating happily from Lasham to this day, with the membership usually being within 20 to 30 members. The current fleet is made up of four gliders, which together enables the club to offer 'easy' mutual flying, a taste of 'vintage', and the ability to fly cross-country in 'modern' glass single-seat gliders.

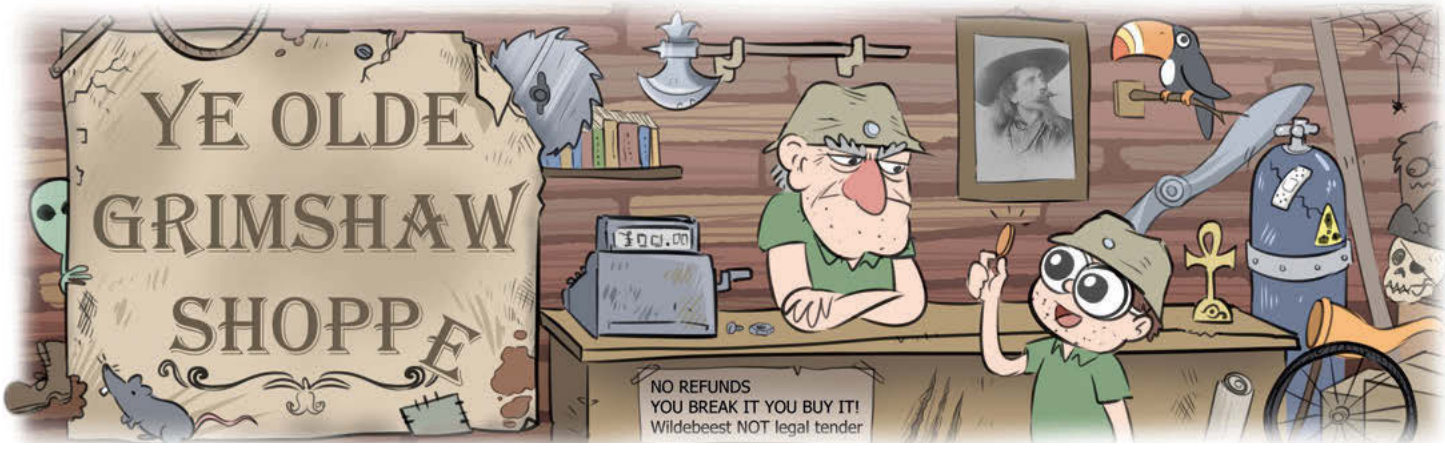
- A Grob Twin II Acro (HWW), often seen at the Lasham launchpoint. The glider is well utilised by the members, most commonly for advanced training. The glider is also frequently used to fly members' friends and family, which is encouraged by the club.
- A K-8 (831) provides members with the chance to fly a lovely wooden glider. The K-8 has also helped many members improve their thermalling, being able to more easily 'feel' a thermal in this glider. Occasionally, a few members dare to take her cross-country.
- A DG-300 W (FJX) is the club's 'hot ship', allowing members to extend their cross-country horizons. Cross-country flying is strongly encouraged by the club and in the 2020 season the glider flew many tasks, some over 300km!
- A Sport Vega (EJE) also facilitates cross-country flying. However, it is most commonly used by members for local soaring and shorter cross-country tasks.

New members are welcomed throughout the year.

WHILST THE CLUB USED TO BE EXCLUSIVELY FOR THOSE WORKING WITHIN A 'CROWN SERVICE' (MILITARY PERSONNEL, CIVIL SERVANTS, ETC), IT IS NOW OPEN TO ALL INDIVIDUALS

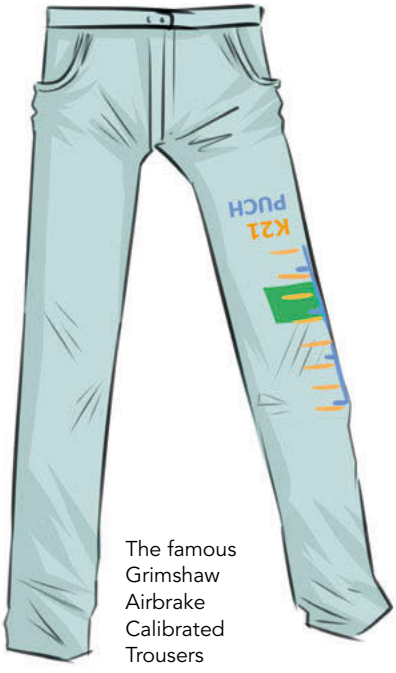
■ *https://csgc.website*

■ Interested in joining? Get in touch with our Membership secretary: *memsec@csgc.org.uk*



ADVISORY 19: AT LAST... SOMETHING USEFUL!

Ebenezer Grimshaw advises newbies on essential gadgets, available in his 'summer collection'



The famous Grimshaw Airbrake Calibrated Trousers

DEAR Newbie. Urged, by our dear Editor, to produce something of actual tangible benefit to newish pilots I have put my gnomes into hard labour. The House of Grimshaw has been belching black smoke with the sound of hammering and banging interspersed with occasional muffled expletives. And I'm pleased to announce that we have finally brought forth the *Grimshaw Summer Collection*. This is a range of gadgetry expressly designed to make the student pilot's life easier, more meaningful and, more importantly, less embarrassing.

● **Item 1:** ***The Famous Grimshaw Airbrake Calibrated Trousers!*** Essential for those early approaches when you're told to use 'two-thirds to three-quarters airbrake'. Especially when changing types. The problem is… how much is two-thirds? Should you be turning round to look at your airbrakes… trying to guess how much further out they might extend? Should you waste time estimating the relative ratio when you're supposed to be focusing on your fast-approaching reference point?

Instructors do not take kindly to scribbling in the aircraft with a permanent marker. But you *can* mark your own leg! So why not do it fashionably with these trendy calibrated trousers! Smartly cut from a hard-wearing cavalry twill, the left leg is incrementally embroidered with reference marks for a K-21, or SZD-50 Puchacz, in two different colours. A Vintage version can include a K-13, T-21 (specify L or R seat), T-49 Capstan or even a T-42 Eagle for a bit of class. A 'bar' version is also available. This has exactly the same markings, but can be labelled 'JS2' 'AS33' or 'ASW 29' just to impress the girls…. nobody need know what it really stands for! Your secret is safe with me. Please specify leg length. Or your deviation from the Royal Aero Club Standard Leg. *In inches please…. no funny foreign units*.

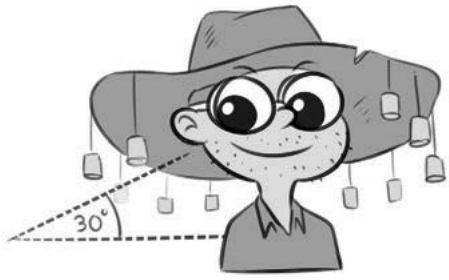
● **Item 2:** ***Hooking-On Patches.*** Fit neatly over your fabulous new Airbrake Calibration Trousers to protect the knees from unsightly grass and mud stains when kneeling down to hook on other gliders. Also works on ordinary trousers if you use the elastic. *The Missus need not know what you've been up to!*

● **Item 3**: ***Wing-runner's Signalling Kit.*** Contents: 1) Bright flashing strobe illuminating a 'One-Ton' sign to try and attract your pilot's attention to the fact that the held wingtip weighs a ton and may drop like a stone when released. 2) A voice-activated distress call that screams "SLOW DOWN" at 127dB for car tow drivers happily belting along with their windows closed and the radio on… *a possible life and leg-saver.*

● **Item 4:** ***The Grimshaw Ring.*** You've heard of a MacCready Ring? In days of yore (when they were actually rings) you put one round your vario to show you the best speed to fly between thermals. Well, you won't need one of those for a while yet.



Grimshaw's Skid Mark Remover



Grimshaw's 30 Degree Hat



Wing-runners Signalling Pack

Instead you can put a Grimshaw Ring round your *altimeter*. It's a simple recalibration of altitude in terms of British mountain heights. Makes it all more meaningful. What does 3,210 feet mean? OK, it's high-ish. But it's just a number. However, recalibrated with a Grimshaw Ring it reads '*Scafell Pike*' and for anyone who's ever flogged their way up there it's a far more meaningful concept. You can tell people "Launched to Loughrigg Fell… picked up a thermal to Dollywaggon Pike… then another to Glaramara. Gave up around Castle Crag and came in…" See? Your whole flight described in a meaningful way! Welsh and Scottish mountain names are available if you have the space! Also a 'party' version, including Alpine summits for posers or those special wave-soaring trips north of the border. *Works with all polar curves!*

- **Item 5:** ***The Skid Mark Remover.*** Overdid the wheel brake on landing? This handy gadget was originally invented by Boy Scouts, who were told to leave no trace of their camp site. Grimshaw has adapted it into a small, stowable spiked wheel, which tucks neatly under the glider seat. Hop out… unfold the handle… and simply run it along the line of crushed and smeared grass to remove most of the evidence before anyone can complain! *(Note: Does not work for other types of skid mark.)*
- **Item 6a:** ***30 Degree Glasses.*** A simple piece of plastic, which clips onto your slightly scratched sunglasses (or real glasses). It reminds you what a 30 degree reference angle looks like. Keep the central pointers on the horizon, then rotate the eyeballs only for an accurate ground reference. *Eliminates complaints from instructors that 'your circuit is too cramped' or 'you're too far out'.*
- **Item 6b:** ***30 Degree Hat.*** A traditional bushman's hat with small corks. As above… except that when you keep the brim on the horizon each string is carefully calibrated to give a 30 degree angular reference to the bottom of the corks. *Suitable for Australians. Unsuitable for aerobatics.*
- **Item 7:** ***Stick Pressure Controller.*** A simple, slide-over cover that is pressure-sensitive and slips over the top of the



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THE HOUSE OF GRIMSHAW HAS BEEN BELCHING BLACK SMOKE WITH THE SOUND OF HAMMERING AND BANGING INTERSPERSED WITH OCCASIONAL MUFFLED EXPLETIVES

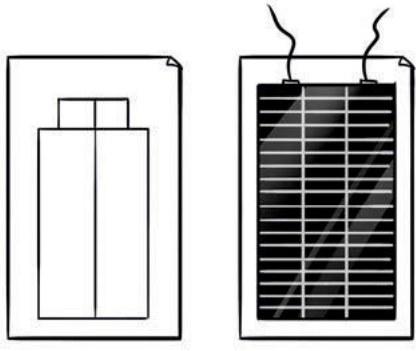


■ All cartoons by Ross Martin

joystick. Grip it too hard and a gentle five thousand volts is generated through a cunning metal weave to encourage you to hold the stick more lightly. Grip it really hard in a blind panic and the voltage shoots up to around 25,000… you won't do that again! *Instructors love it…*

● **Item 8:** ***Grimshaw Gas.*** Our latest development. A secret formula, but one containing lots of Nitrous Oxide in a small, pressurised can. Almost odourless, it discreetly and silently releases into the rear cockpit to make your instructor feel better about your flying. Stops them from panicking. After a few minutes he or she will feel far more relaxed about minor errors of judgement. Maybe share a good laugh over the folly of it all. *Suitable for sensitive, nervous types.*

● **Item 9:** ***'Royalty' Transfers.*** Using these simple sticky decals (see below) you can transform your humble Skylark… or even a K-8… into a Solar Panelled Hot Ship complete with pop-up motor doors. At least that's how it'll look from a suitable distance… say six feet or thereabouts. Includes booklet advising how to handle queries. *Go up two whole notches at the bar!*



● **Item 10:** ***Fake Death Certificates.*** For uncles, aunts, grandparents, cousins on both sides, etc. Fill in appropriately and show one to your employer when the forecast starts to look soarable. *Try not to over-use.*

● **Item 11:** ***The Grimshaw Badge.*** Sew-on. Complete with Latin quote telling people How Things Really Are. Forget the silly unstated BGA badge protocols. This is one badge you really will want to be seen with in the bar (see below)! *Breaks the ice at parties…*



● ***Under development:*** *An advanced gadget for cross-country pilots. A complete inflatable glider. Blows up quickly so you can keep a good place in the grid when you haven't rigged yet!*

Prices are available on application. Basically if you need to know how much these things are, you're probably not the kind of customer I'm looking for. Needless to say… it's brown envelopes all the way…

Ebenezer Grimshaw

▲ *None genuine without this signature.*

■ NEXT TIME: Check flights

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#7 MECHANISM OF A SEA BREEZE AND THE FOURTH DRIVER - SUPERCHARGER - PART 5

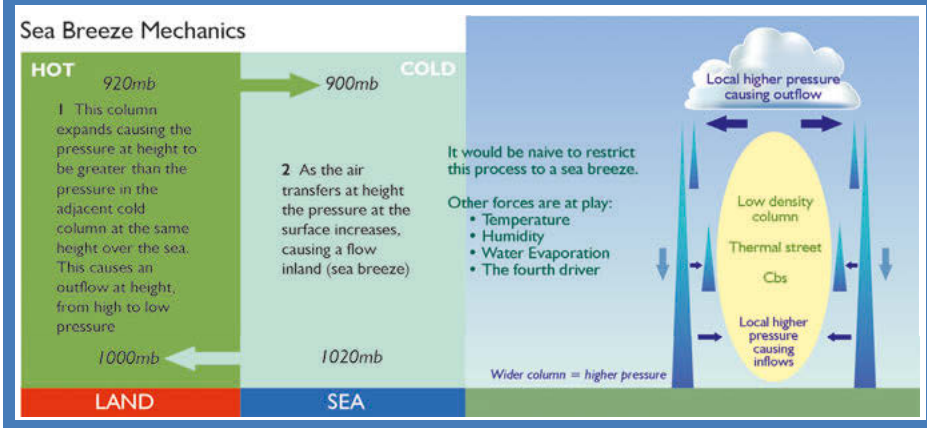


Figure 1: Depicts the mechanism of a sea breeze and lesser, but critical, forces at play in column thermals (illustration by Steve Longland)

GMAD – Gliding Mathematics and Atmospheric Dynamics

DO WE do our biggest and fastest tasks on blue days? In the UK, dry, hot, blue days often border on useless. So, the effect of heat alone is poor.

The secondary addition of humidity in the lowest layer on any day generating active cumulus has an enormous effect on both the air's buoyancy and the product of our thermal factories. Humid air is lighter than dry air. Overnight the humidity increases in the lowest layer, trapped by the low inversion, and instability starts earlier the following day. As the day warms the air from below, the depth and rate of instability strengthens as the dry heavy air turns the sky over.

The third input is the effect of the evaporation of the cumulus clouds which generate sink and the mechanism for the formation of column thermals, the misnamed 'cloud suck', streets, showers and thunderstorms (supercells). But there is yet a fourth supporting mechanism.

Note that pressure changes in the atmosphere are 'transmitted' at the speed of sound, which is why it is fine for the pitot tube to be on our fin whilst the ASI sits in the cockpit. Perhaps there would be noticeable lag if you installed the system in this way on the 'Starship Enterprise'! However, consider why pouring Coke into a glass might overflow or why a pan of water boils over? To help understand how these relate to the weather it is perhaps first worth thinking about the mechanism on a bigger scale; that of the sea breeze. The mechanism is generated by the expansion of the air over the ground, which produces a higher pressure at cloudbase causing an outflow at height. This outflow increases the surface pressure over the sea and, in consequence, an onshore high pressure to overland low-pressure wind is generated. Reading UK meteorological text, this outflow occurs at about 3,000ft in the UK. This, however, is simply because the average cloudbase at the coast in the UK is 3,000ft. In reality the cloudbase and thus outflow can be considerably higher than 3,000ft. As a result, higher cloudbases (and higher inversions) generate a stronger onshore wind. On the East coast with a westerly wind, convergence occurs (the coming together of two winds) where this mechanism will be at its most obvious.

Coming back then to our overflowing fluids, the mechanism of expansion generating an outflow at cloudbase is not limited to the air flows near the coast. Consider the overland area littered with cumulus, akin to our glass of Coke. The less dense bubbles are taking up the space where the fluid would have been and the Coke in the glass gives the same effect as though it has been expanded. A column thermal filled with less dense air will produce a micro higher pressure above any bubble over the air that surrounds it, including at cloudbase. In consequence there will be a positive micro pressure at lower levels, which will clearly push (warm humid) air into the column. Even micro pressures are detected at the speed of sound.

Kevin Atkinson, Aim Higher lead coach

■ ***Next time: The thermal factory catalyst***

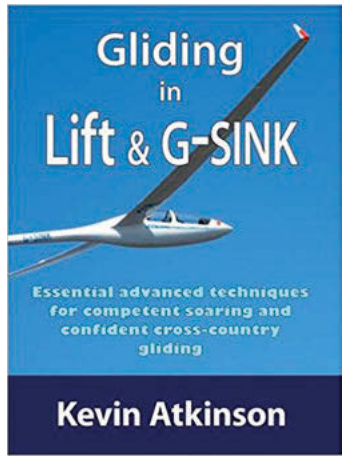
Aim Higher

■ 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*

LIAISING WITH THE EXPERTS

WHEN working on club cases and wider issues that affect the sport, the BGA Development Committee often liaises with experts outside gliding. The relationships we build are valuable for the future of the sport. Also, to avoid dilution of messages or blizzards of correspondence, we are the conduit. To give you a flavour of what goes on behind the scenes, we've invited an external partner to tell you about their work.

We were excited to hear that the DfT was creating a fresh, non-regulatory, approach to supporting General Aviation activities. The BGA has already received funding as part of its Airfield Development Advisory Fund and we look forward to working with James Head and his team at the AAT whenever appropriate opportunities arise.

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



James Head is heading up the CAA Airfield Advisory Team created to support General Aviation airfields. He said: "We are delighted that the Government is actively promoting the need to protect our sector and has envisaged such a team within the CAA."

HELP TO KEEP OUR AIRFIELDS SAFE

THE UK Civil Aviation Authority Airfield Advisory Team (AAT) was established in late 2020. The AAT is a Department for Transport (DfT) funded, non-regulatory department within the CAA that has been set up to support General Aviation airfields and associated stakeholders on a wide range of matters. Additionally, the AAT ensures that the UK Government is kept informed on issues and trends that impact our sector.

Heading up the AAT is James Head. A passionate and committed General Aviation (GA) advocate, James has a wide range of experience having worked as operations director at Gloucestershire Airport, Airside operations and safety manager at Bristol Airport, and as assistant airport manager and company director at Cotswold Airport, where he gained his PPL. Caroline Moore works with James as Airfield Advisory Team Consultant. Caroline has a wealth of knowledge and experience from her time working in industry designing aerodrome layout modifications at Heathrow, Gatwick and Bristol, and most recently part of the team appraising route options for Heathrow Airport's third runway. Caroline also has extensive experience in the automotive sector having worked for transport planning and engineering consultancies and for organisations which lobby for road safety improvements.

The AAT has been rather busy in its first few months. Joining a new organisation in a national lockdown, setting up a new team, identifying aims and objectives and measurables has been quite a different experience. As well as establishing operating practices and getting to know the organisation, the AAT has begun to engage with the GA community in order to introduce the AAT as a point of contact within the CAA.

The response from industry has been very exciting, with many aerodromes reacting positively to a new level of support from the CAA and Government. In its first four months, the AAT has worked with many aerodromes on a wide range of matters, including air traffic services, aerodrome operations, airspace related matters, stakeholder engagement, planning matters and many others.

The following real case examples highlight the varied type of support available from the AAT to ensure long-term viability for GA aerodromes.

- A planning application to build a large settlement within the confines of Airfield A is in place. The Local Plan for the local planning authority associated with the airfield underwent an examination to determine whether the site could accommodate both the existing aviation operation and a large settlement. It was determined that the site could handle both. The AAT disagrees and has stated that the existing aviation operation requires to use the full extent of the aerodrome and, therefore, the site could not handle both the existing operation and a large settlement. The AAT is currently in discussions with the developer, the local planning authority and the existing leaseholders of the site to determine a way forward.

Local planning authorities can reach out to the AAT for free impartial advice when it comes to the review of planning applications associated with GA activity.

- The owner of Aerodrome B had an offer from a company which requires the space and infrastructure of an airfield to undertake non-aviation activities. The potential owners have therefore submitted a planning application for a change of use that would enable their activities to operate from the site. The AAT is currently working with the local planning authority to determine whether it is possible for the potential owner to ensure both a non-aviation activity and the existing aviation activity could operate together without diminishing the existing aviation activity of the site.

These are just two examples of the work currently being undertaken by the AAT in what has been an extremely busy and exciting first few months of existence. General Aviation is our passion.

James Head

IT'S SO GOOD TO BE BACK!

The BGA's Chief Executive, Pete Stratten, looks at the road to recovery for UK gliding

IT IS a huge relief for pilots and clubs to be getting back in the air again after a long period of lockdown. The road to recovery for gliding, ie back to where we were in 2019 and moving forward will take some time. The BGA is focused on helping clubs work through this important recovery phase, on providing our day-to-day services, and progressing several other important issues, including those described below. Airspace developments will be described in a later update.

Ever since the late Dr Peter Saundby made the science-led case, the BGA has been committed to medical declarations being an available option to all recreational pilots. Fortunately, the Government agrees and in early 2021 the law was changed to finally permit SPL holders and others to use the CAA Pilot Medical Declaration. The implementation by the CAA has not been smooth (those struggling with the CAA's online systems will be particularly aware) and is likely to need further tweaking, but, overall, this is an excellent result for gliding. Following guidance from our medical advisers, updated BGA medical requirements were published in May.

Since separating from the EU on 31 December 2020, there have been several changes impacting gliding. One of those issues is temporary crossing of the UK border with a glider in a trailer. Following BGA engagement with Government agencies, it has been agreed that the temporary export/import intent when moving a glider across the UK border can be orally declared. The BGA is continuing dialogue with Government on other border and VAT related issues, including repairs made to aircraft outside the UK.

As we've described on many occasions, the BGA is committed to minimising the impact of years of significant change brought about by the EU and now retained EU airworthiness, operations, medical, licensing and training regulations. The last of these, licensing and training changes, need to be established by 8 December this year.

There have been numerous online seminars for CFIs to describe Declared Training Organisation (DTO) requirements. We are developing DTO resources for clubs. And we intend to support clubs through a smooth transition this coming autumn and beyond. At the same time, those who have yet to convert their BGA Bronze and Cross-Country Endorsement privileges to an SPL will be urged to do so in good time.

Inevitably, a lot of dialogue with the CAA is needed to ensure proportionate policy positions, efficient processes, and to minimise bureaucracy and cost. We also need to avoid future surprises.

We are determined to get the right result. Some time ago the BGA proposed to the CAA that BGA delegated authority status on gliding matters is the way forward. The CAA has now agreed to launch a project to deliver that during 21/22. So more progress, but inevitably slower than we would like.

As soon as the word safety appears, it can be tempting to nod sagely noting its importance, have a quick look, and then think 'this doesn't apply to me'. Clearly, those involved in accidents suffer the most. However, every time there is an accident, we are all impacted. The aviation insurance market is currently harder than it has ever been. Claims are the only available data. And being refused insurance is becoming increasingly prevalent, even at club level. Discussions with insurers indicate that, unless pilots and clubs do more to manage risks (the specific guidance is out there), the situation will become increasingly critical. As the law requires us to be insured, no insurance = no flying. Individual pilots and clubs thinking about and proactively mitigating risks is important to all of us. Anyone who needs risk management or other guidance is encouraged to get in touch with the BGA office.



This is what it's all about: post-lockdown flight from Cairngorm. Photograph taken at 10,000ft by Nick Norman

■ I would like to use this opportunity to thank the BGA Development Committee, who have done and continue to do so much behind the scenes to support clubs – particularly during the pandemic and recovery. The importance of their work should not be underestimated.

■ For details please refer to *https://members.gliding.co.uk*





This page:
❶ Chris Chappell graces BWND's friendly and approachable launchpoint

❷ A new season beckons at Portmoak

❸ RAFGSA Chiltern's Duo in wave over Aboyne (Adrian Lake)

Facing page:
❶ Burn GC re-opened for general flying with some of the most fabulous weather ever seen in April: 6,000ft cloudbase, 6-8kt thermals, endless visibility and a light NW breeze (Alastair Mackenzie)

❷ Not quite so fabulous weather at Burn on 6 May as the airfield is hit with a hail storm. Alastair Mackenzie took this photograph from north of the airfield looking south as the storm hit

❸ RSGC's Alan Swan, in R66, had a great view of Shrewsbury from 10,000ft

❹ Honorary Rob Laycock (centre) of East Riding of Yorkshire Council presents a cheque for a grant from the Council's commuted sums fund to Graham Wadforth (left) of Wolds GC at Pocklington, with club chairman Craig Scott. The grant will go towards purchase of a DG-1001 neo and trailer

❺ Rattlesden and Ridgewell instructors preparing for recency flying during Covid lockdown restrictions

■ 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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JUNE/JULY 21 _VOL72 NO3

CLUB NEWS

AGC ANGLIA (WATTISHAM)
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LIKE every club, we've been in lockdown and unable to fly. However, our virtual exploits have continued on Condor. Jerry Berringer has consistently been in the world top 10 on Condor, with some other members in the top 25. Congratulations to Peter Hibbard, AGC Full Cat instructor and tug pilot, who was awarded a Certificate of Merit by the Royal Aero Club for services to sporting aviation, in particular, for his work with junior gliding. Our instructors returned to currency flying in March and we've been able to fly and when the weather has been kind. Members wait patiently for the changes on 12 April, which will enable dual flying, regaining currency and the club to fully open again.
Simon Ginns

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WWW.BANBURYGLIDING.COM
5204355N 00118784W
LOCKDOWN maintenance included: clubhouse holes, EuroFOX engine rebuild, buggy engine rebuild. Thanks to the usual crew: Simon, John, Pete, Paul, Phil. Achievements: Katie Newbrook (14) first solo – K-13; Oliver Ramsay (15) first solo aerotow; Tom Mitchell transition to Astir. After receiving members from Bicester last year, other bits arrived: bus, refurbished by Mick Boasman and his team, and the motorglider, MW, ready for navigation training. New chairman Dave Bramwell received the baton from Peter Fincham. A big thank you to Peter for his energy over the years. The club has a signed lease! Lots of work has been done to secure tenure for the club. Huge thanks to Rob Cronk and Peter Fincham, along with our landlord, James Harrison.
Gary Newbrook

BANNERDOWN (RAF KEEVIL)
WWW.BANNERDOWN.CO.UK
511858N 0020631W
WE ARE all enjoying a return to flying following the relaxation of social distancing rules. All instructors and most solo pilots are now current again. We continue to plan for the Interservices Regional Gliding Competition 24 June-3 July – all post-Silver pilots welcome.
Alison Arnold

BATH, WILTS & NORTH DORSET (THE PARK)
WWW.BWND.CO.UK
510742N 0021445W
THANKS to a concession issued by the Department for Transport in January to re-establish currency, a batch of club instructors were able to fly on 26 February, with a second session under far more soarable conditions the following day. These activities set us up well for a restart to flying on the 29th. We have duly started, with flying restricted to solo pilots holding Bronze badges. Covid-19 restrictions have not gone away, and we are carefully observing them. The winch is back and with a few changes to bed in. On Easter Sunday we did 27 launches in the sunshine with a brisk easterly wind. Let's hope it stays fine!
Chris Basham

BIDFORD (BIDFORD)
WWW.BIDFORDGLIDINGANDFLYING CLUB.CO.UK 520803N 0015103W
COVID-19 restrictions halted gliding for many months, but during this time our club fleet was prepared for the season. The drainage of the field has been improved with VERTI D drainage. Our competition will be held from 26 June to 4 July and is fully subscribed. The Stratford and Talgarth clubs have been invited to participate in a task week from 14-21 August. Allan Wallace is to tackle the task of refurbishing our clubhouse, which is in a bad state of repair.
Mike Pope

BLACK MOUNTAINS (TALGARTH)
WWW.BLACKMOUNTAINSGLIDING.CO.UK
515848N 0031215W
THE club reopened for solo flying at the end of March for members residing in Wales. Our instructor and tug pilot teams have also been regaining currency in preparation for a plan to start dual instructional flying from 12 April in line with DfT (CAA) guidance. The intention is to provide instructor cover seven days a week throughout April, at least. Trial lesson guests will be able to book their flights from the beginning of May onwards via a new online system. Our Pawnee G-AZPA is performing well, thanks to a refurbished engine matched to a good propeller. The club's ASW 19 has also been put back online.
Mike Codd

BOOKER (WYCOMBE AIR PARK)
WWW.BOOKERGLIDING.CO.UK
513642N 0004830W
THE arrival of proper spring weather coincided with the end of the third lockdown and members were delighted to get back in the air – temporarily at Chiltern Park again. Meanwhile, the Condor group is still 'flying' twice a week and the online briefings continue – at the last count we had a library of 25 recorded briefings on a wide range of subjects. The entry list for the Booker Regionals is open – 10-18 July. We use handicapped distance tasks, which enable pilots at all levels to join in and have fun.
Jane Moore

BORDERS (MILFIELD)
WWW.BORDERSGLIDING.CO.UK
553514N 0020510W
DURING the latest lockdown, there have been quiz nights alternating with chat sessions on Zoom every Wednesday evening. As the restrictions eased to allow pilots to maintain currency, the CFI organised a weekend for instructors and solo pilots at the end of February. The same exercise was planned for the end of March, but the weather didn't play ball so it happened over Easter weekend. Some good thermals were to be found by searching carefully in the blue conditions and several pilots had long flights.
Beatrice Ashley

BRISTOL & GLOS (NYMPSFIELD)
WWW.BGGC.CO.UK
514251N 0021701W
NO FLYING until the end of February, when occasional instructor currency days were authorised for when two-seater flying resumes. Prior to that only a limited number of very experienced pilots would be authorised when general solo flying restarts. Maintenance on club aircraft continued. The Pawnee flew again with its overhauled engine. Thanks to SWGC, whose steed will be returned shortly. The new café plans progressed. Summer instructor Larry Lawes arrived in time to support the midweek operation. We look forward to proper flying when all members will be able to get into the air. Here's for some decent weather ahead, nice, but not too good perhaps for the first week or two whilst people get back into the swing of things.
Greg O'Hagan

(Left to right): **Banbury**'s Katie Newbrook, 14, was sent solo in December 2020; Lily connects up Oliver Ramsay, 15, for his first aerotow solo at **Banbury** in December; **Bath, Wilts & N Dorset**'s Hugh Stewart looks pleased to be back






BUCKMINSTER (SALTBY)
WWW.BUCKMINSTERGC.CO.UK
524912N 04228W
WE HAVE just started solo flying for pilots within the 90-day currency period and our new club K-13 has been very popular, reminding pilots how different these are compared with the glass ships they're used to. We have a programme of renewing currency set up over the next month to get all of our solo pilots soaring. We're excited to start full training flights in May for pre-solo pilots. Our summer programme contains aerobatic courses and training weeks. The details for these are available on our revamped website. Our vintage group's looking forward to a good season and hopes to have a Kirby Cadet and a Prefect available, as well as the T-31 and Skylark 2. We welcome visitors seven days a week.
Danny Lamb

BURN (BURN)
WWW.BURNGLIDINGCLUB.CO.UK
534445N 0010504W
OUR instructors have been regaining their currency. The upside of not flying has been getting on with essential maintenance. We completed the ARCs on all the club gliders (thanks to Steve Naylor). We've pruned trees and tidied the trailer park. Thanks to Steve Scothern (climbing skills and tree aerobatics) and to Bob Hanslip (electrical jobs and replacing our fuel pump). We've been engaged heavily in responding to the threat of a housing development on our airfield. Selby District Council wants to build 3,000 plus homes and Burn Airfield is one of three potential sites. Thankfully, member Eileen Scothern has a background in planning, and we also thank the BGA too for its support in its response to the plans. We await the outcome of the consultation. Fingers are crossed.
Neil Bale

CAIRNGORM (FESHIEBRIDGE)B
WWW.GLIDING.ORG
570613N 0035330W
FIRST visits to the club revealed a hangar roof transparency had disappeared in a gale and a glider underneath it was soaked. In true Feshie spirit members located the panel, two fields away downwind, repaired it and refitted it in freezing temperatures. As flying resumed, I found I was rustier than would be expected from a three-month hiatus. We've enjoyed several good wave days – reminding us what we're here for. We held a very successful maintenance week in March, with inspectors carrying out annual/ARC maintenance. We can now carry out dual training and solo flying for members living in Highland Council area, but members from other regions must wait until intra-Scotland travel is allowed. Just in time for Mayfest and visiting pilots.
Nick Norman

CAMBRIDGE (GRANSDEN LODGE)
WWW.CAMGLIDING.UK
521041N 0000653W
FOR some time, our CFI and his team have been preparing for the resumption of flying. So, when Covid-19 restrictions loosened, the club was ready to begin a structured return to flying based on a programme of online refresher classes, simulator exercises and two-seater flying. This approach worked well last summer and we expect to get members back flying fairly promptly and, most importantly, safely. Three of our training aircraft were back online for 29 March, thanks to the efforts of Chris Lewis, David Collins, Peter Cunnison and Rebecca Bryan. So, with fingers crossed, we look forward to running the Gransden Regional and Cloud Rally competitions this summer.
Chris Davis

CHILTERNS & UCL (RAF HALTON)
WWW.RAFGSA.ORG/CGC/
514733N 0004416W
CLUB members have risen to the recent challenges admirably. An expedition was achieved to Aboyne at the end of last year, with Herculean organisation to comply with Covid-19 regulations. The effort was rewarded with a Gold height by Ben M. Mick B and Mark D, flying the Duo, achieved the RAFGSA's most meritorious mountain wave flight, winning the Paddy Kearon Trophy – congratulations. During lockdown, our workshop was converted to a Covid-19 testing centre, achieved by stalwart club members relocating all the tooling, equipment and aircraft. A weekly online Zoom beer call, organised by Bryan H, has kept spirits high. There's been a programme of online briefings to maintain and improve standards. Here's looking forward to a safe return to flying.
Adrian Lake

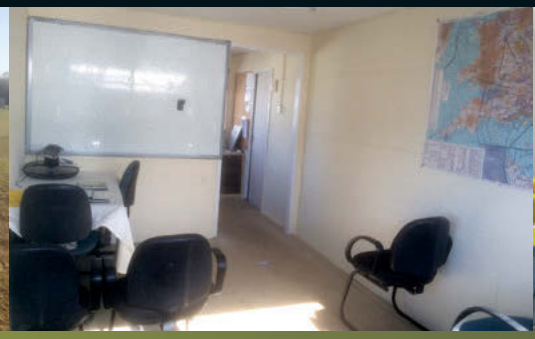
COTSWOLD (ASTON DOWN)
WWW.COTSWOLDGLIDING.CO.UK
514228N 0020750W
THE great return to fun and work has commenced. We've appointed Sam Prin as course instructor, responsible for weekday flying, including trial lessons, week and day courses. UWE students and their gliders will also be flying after 12 April and Gill, our office manager, will return to her normal hours at this time. Our summer winch driver, Dave Taylor, is unable to return until June. Our tug is back on site following extensive work to remedy a casting fault causing an oil leak, so we now have aerotows available. We're planning a number of site improvements, including levelling of a landing area which may include renting additional land. Sadly, we must report the passing of David Johns following infection with Covid-19.
Frank Birlison

CRANWELL (RAF CRANWELL)
WWW.CRANWELLGC.CO.UK
530231N 0002936W
DURING lockdown, essential maintenance has progressed. Our LS8 has had its annual service/inspection. Our Duo Discus was serviced and found to have a fault with the undercarriage lever, which required a trip to Southern Sailplanes to rectify. It's now back with us and was rigged this weekend. The Skylaunch winch has had an annual service carried out. The Nottingham University Acro is now in the workshops. Our Discovery retrieve vehicle is in the progress of having a new clutch fitted. Over the past two weekends, 18 of our instructors have regained currency ready for the easing of restrictions for the long Bank Holiday weekend when other members will get to fly. Here's looking forward to starting instructional flights again.
Ian Webb

CROWN SERVICE (LASHAM)
WWW.CSGC.WEBSITE
511112N 0010155W
AT THE time of writing, we are days into the recommencement of operations. Hopefully, in the next issue there will be some flying achievements to report. Over the past months, all the groundwork has been laid. Paul Wheatcroft ably directed and coordinated the annuals, ARCs and glider maintenance tasks, cleaning, washing, gelcoat repairs, etc. Many members assisted. It goes

(Left to right): A hangar roof transparency was blown away by gales at **Cairngorm**. It was found two fields away by members, who repaired and refitted it in freezing conditions (Nick Norman); new signal square at **Dorset**, and a refurbished briefing room





a long way to keeping our subscription fees very reasonable. Our fleet, comprising a two-seater Grob, vintage K-8, sport Vega and DG-300, will be fully operational when the latter is released to service in a couple of days. Chris Welch, ground equipment manager, has seen to it that all our trailers and dollies are in fine fettle. We now just await some decent weather.
Stefan Scibor

DENBIGH (LLEWENI PARC)
WWW.DENBIGHGLIDING.CO.UK
531239N 0032312W
AT THE time of writing this, we are entering an exciting time. Our new towplane has just been delivered, another turbo EuroFOX. We have just opened to fly members and we are currently borrowing a K-21 from Dunstable for currency and training purposes. Huge thanks to London GC for lending us that glider. We have bought a Grob 109B, which we will be using for trial lessons and general gliding-related training, operated by our new employee, Adam Berrisford. We have put lots of money into our facilities to ensure a positive future.
Chris Gill

DERBY & LANCS (CAMPHILL)
WWW.GLIDINGCLUB.ORG.UK
531818N 0014353W
THE Vintage Rally starts 21 June to avoid Covid-19 regulations regarding numbers and will finish on Sunday 27 June. We have a new bungey, so come and try it out. We look forward to being joined by our summer team of Alan Jolly and Nigel Aldred. The club fleet, including our T-21 "The Ken Hardy", has been inspected, thanks to Warwick, Colin and helpers, and is now ready to go. Bronze theory webinars have been successful and we congratulate Maciej Chmura and Dave Richardson for passing. The OGN station is to be upgraded to the Pilot Aware Atom Grid. Simon Stannard has produced a series of BGA syllabus-based exercises, for trainees or solo pilots, to practise at home or on the simulator using Condor.
Dave Salmon

DEVON AND SOMERSET (NORTH HILL)
WWW.DSGC.CO.UK
505107N 0031639W
MORE members have joined the regular Condor Races during the lockdown, with flights in many countries around the world. The local tasks also included visits to Denbigh, Nympsfield and along the South Coast. Some pilots are now joining in with the Condor Cafe and Virtual Soaring Club flights. Congratulations to Dan Hender for winning the UK Junior eWinter Series, and to Stewart Henshall and Dan for good performances in the Condor World Cup. Instructor recency flying and solo flying for current pilots has now resumed at North Hill, with thanks to our local skeleton ground crew members. We're looking forward to getting all our members back in the air.
Jill Harmer

DORSET (EYRES FIELD)
WWW.DORSETGLIDINGCLUB.CO.UK
504233N 0021310W
FOLLOWING the latest national lockdown period, solo flying for members resumed on 30 March. In order to make up for the lack of opportunity to fly in recent months, two task weeks will take place this year, the first in the last week of May and the second in the last week of August. In addition to this, a week's course is planned for pre-solo and recent solo members during the last week in April. The briefing room has been refurbished and office space has been provided. We are pleased to welcome back Guy Jarvis to the club.
Allan Powell

EAST SUSSEX (RINGMER)
WWW.SUSSEXGLIDING.CO.UK
505423N 0000618E
AS THE lockdown continued through the early months of 2021, observing strict avoidance procedures maintenance of our fleet continued in readiness for a return to flying. Two of our K-13s and a K-8 needed annuals and ARCs. In the workshop the aircraft were treated to a revitalisation of their paint work. The club is grateful to members who helped. Our ground engineer, Jon Stiles, supervised the team through the work, but special praise goes to Mike Evan, who was cited for and awarded a BGA Diploma for exceptional service to a gliding club. Come 29 March we all hoped for flying, but the March winds blew. However, the following day was perfect, with flying continuing until a glorious sunset.
Mike Jeater

EDENSOARING (SKELLING FARM)
WWW.EDENSOARING.CO.UK
544152N 0023506W
AFTER a year's forced break, we are eventually operating again from Skelling Farm. We are not using our full fleet of aircraft initially, but should be bringing them online as demand increases from a standing start in May. The Phoebus 17 C, kindly donated by Don Austin, is an aircraft we are all keen to try! Quite a few people have booked with us to come and soar the Pennines and out over the Lake District. It really is a special place to glide from and we welcome others to come and fly with us. We are delighted to be back.
Keith Nattrass

ESSEX (RIDGEWELL)
WWW.ESSEXGLIDING.COM
520253N 0003330E
WE'RE very excited to start flying at Ridgewell again. Many thanks to all of the members who've been making preparations and improvements. Those who have become accustomed to the regular Condor sessions in their homes will probably find it strange flying back at Ridgewell, soaring for real over the bucolic East Anglian countryside rather than amongst computer-generated mountains or over the African savannah, looking down for elephants and giraffe. Back in the real world we have much to look forward to with Dave Hertzberg having returned as our CFI and Kevin King now taking on the role of DCFI. We hope to be able to organise a Covid-19 safe welcome BBQ as soon as we can, rules permitting of course.
Cathy Dellar

ESSEX & SUFFOLK (WORMINGFORD)
WWW.ESGC.CO.UK
515630N 0004723E
FORTUNATELY, the weather cooperated for our restart and we've been flying nearly every day, achieving over 80 launches with flight durations of up to 2½ hours in our first week. Before the formal restart our instructors took the opportunity to regain currency and we managed over 70 flights during March, with most of our instructors now back to currency, ready for 12 April when we hope to restart instruction. Our review of operations during lockdown identified a number of areas where we can offer a better service and, as a result, we

(Left to right): Mike Evans working on the rear fuselage of a K1-3 at **East Sussex**; **Lasham** sits at the end of the rainbow (Jordan Bridge); **Mendip** starts them young – two-year-old Chloe Green helps out in the workshop (Jeff Green); flushed with anticipation of improved facilities at **Oxford**



are now booking in for a club expedition to Lleweni Parc later this year and we have an extensive programme of cross-country training just starting.
Steve Jones

HEREFORDSHIRE (SHOBDON)
WWW.SHOBDONGLIDING.CO.UK
521429N 0025253W
EVEN with lockdown coming to an end, work has continued on developing a clubhouse. The addition of our hangar has freed up space and, with the mezzanine floor reduced, this now gives us two levels for a potential clubhouse and briefing facility. Plans are about to leave the drawing board as the club goes from strength to strength in both membership and facilities. Our solo pilots have enjoyed the first forays into the sky in anticipation of what we hope will be full flying year in 2021.
Bob Pye

HIGHLAND (EASTERTON)
WWW.HIGHGLIDE.CO.UK
573508N 0031841W
EASTERTON now has a Skylaunch, thanks to Fulmar. The site entrance track has been moved to the west boundary, giving runway 08 an extra 90 metres. Over the winter lockdown we hosted a successful series of Zoom meetings, where members chatted about their achievements and "I learned about gliding from that" moments. A potential disaster was turned into a win when the clubhouse was flooded by a damaged water pipe. Insurance paid for the repairs and the resulting work prompted us to spruce up the clubhouse and finish the simulator room. Many thanks to Phil, Martin and Colin for their hard work. Instructor currency flying during lockdown benefited from fantastic soaring weather, with wave to over 12,000ft; Geddes did 315km in his LS8.
John Thomson

LAKES (WALNEY)
WWW.LAKESGC.CO.UK
570752N 0031549W
THE EuroFOX and the K-21 have had their annual maintenance completed. Thanks to the local members' hard work. Flying started on 3 April, for solo glider pilots and tow pilots, to get them current again. Looking forward to a Covid-19 free summer.
Peter Craven

LASHAM (LASHAM)
WWW.LASHAMGLIDING.CO.UK
511112N 0010155W
AS I write this, flying has restarted for qualified solo pilots with sunny skies and the prospect of soaring. A successful instructor currency programme was run throughout March of around 144 launches allowing 50+ instructors to get flying, letting us prepare for the return of instructing during the spring with club refresher training. The GHC Heritage Workshop is ready for official opening and already has work ongoing with glider annuals and the restoration of an Olympia 460, now owned by Paul Halliday, which used to sit in the roof of the well-known retailer AFE's shop. Finally, our first candidate is also finishing his FI(S) TMG (Touring Motor Glider) under the new BGA course, to be ready to deliver TMG extensions to our members.
Jordan Bridge

LONDON (DUNSTABLE)
WWW.LONDONGLIDINGCLUB.CO.UK
515200N 0003254W
WE WELCOME Martin Smith and Stefan Astley to the team as deputy CFIs, with Ryan Berry. Hans Schuricht has taken the role of winch master, taking over from Allen Kefford, who has been in the role for 30 years! Our new website continues to grow and develop with more upgrades set to come this year. We are hoping that by the time this is published we are back, or almost back, to normal operations and that it has been great to be back in the air again. A club expedition to Llanbedr is scheduled for September. As always, guests are welcome at the Dunstable Regionals (21-29 August).
Tom Pridgeon

MENDIP (HALESLAND)
WWW.MENDIPGLIDINGCLUB.CO.UK
511544N 0024356W
IT'S great to be flying again, and everyone is being sensible. Our estate team has used the downtime to repair the cable tracks and roll our landing areas. Lez Saker has been catching up on maintenance work on the fleet for the resumption of flying. We are the proud owners of a replacement double-decker bus, very kindly donated by First Bus Western. Mike Spalding, Rob Grady and the gang have rearranged the seating and tables, and are wiring up our launch signalling area. Henry Ford continues in his task of upgrading our solar panel electricity supply. Even Jeff's two-year-old daughter Chloe helped to clean down the Junior in the workshop. We are all looking forward to the resumption of two-seat training.
Barry Hogarth

MIDLAND (LONG MYND)
WWW.MIDLANDGLIDING.CLUB
523108N 0025233W
THE process for restarting flying is under way. Solo pilots who fulfil the currency requirements are now able to fly again, two-seater training and check flights will hopefully resume in a couple of weeks. We have had considerable interest from potential new members and our course places are filling up well. Meanwhile, our latest "Corona Lecture" was a very interesting and comprehensive presentation by Geoff Dailey and Dave Crowson on winch launching. Our recent AGM was very different this year as it took place over Zoom. The meeting included a detailed report by the committee as to how they had managed the club over the last extraordinary year and what plans they have put in place for the coming season.
Steven Gunn-Russell

NENE VALLEY (UPWOOD)
WWW.NVGC.ORG.UK
522612N 0000836W
SOME instructor recency flights were carried out in early March to help with getting solo pilots safely back into the air. Last year we were successful in the completion of negotiations with our landlord for a 17-year lease. We currently are working to increase the number of instructors. Congratulations to Alan Wyse, our aircraft manager, on earning a coveted BGA Diploma, and to new solo Malcolm Shaw, who does have several thousands of hours on helicopters. On site at present is the first production T-49, once flown by Prince Philip, known as 'Speed-Barge One'. Our first AGM in a while was held via Zoom. Graham Hayes has taken over as safety officer and Roger Peacock fills the new role of development officer.
Peter Valentine

NORFOLK (TIBENHAM)
WWW.NORFOLKGLIDINGCLUB.COM
522724N 0010915E
APRIL is seeing us exiting lockdown. Our airfield is coming alive with gliders, lined up

(Left to right): **Peterborough & Spalding** chairman Nick White attempts to solo the latest addition to the club's fleet; **Rattlesden** prepares to fly after the partial lifting of restrictions; Return to flying instructor checks see Geoff Matthews on the launch point at **Shawbury**





with pilots eager to get into the air and, at last, hoping for a good season to make up for the lost hours. Up to now, the only busy people have been those heroes involved with the maintenance programme and we congratulate them on the work they've done. At the moment, only a restricted number of members are being allowed to partake in solo flights, the rest of us will have to wait a week or so to take check flights and be safe. Plans are afoot for competitions and badge flights in the coming months, let's keep our fingers crossed that nothing interrupts those dreams.
Adrian and Barbara Prime

NORTH WALES (LLANTYSILIO)
WWW.NWGC.ORG.UK
530239N 0031315W
OUR instructors have been flying to maintain their recency and, as a club, we've been carrying out glider, hangar and clubhouse maintenance, ready to get back to a semi-normal. Also we have to give a big thank you to Ged Terry for his coaching and training of what were our IFPs, then Basic Instructors, now Half Cats. If it wasn't for people like Ged within gliding, we wouldn't be able to lay the foundations for the future. Frank Friend has now completed his probation, after his Module D, and Chris Jenks is within his probation period after completing his Module D. Chris is also the mentor for those of us about to train for IFP.
Ian Masson

OXFORD (RAF WESTON ON THE GREEN)
WWW.OXFORD-GLIDING-CLUB.CO.UK
515249N 0011311W
WHEREAS once we zoomed through the skies we are now 'Zooming' to prepare for our return to flight! We are, hopefully, in the final stages of satisfying our RAF landlords that we can do so in a Covid-19 safe manner. In the meantime, members have been finding ways to occupy themselves modernising the clubhouse, and thanks go to Dave, John, Geoff and too many others to mention for their hard work. In an attempt to remind everyone what it's really all about, we've enjoyed some excellent Zoom lectures from Richard Hall, John Hanlon about the importance of the duty pilot role, and from John Gatfield about gliding in Chile. Now to put all we've learnt into practice again.
Norman G Nome

PETERBOROUGH & SPALDING (CROWLAND)
WWW.PSGC.CO.UK
524233N 0000834W
WE'VE managed to get all our instructors, BIs and tug pilots back in the air, improving morale and the treasurer's worries! We've been holding Zoom meetings, mainly to say hello, but also conducting lectures on circuits, stalling and spinning, and instrumentation. These have kept everyone entertained and, hopefully, brushed away a few cobwebs. We have our AGM on 16 April via Zoom, which should be an interesting exercise to see how it all goes; thanks go to the committee, who have all decided to stay on for another year. Our chairman got all excited when he saw the latest addition to the fleet, unfortunately it is destined for the children's play area rather than the hangars; nonetheless he insisted on trying it out (big kid at heart!).
Roland Pitch

PORTSMOUTH NAVAL (MIDDLE WALLOP)
WWW.PNGC.CO.UK
510858N 0013413W
I GUESS we have all been counting down the days before we can start flying again. The winter has been long, but we have managed to get a few engineering tasks done. The winch has had a service and the launch point vehicle has had a much-needed fix to a water leak. We have managed a couple of instructor recency flying weekends, but are very much looking forward to getting back to 'normal'. With the summer on its way, our new aeronautical charts ordered, we are keeping our fingers crossed and are full of optimism.
Lee Allinson

RATTLESDEN (RATTLESDEN)
WWW.RATTLESDENGLIDING.COM
521001N 0005216E
AT THE end of February and the beginning of March we had a couple of weekends when our instructors were allowed to fly to keep current. It was nice to see gliders flying over Rattlesden after so many months sitting in the hangar during lockdown. We also managed to hold our AGM via Zoom in March, this was very well attended and completed in record time with no hitches. All our members are now looking forward to flying once more in April if and when the restrictions will allow. Dave King, our CFI, hopes to organise plenty of days during the week, as well as weekends, to allow our solo pilots to get their check flights done as quickly and smoothly as possible.
Gary Western

SCOTTISH GLIDING CENTRE (PORTMOAK)
WWW.SCOTTISHGLIDINGCENTRE.CO.UK
561121N 0031945W
WE HAVE begun implementing the plans agreed in the membership consultation conducted over the winter. The aim is to improve our club operation for the benefit of all our members and potential new members from all walks of life. A lot of effort has been expended in this process and hopefully it will bear fruit in the coming years. Many thanks to all that contributed. Flying is resuming at a pace with increasing activity as we all get current, and training will shortly resume. Our instructor C and D modules are fully booked and, hopefully, soon we will have a new tranche of enthusiastic instructors. Last of all, we eagerly await the arrival of our new Perkoz.
Sant Cervantes

SEAHAWK (RNAS CULDROSE)
WWW.SEAHAWKGLIDING.CO.UK
500509N 051520W
IF THE latest Met forecast is correct, it'll be a great soaring season. ARC maintenance has been progressing despite the Navy deciding we had to move to the other end of the hangar. The Station also declared our clubhouse, built in 1947, no longer fit for human occupation, but offered us the former golf club, so we've been redecorating. The G7 Summit in St Ives means no flying either side of that weekend out of Culdrose, so Mark Jerman suggested members join him at the Mynd for 10 days. We're also organising an Ass Cat course in August to promote club-based instructor courses. To cap it all, the Easter weekend provided two good soaring days and our restart to operations was achieved without incident.
Chris Bryning

SHAWBURY (RAF SHAWBURY)
WWW.RAFSHAWBURYGC.CO.UK
527927N 0026575W
THE lockdown gave us time to settle into our new home at RAF Shawbury. All are impressed, not only with our facilities but the way we've been made welcome. Also pleasing is the large number of enquiries and expressions of interest we have received from potential new members, many of whom we

(Left to right): An eager socially distanced start as **Southdown**'s reopens; **Staffordshire**'s CFI Paul Whitters agrees to shave off his lockdown hair and beard for charity; **Wolds**' two-seater competition director Bob Holroyd (front) checks out his own glider, with Will Blackburn





plan to see on future flying days. It was with welcome relief that we made a phased return to flying commencing in March with instructor checks. That culminated in an extensive period of check flights for all solo pilots over the Easter weekend that saw 24 launches and over 34 flying hours. We now look forward to the start of instructional flying and welcoming our first visitors in mid-April.
Geoff Catling

SOUTHDOWN (PARHAM)
WWW.SOUTHDOWNGLIDING.CO.UK
505532N 0002828W
BEAUTIFUL soaring days came and went in March, with northerly winds and thermals. Our specially adapted two-seaters enabled us to continue training until forced to suspend operations, with Southdown closed for the longest period in its history since WW2. Every department in the club, from engineering to ground facilities, was involved in preparing for when flying could recommence. Our chairman, Craig Lowrie, coordinated this and brought the local airspace problem to a successful compromise. This has been recognised by the BGA and the Royal Aero Club with a major award. Liberation day was 29 March, and in glorious sunshine members were able to reconnect joyously with the element that had been so long denied them.
Peter J Holloway

SOUTH WALES (USK)
WWW.USKGC.CO.UK
514306N 0025101W
DESPITE the complicated and sometimes confusing stages (with differences between Wales and England) in the relaxation of lockdown restrictions, our club is making a steady return to normal, ready for improved weather. More members have had their jabs and some have been able to fly motor gliders. We continue to be grateful to our gliding friends at Aston Down, who have enabled our instructors to retain their 'recency' and members have been encouraged to read and watch videos in order to get back 'up to speed' swiftly and safely. Technical work has continued during the lockdown with our new FreeFlight logging system now fully operational, and our clubhouse has sprouted three new antennas as part of the electronic conspicuity (EC) system.
Stuart Edinborough

STAFFORDSHIRE (SEIGHFORD)
WWW.STAFFORDSHIREGLIDING.CO.UK
524940N 0021212W
INSTRUCTORS have made a start getting back to recency, doing a minimum of two winch launches and two aerotows before getting some launch failure and patter practice done. Peter Gill and a few others have been progressing the list of cross-country tasks that can be done from Seighford and Phil Donovan has written an excellent safety article for our newsletter. Some members have taken advantage of flying at Sleap with Shropshire Soaring Group (thanks to them) culminating in a recent fantastic wave day seeing flights to over 12,000ft and notably a couple to near 19,000ft generated by Welsh wave. Other news sees our CFI Paul Whitters finally agreeing to shave off his lockdown hair and beard for the Midlands Air Ambulance charity.
Graham Stanford

ULSTER (BELLARENA)
WWW.ULSTERGLIDINGCLUB.ORG
550819N 0065753W
AT the time of writing, we have only been able to have the club's instructors here on three separate days to keep their personal flying current. Hopefully, within the next week we have the confirmation that we can start to open to other members. We've been able to have some work done on some private gliders with three almost through their ARCs, and another two and the club K-21 ready to follow. The new website is having its bells and whistles attached before going live at the end of April. We are working with N Ireland Transport Museum to get the appropriate cradles and crates constructed to get the Short Nimbus BGA 470 to Bellarena to start its much needed rebuild.
Michael D Miskimmin

WOLDS (POCKLINGTON)
WWW.WOLDS-GLIDING.COM
535532N 0004740W
WE'VE got off to a flying start with CFI John Norman and senior instructors installing themselves next to the simulator over a number of days to put potential solo pilots through a set of check rides before they flew. This enabled us to get several dozen off aerotows by Easter. Leading the way was Tim Milner, with a four-hour flight in wave on the first day that took him as far as Hawes in the Dales, while there have also been a number of decent thermalling flights. Some good news, too, came from East Riding Council, which has offered us a substantial grant towards a new two-seat trainer thanks to persistent work by Graham Wadforth and a small team over several years.
George Morris

YORK (RUFFORTH)
WWW.YORKGLIDINGCENTRE.CO.UK
5357100N 00111332W
WITH the lifting of the national lockdown, we are delighted at the prospect of flying again. In the absence of any gliding, the past few months have been a time of painting, weeding and generally maintaining the club facilities. As a result, the airfield is looking spic and span and ready for flights to resume. Through the lockdown we have run a series of well attended Zoom lectures, including a session dedicated to the care and attention needed when returning after a long layoff. Our thanks go to all members who have given their time and hard work to keep the club running in difficult times. Fingers crossed that we can now look forward to a busy soaring season.
Andy Carden

YORKSHIRE (SUTTON BANK)
WWW.YGC.CO.UK
541338N 0011249W
DURING March, regulations allowed our instructors and tug pilots to work hard on regaining currency. The weather did not cooperate, so the flyable days saw lots of activity to tackle the task. Into April our experienced pilots joined the return to flying, some cautiously exploring cross-country possibilities. Thanks to the wealth of preparation and planning by CFI John Carter and deputy Bruce Grain, the transition is going well, and we are poised to take advantage of the expected further lifting of regulations. A big attendance at a lively Zoom session on return to flying helped add to the anticipation of an orderly return to soaring from Sutton Bank.
Ken Arkley

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



■ Oxfordshire Sportflying has an extensive fenced outdoor seating area, where members and visitors can gather in the summer and enjoy picnics and occasional social events.

› CLUB FOCUS

OXFORDSHIRE SPORTFLYING

AT A GLANCE

Membership:
Full: £225pa
Family: £285pa (one other full-flying close family member)
Concessions: country member, juniors, students and cadets

Launch type:
Self
Aerotow (limited, by arrangement using Super Dimona and/or visiting tugs)

Club fleet:
Super Dimona, Grob 109B, T-61. Also seasonally hired TMGs and SEPs

Private gliders/aircraft:
7 x TMGs, 9 x SEPs

Instructors/Members:
5/70 + 25 SEP only members

Operates:
Seven days a week (except Christmas and New Year)

Contact:
Office tel: 01608 677 208
osf@enstoneaerodrome.co.uk
www.enstoneaerodrome.co.uk

Long and Lat:
515588N 0012573W

Radio
Enstone Radio 129.880
PPR required for all visiting powered aircraft

OXFORDSHIRE Sportflying Ltd was established in 1981 at Enstone Aerodrome, which was formerly a second satellite station during WW2 for No 21 OTU at Moreton-in-the-Marsh. Wellington bombers used the site until April 1944.

Since its inception, Oxfordshire Sportflying has developed into a renowned motor gliding training organisation with close links to the BGA, as well as being a friendly club to visit and become part of.

We operate seven days a week from a tarmac runway (08/26) with a south side grass strip also available. The outstanding feature of the aerodrome is the relatively unrestricted surrounding airspace, which allows the freedom to train and/or develop glider and motor glider pilot skills whilst having fun. The open countryside of the Cotswolds allows great opportunity for glider pilots to improve their navigational/field landing skills using the advantages of our TMGs.

Many glider pilots have trained with us and become part of the club orientated scene, focusing on their individual needs from a basic level right through to instructor courses.

If you fancy improving your theoretical knowledge, in a relaxed atmosphere, we offer dedicated ground school to NPPL, SPL, LAPL(A) and PPL(A) level. All licence revalidations, renewals and tests are carried out by our 'in-house' instructors and examiners, who are all experienced and dedicated glider pilots.

We operate an Air-to-Ground Communication Service (AGCS) mainly on weekends. Visiting powered aircraft are always welcome (PPR required *www.enstoneaerodrome.co.uk* or via telephone 01608 677 208) – Enstone Radio 129.880 (8.33kHz). Glider landouts are welcome free of charge and a cup of tea is usually available.

We have a large clubhouse with informal seating, breakout rooms for planning, dedicated classroom, restrooms and a kitchen area where drinks and snacks are available. We can host visiting caravans and camping, whilst hotels and B&Bs can be found in the beautiful Cotswold area.

David Blakemore

GLIDER PILOT SAFETY AND COCKPIT CRASHWORTHINESS

DR TONY SEGAL's contribution to gliding safety will be well known to *S&G* readers through his articles, spanning several decades, on cockpit, canopy and harness design, ballistic recovery systems and – perhaps most famously – energy-absorbing cushions. This safety-themed collection contains these articles, together with OSTIV (International Scientific and Technical Soaring Organisation) contributions, technical reports and other publications, a few general aviation articles and some interesting correspondence.

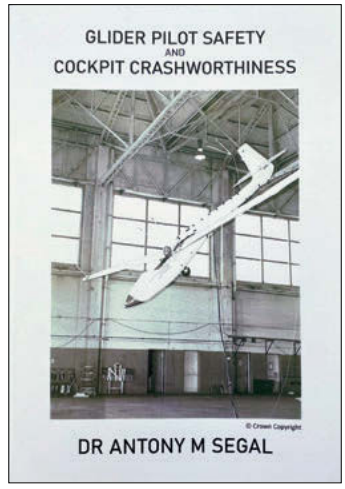
Remarkably, almost all this material dates from after Dr Segal's retirement from general medical practice, which he celebrated with a course in advanced aviation medicine at the RAF Institute of Aviation Medicine (RAF IAM), Farnborough – and then spent 20 years applying his expertise to improve the safety of aviation.

Condensed into this single volume, the breadth of Tony Segal's work is astonishing. In addition to practical studies (carried out on test facilities in Farnborough, as well as in the glider hangar at RAFGSA Bicester) of the ability of glider cockpits to protect pilots from spinal injury, Segal examined the effects of rapid decompression, submarining beneath seat harnesses, factors affecting cockpit escape time, the incidence of deep vein thrombosis, variability in pilot stature, control operating forces, headrests, and the risk of cardiovascular disease. He assessed cockpit designs for World Class gliders, defined modifications to a popular microlight following an accident resulting in a double fatality, and contributed to the specification of the Fairchild/Dornier 728 passenger aircraft. His efforts – in conjunction with work elsewhere in Europe – led to improvements in glider designs and design codes and spawned further studies that continue to enhance glider safety.

The book presents its material in chronological order, allowing readers to follow some of the developments as ideas are explored and tested. Being based upon existing articles and documents, it naturally contains some repetitions, but these serve to emphasise what emerged to be important. Segal's humour and humanity are apparent throughout, especially in three popular articles that describe joyous, memorable flights: two in gliders, one in a Miles Magister aircraft.

Dr Segal has kindly offered to supply copies of his self-published volume, free of charge, to interested *S&G* readers: please email your name and **postal** address to: *tony.segal@btinternet.com*

Tim Freegarde,
BGA Safety Committee Chairman



Glider pilot safety and cockpit crashworthiness,
by Dr Antony M Segal, MB BS DAvMED Hon Fellow Brunel University

Paperback; 245 pages, illustrated

■ Available free of charge to *S&G* readers. Email your name and postal address to: *tony.segal@btinternet.com*



MEDAL FOR THE HUMAN DYNAMO

The driving force behind the Gliding Heritage Centre is recognised with a Royal Aero Club medal, reports Andrew Jarvis

IN THE last issue, we honoured Martin Simons for his lifetime work as gliding historian and author. This time we salute a very different gliding hero – Gary Pullen, who is the human dynamo driving the remarkable developments at the Gliding Heritage Centre (GHC), Lasham.

The pictures on the facing page, taken by Paul Haliday, hint at the incredible future potential of the new Trish Williams Workshop. But now, I can do no better than to quote the citation from Patrick Naegeli, chairman of Lasham Gliding Society:

"We are delighted to announce that LGS Vice Chairman, Gary Pullen, has been awarded a Bronze Medal by the Royal Aero Club in recognition of his leadership, dedication and contribution to the establishment and development of the Gliding Heritage Centre since its inception. The GHC has itself received both Royal Aero Club and BGA awards in recognition of its significant role in the preservation of gliding heritage. Bronze Medals are awarded by the Royal Aero Club for meritorious achievements in aviation or for those who have made a major contribution to the work of the Royal Aero Club, its members or to a field of aviation. Well done, Gary."

Glyn Bradney writes:

Gary has been at the forefront of the GHC since the idea of Lasham hosting a vintage glider centre hatched from the egg in the summer of 2011.

The GHC was incorporated on 15 March 2012 and Gary was, and still is, one of the original five directors. Remarkably the other four directors have also stayed the course to this day – Tony Newbery, myself, Julian Ben-David and Mark Wills. March 2022 sees our 10th anniversary and likely there'll be some celebratory events.

That's the future though. A huge amount



Gary Pullen







Above left to right: In the workroom – a 1947 Hawkridge Nacelled Primary wing in the foreground, which is a long-term restoration project; the machine room; and the general public viewing room (Paul Haliday)

of work has been going on through these gloomy months to bring the Trish Williams Memorial Workshop to operational status. That process has continued during the winter, with added difficulties as the changing Covid restrictions have meant the numbers allowed in the workshop have had to be restricted – sometimes very severely, as with lockdown.

There is very little to do now before we get the inspector in to get the building regs signed off. This process impacts members of the general public being allowed into the workshop viewing room, but not work being carried out.

The workshop is operational, but Covid restrictions at the time of writing strictly limit the number of people allowed inside at one time.

We at the GHC are looking forward to the 'green shoots of spring' with all fingers crossed. We hope for:

- Much better weather, so what's been a really bitter winter is quickly forgotten.
- A substantial reduction in the Covid restrictions so we can start flying again!
- Our new workshop becoming fully operational.
- Welcoming the general public back to the GHC site.
- We can organise a suitable grand opening event for the workshop.

I'm pretty sure a very large percentage of Lasham members will say "Amen" to that!



■ In late March the prototype Eon Oly 460, kindly donated to the Gliding Heritage Centre by AFE Oxford, flew again for first time since September 1999. Gary Pullen was the inspector who signed it off and he had the honour of the first flight.

■ Covid continues to wreak havoc on our rally plans, but we are just managing to keep the show on the road by means of postponements rather than outright cancellation.

Three postponed rallies are: Camphill; Park & Glide; and the UK National Rally at Bellarena (Ulster GC). The new dates are shown below. Sutton Bank once again emerges unscathed! The National Rally looks a bit short, but we are allowing people time to travel from Sutton Bank without rushing. The Ulster GC are very friendly, and won't turn you away if you arrive early!

A bigger issue concerns the fate of the VGC Rendezvous, and the (main) International Rally. These events are at Lingen and Achmer, respectively. As I write this, in early April, these two big events are still 'live', but inevitably they are under severe threat. Please check the VGC website for the latest situation.

2021 RALLIES

■ The 25th Camphill Vintage Rally, 21-27 June
■ Park and Glide Rally, The Park, 9-12 July
■ Sutton Bank Slingsby Rally, 27 August-3 September
■ UK National Rally, Bellarena, Ulster, 6-10 September
■ VGC Rendezvous, Flugplatz Nordhorn-Lingen, Germany, 23-29 July
■ 48th VGC International Rally, Achmer, Germany, 31 July-8 August

■ *www.vintagegliderclub.org*

MUCHA ADO ON A SPRING DAY...

A long time ago, at a gliding club far away... (well, for some!)... a challenging retrieve took place. Bruce Marshall reports



Nightmare retrieve: Mucha sits at the top of Bishop Hill

IT WAS a bright, early April morning at Portmoak, with a brisk west wind, but winter had not quite given up its grasp on the land. Snow was still to be seen on the hilltops and in the shade of field walls, while a cap of orographic cloud sat on the top of Bishop Hill. A few gliders were carefully hill soaring in the weak lift upwind of the cloud, one of them being a Polish visitor flying a Mucha Standard, a 15-metre span single-seater of Polish manufacture, rather like a baby Bocian.

Lunchtime came around and most people landed for soup and sandwiches in the clubhouse. After some time, someone remarked that the Mucha had not landed, but could no longer be seen on the hill.

Some debate started as to what this observation might portend, but the conversation came to an abrupt end when the pilot in question walked in through the door! It transpired that he had ventured too far downwind, out of the lift, and had become enveloped in the cloud. Soon afterwards, the top of the hill appeared a short distance below, giving him no choice but to land straight ahead, fortunately without damage. He had then walked down the hill and managed to thumb a lift back to the club when he reached the road.

The problem now was how to get the glider back down from the top of Bishop. The track which zig-zags up through the bowl is too rough and steep for anything other than a caterpillar tractor. We thought that it might be possible to get the trailer up to the glider from the east, along a track which passes through West Feal farm, where the SGU started operations in 1938.

One of the members present had a Land Rover, so the trailer was hitched to it, and set off on the long way round. It was followed by about a dozen volunteers in several other cars.

The convoy reached West Feal without difficulty, only to find the gateway to the next section of the track completely blocked by a deep snowdrift. The shepherd told us that most of the track to the top of the hill was also deep in snow and impassable to vehicles.

After some debate, it was decided that we would all proceed on foot to see if it would be possible to carry the de-rigged glider back down to the farm. We were accompanied by one of the farm dogs, a border collie, which refused to comply with all attempts to send it back home and was obviously curious to find out what all the excitement was about.

The track became steeper and the snow continued to be deep. We soon entered the orographic cloud, and visibility dropped to a few yards. It was bitterly cold, and some of the party began to regret not bringing more clothing. Someone commented that it was like a scene from *Dr Zhivago*, which was showing in cinemas at the time!

Disenchanted

As we trudged on, discussion was still taking place about what to do, as we were rapidly becoming disenchanted with the prospect of carrying the glider back through the snow. The pilot of the Mucha came up with the crazy idea of pushing the machine to the edge of the hill, whereupon he would strap himself in and the rest of us would then shove the machine over the crest of the slope! He reckoned he would gain flying speed running down the hill, and would lift off and fly back to Portmoak. The rest of us had visions of the glider catching a wingtip on the ground and cartwheeling down to the bottom, and silently hoped we would be able to talk him out of the idea when it came to the point.

At last, the slope levelled out, and we discovered the crest of the ridge by nearly falling over it. The pilot had no idea where we were in relation to where he had "landed", so we spread out to search. After a few minutes there came a shout from the north end of the line and, as we all headed

■ 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*

in that direction, the cloud started to clear and we realised that the wind direction had veered from west right round to the northeast. Thankfully, that knocked the proposal of launching the Mucha down the hill on the head!

The glider was sitting in a soggy patch of ground, on the far side of a drystone dyke. The only option left to us, apart from putting a match to it, was to try carrying it down the zig-zag track in the bowl, which was luckily clear of snow. We de-rigged, lifted the bits over the dyke, and divided ourselves into teams. One person took charge of the tailplane and, accompanied by the dog, set off down the track at a goodly speed. Each wing was carried by three people, and the remainder of the party made up the rear, struggling to keep the fuselage upright while restraining it from charging off down the one-in-four track into the wings ahead.

Ridge

Fortune was on our side, and we all made it without mishap to the foot of the ridge and on down through the fields to the roadside. We were now two miles, as the crow flies, on the opposite side of the hill from the cars and trailer, and about eight miles from them by road. Fortunately, two of us still had cars parked at the airfield, so we managed to cadge a lift there, and – well, you can just fill in the rest for yourselves!

Suffice to say that the dog was returned to the farm, the glider and trailer were reunited just as night was beginning to fall and, to the best of my knowledge, neither the Mucha nor its pilot was ever seen at Portmoak again!



Cartoon by Ross Martin



A GOOD LOOKOUT

Most mid-air collisions occur in close manoeuvring situations. The BGA safety team looks at the shortcomings of the human visual system

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

IF YOU have 20/20 vision, you can read a letter of the alphabet the size of a pound coin at the distance of a Standard Class wingspan. A light aeroplane would subtend the same angle several miles away; and with good eyesight and perfect conditions, you should be able to spot an object that's quite a bit smaller. At first sight, visual lookout would seem capable of giving enough notice of approaching aircraft for us to manoeuvre and avoid them.

Although remarkably powerful, the human visual system unfortunately has a number of well-known shortcomings. It is most sensitive to changes – either from time to time or place to place – so is not good at spotting low-contrast objects, particularly if they are stationary against the horizon as, in straight flight, objects on a collision course are wont to be. Against an unstructured background the eye relaxes its focus to the middle distance, leaving distant objects somewhat blurred. And, whenever we



shift our gaze ('saccade'), the brain blanks visual information without telling us, so we mistakenly think that we are looking when we are not. Furthermore, the 20/20 acuity only holds for a small angular range of a degree or two around our gaze direction, which is why we need to move our eyes when reading: beyond a word or so, the letters will be blurred.

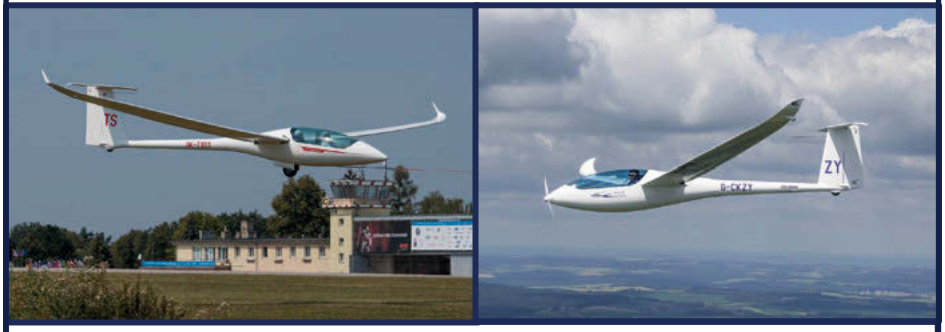
The lookout scan

We're therefore taught to carry out a disciplined lookout, scanning the field of view in discrete steps, looking above and below the horizon as well as along it, pausing at each step to focus on the horizon and fixate upon each point for half a second or so. The 'straight glide and scan cycle' exercise covers this in detail when we're learning to fly, and an abbreviated version is the very first airborne exercise in a glider [1]. And it was during this introduction to visual lookout at a popular UK gliding site a decade ago that a K-13 collided with a K-21. Happily, despite major damage to the aircraft, both gliders landed safely [2].

Two Air Cadet training aircraft, a couple of years earlier, were less fortunate. Both aircraft were critically damaged, and all four pilots were killed. The subsequent Service Inquiry examined, amongst other factors, a scan cycle popularly taught for VFR aviation, calculating that this would take nearly a minute to complete, and concluding "Not only is this an impracticable task but the scene would have changed before the scan was finished." [3]

The scan cycle, which is recommended by the FAA, CAA, AOPA and other bodies, is slightly more prescriptive than is taught in gliding: "Effective scanning is accomplished by a series of short, regularly-spaced eye movements that bring successive areas of the sky into the central visual field. Each movement should not exceed 10°, and

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Shark 18m – FES –JET – Self launch –Pure Glider
20m Twin Shark in full production, visit our facebook page for updates.

Photos Petr Kolmann

Sales – Spares – Maintenance & Repair all types

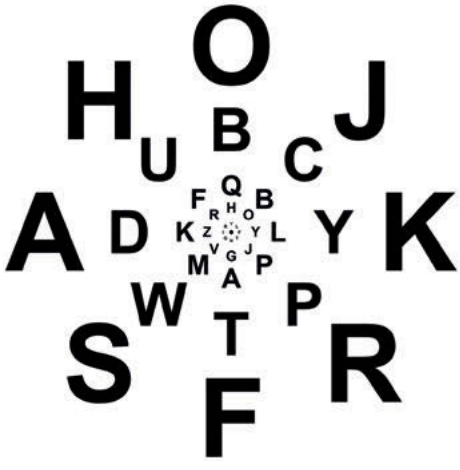
each area should be observed for about one second." [4]

Vision research

The origins of this widely-recommended scan pattern are unclear, but probably stem from a burst of research carried out during and in the years after WW2. Computers and image processing had yet to be invented, radar and sonar were still in their relative infancy, and human eyes were the principal means of detecting enemy aircraft, hostile ships, battlefield targets, and life-rafts at sea. Speed and efficiency were crucial.

Civilian and military scientists across the world undertook a vast range of careful, methodical experiments that were mostly compelling and occasionally comical. One institute built a special observation room with featureless walls and a screen onto which objects varying in size and contrast could be projected, while at the other end 10 "young women, aged 19-26" spent hours each day seated in banks, clocking up tens of thousands of test observations over months on end. Another study using a planetarium found that, with its reclined seating, student volunteers would sometimes nod off.

This often fascinating research explored the time taken to locate an object of a given size, contrast and shape within a defined size and type of background. One interesting finding was that the acuity, while best at the centre of the gaze, does not drop abruptly but falls progressively as the object is further from the centre of attention. The figure below allows a practical demonstration: if you fixate upon the centre, all the letters should be equally readable [5]. In a search context, this means that for the same detection probability, objects must be larger the further they are from the gaze direction.



Equally readable letters; after Anstis [5]

Search patterns

The results of these studies allow search patterns to be designed for operational use. For a given object and search field, determine the size of region in which the object would be detectable from a single glance, divide the search field into regions of that size and, to avoid duplication or omission, conduct a systematic scan, pausing to fixate at each region in turn. It's probably a great way to search a reconnaissance photo for camouflaged tanks, or to scan the horizon from a lookout post on Beachy Head – and it's the Nautical Institute's recommendation for watch-keepers on the bridge of a ship – but it's not obvious that it's the best way to spot collision threats while flying a glider.

Lookout strategies often aim to detect threats at the greatest range, but this requires the slowest scan and, though good, isn't necessary as an aircraft must be nearby to hit you. Accident reports show that most mid-air collisions occur in close manoeuvring situations, where the colliding aircraft were never far apart but the pilots failed to spot each other – or lost sight at some point – because their attention was elsewhere, the aircraft were masked by their surroundings, or the view was blocked by the airframe.

Particularly in dynamic situations, a swifter scan is required, sampling a wide field of view to ensure that immediate threats will be seen. If the detection regions do not overlap for more distant aircraft, a regular scan will be no more effective than random sampling, and is in any case hard to achieve.

It makes sense to direct your attention deliberately, emphasising the direction of turn and areas previously obscured by the airframe. Paul Sheffield's articles [6] give good suggestions. Build a glance at FLARM into your scan routine. There may be busy directions, with circuit traffic, thermals or final glides, but don't let them monopolise your lookout. In straight flight, when a longer, more systematic scan might be appropriate, it's good to turn or lift a wing occasionally to check blind spots.

Summarising a symposium on visual search in 1959 [7], the editor concluded that optimum visual search techniques could not be specified without knowing details of the target, its environment, and the time available, and offered the following advice: 'When searching: scan as fast as possible, providing brief, rapid fixations which cover greatest area in shortest time.' The step size and regularity of the search pattern matter little.

Tim Freegarde and the BGA safety team

DURING THE LOOKOUT EXERCISE THE K-13 COLLIDED WITH A K-21

■ For more information on lookout and the human visual system, see sections 5 and 9 of the BGA Instructor Manual [1] and recent *S&G* articles by Paul Sheffield [6].

[1] BGA Instructor Manual, sections 5 & 9
https://tinyurl.com/flyright2114
[2] BGA Investigation Summary (2011)
https://tinyurl.com/flyright2115
[3] Service Inquiry G-BYUT & G-BYVN (2009)
https://tinyurl.com/flyright2116
[4] CAA Safety Sense Leaflet 13
https://tinyurl.com/flyright2117
[5] S M Anstis, Vision Res. 14, 589 (1974)
https://tinyurl.com/flyright2118
[6] P Sheffield, *S&G* Feb/Mar p10, Apr/May p14 (2020)
https://tinyurl.com/flyright2119
[7] Visual Search Techniques, eds A Morris, E P Horne (1959)
https://tinyurl.com/flyright2120

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)
Covid currency (Feb/March 21)
Eroded margins (April/May 21)

BGA accident/incident summaries

AIRCRAFT Ref	Type	Damage	Date, time	PILOT Injury	P1 hours
116	K-13	substantial	12/09/20, 11:40	none/none	180

Nosewheel first landing after winch launch failure. The glider moved forwards as the slack came out of the cable and overran the cable by a few inches. The P1 reports that the glider was then snatched some six to eight feet into the air in a shallow climb angle before the drogue chute inflated and the P1 released. He was able to lower the nose to a shallow descent attitude, but with insufficient energy to round out the P1 was unable to prevent the glider from landing on the nosewheel. The fuselage frame around the nosewheel was bent. The club has reminded all pilots that a winch launch cable overrun should lead to an immediate release.

118	K-13	substantial	18/09/20, 14:10	none	43

Wing hit fence after a winch launch failure. The pilot felt the starboard wing go down at the start of the launch and was able to correct this, but over corrected. As it took off, the glider turned to the left, the pilot released at about 40ft ato and was able to recover from the launch failure, but felt that he was too low to turn to line up with the runway so chose to land in an adjacent field. As he lifted the port wing to clear a small tree, the starboard wing hit a boundary fence, breaking the wing. The glider yawed and landed heavily, damaging the nose.

119	Junior	minor	12/09/20, 13:30	none	32

PIO during round out ended in heavy landing. After flying a low circuit, the pilot opened the airbrakes and then shut them to overfly a glider in the landing area. The glider floated down the landing area in a fast, flat approach, bounced after touching down and eventually made a hard landing. The gel coat under the nose was cracked and the coaming mounted release handle broke the glass on one of the instruments.

120	K-21	substantial	19/09/20, 14:55	minor	1194

Undershot approach ended in trees. The wind was between 15 to 20 knots, there was a steep downslope starting just downwind of the hilltop airfield. Witnesses report that the glider appeared to be further from the airfield and lower than would be usual during the base leg; some witnesses also report that the airbrakes were open during the base leg and the turn on to final approach. The pilot describes the glider sinking rapidly after turning on to final approach and that lowering the nose to increase airspeed had no apparent effect. The glider sank into the trees, breaking off the port wingtip and snapping the fuselage before coming to rest in a nose-down attitude some 8ft above the ground. The pilot, although bruised, was able to climb from the cockpit onto the shoulders of one of the rescue team.

121	Grob 103	none	02/09/20, 12:05	minor/minor	611

Strong jolt during aerotow take-off ground run left both pilots with a sore back. The P1's legs lifted off the pedals and unlatched the airbrakes, although this was swiftly corrected after take-off. The take-off run was used only occasionally for aerotowing in crosswinds and passed over an old concrete runway, now grassed over. The report suggests that as the first in the aerotow queue, the glider had not reached an airspeed that would have supported some of the weight of the glider and cushioned the jolt. The next pilot in the queue reported nothing unusual during the ground run.

123	Discus Bt	destroyed	29/09/20, 14:35	minor	not reported

Crash in field. After a couple of hours and 200km of cross-country ridge soaring, the pilot had a 5km gap in the ridge to cross to return to the home ridge and the airfield. He reports flying through strong sink while crossing the gap, but arrived at the next section of the ridge level with the top. Unable to climb in the first bowl, he flew to the next bowl and then on to the main face of the ridge, expecting to find some lift. When debriefed by the club safety officer, he reported that he had been in a similar position a few weeks earlier and been able to return to the airfield without difficulty, so he was convinced that he would be able do the same on this occasion. In the event, the glider continued to lose height and eventually a wingtip clipped a tree, the glider stalled and landed heavily in a sloping field before groundlooping and running backwards down the slope into a fence. The pilot had cuts and bruises on his head and was treated by emergency services. The glider fuselage snapped behind the engine bay, one wing was damaged and the canopy and instrument panel were also broken. Another pilot had crossed the same gap earlier and had made an early decision to land in a field. He reports that the wind on the ground after landing had dropped and backed from earlier reports. The accident pilot told the safety officer that he had not made a field landing for many years and that his last field landing practice some seven years earlier was an unusual approach to the airfield exercise not involving any element of field selection.

Incidents

103	HpH Shark	none	31/08/20, 13:50	–	–
	Ventus	none		–	–

The Shark pilot, already established in the thermal, was alerted by a red FLARM warning to a Ventus joining above it. The report of this incident in the previous issue omitted reference to UK Airprox report 2020102, which found that the Ventus pilot had positioned a little too close for the Shark pilot to be comfortable. The Ventus pilot clearly believed that they had allowed enough separation, but that the Shark pilot was not content with what they perceived as a conflict and so had to take action to extend out of the thermal to generate more separation. There was no risk of collision because the Ventus pilot had the Shark in view, not because of the separation, although normal safety standards and parameters for glider operations had pertained.

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.

BGA accident/incident summaries *continued*

AIRCRAFT Ref	Type	Damage	Date, time	PILOT Injury	P1 hours
115	Discus	none	10/09/20, 14:00	none	64

Near tug upset at 800ft ato. The tug pilot reports feeling the tail of the tug being lifted. As he reached for the release he could see the underside of the glider in the mirror; just as he was about to pull the release he saw the glider adopt a nose-down attitude so decided to continue the tow. He points out that the tug would not have been visible from the glider and estimates that he was less than a second away from a fully developed tug upset. The glider pilot reports momentarily glancing at his watch and when he looked ahead again he could not see the tug. As he reached for the release, the tug came into view again.

117	K-21	none	18/08/20, pm	none/none	1600

Winch launch stoppped after a wing drop. The P1 saw the wing go down, but then saw the student correct the wing drop with the ailerons. He believed that the wing did not touch the ground so allowed the launch to continue. Moments after taking off, the glider stopped accelerating but as the P2 had not yet allowed the glider to rotate the P1 was able to take control and land ahead. The launchpoint controller reports that the acceleration after all out was slower than desirable and that when he saw the wingtip touch the ground he immediately gave the stop signal. The wing runner felt some upward pressure on the opposite wing before the glider started to move and reports that next time he would stop the launch.

122	K-21	none	19/09/20, 17:00	none/none	374
	DG-505	none		none/none	732

Near miss in the circuit. The P1 in the K-21 saw the DG approaching head on on an opposite side base leg. He took control and was able to manoeuvre to avoid the DG. Neither pilot in the DG saw the K-21 until it took avoiding action. The club operates using simultaneous left and right circuits with the rule that gliders should not cross the launch runway extended centre line on base leg; the report notes that sometimes pilots line up with a ground feature rather than the launch run and that pilots should leave an adequate buffer from the centre line to ensure separation. Both gliders were FLARM equipped, neither received a warning. Range analysis of recorded traces showed that the K-21 FLARM had very poor range.

Historic report summaries

Due to the shortage of recent reports we have dug into the archives to see how much things haven't changed. Thanks to Hugh Browning for the suggestion – well worth reading as we return to the skies.

Winch wing drop

2005 The glider was being winch launched with a slight crosswind. As the downwind wing runner relinquished his hold, the wing dropped and the pilot tried to lift it with aileron. The nose yawed to left then rose and rotated about the left wingtip. It came to a rest facing the launch point with a smashed canopy and a snapped fuselage.

2009 Cracked fuselage after the glider groundlooped during a winch launch. The wingtip touched the ground during the ground run, the pilot was slow to release, the glider yawed round the wingtip as it took off.

2013 Wingtip dropped to the ground at the start of the winch take-off. By the time the pilot released, the glider had enough momentum to groundloop 180° round the wingtip, damaging the nose skid.

2014 Tailplane attachment damaged. After landing out at the club during a cross-country flight, the pilot took a winch launch to fly back to his home club. During the later stage of the ground run a wingtip caught on the ground and the glider started to roll as it took off. The pilot released, but the glider landed heavily and groundlooped. Sloping field, long grass and lack of currency, particularly at winch launching, were all cited as factors.

Late take over

2000 At about 40ft on the winch launch, the cable went slack just as the student rotated the glider into the climb. P1 had just looked sideways to assess the angle of climb and during this time the speed fell rapidly. Taking control he lowered the nose, but could not prevent a very heavy landing in a stalled condition.

2008 After touchdown, the P2 allowed the glider to weathercock off the landing area. By the time the instructor took control, the glider was rolling through an uneven area of the field; an airbrake caught the ground, damaging a pivot arm.

2012 Cracking and deformation to fuselage skin in nosewheel area and possible damage to main wheel structure following hard landing. The instructor intended to test the P2 with a simulated launch failure at an awkward height. The subsequent recovery put the glider in a position on final approach with full airbrake, but possibly insufficient landing room so the instructor took control and entered a sideslip, still with full airbrake. At 50ft the instructor straightened the sideslip and attempted to shut the airbrakes, only to find the P2 holding the airbrakes fully open. Despite the instructor pulling the control stick back the glider impacted heavily on the nosewheel and then the main wheel.

continued on page 71

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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

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PETER HOLLAND (1936-2021)



PETER sadly passed away on 1 April after a short illness. He always had a passion for aviation; he was a member of the Air Training Corps, where he had the opportunity to fly to Singapore in a Hastings and, to no surprise, did his National Service in the Royal Air Force. But it was gliding where his real passion lay. Peter joined the RAF Gliding Club at Swinderby in 1965, where he went solo in just 26 launches. In the same year, along with a handful of other civilian pilots, he helped to form Trent Valley Gliding Club.

After searching for a suitable airfield, they moved to Sturgate and after acquiring a T-31 from Camphill started flying in 1966. Peter was the club treasurer from day one, a post he then held for the next 45 years. He navigated the club's finances from a loan of £500 to start the club through to it owning a modern fleet of gliders, a tug and professionally built winch. Peter was involved in the club's development and helped with the move of the club in 1974 to its present location at Kirton in Lindsey.

Peter spent many hours balancing the books, more hours than he actually spent flying, and it wasn't uncommon for him to chase members around the airfield returning money they had overpaid.

He owned and flew a variety of gliders over the years that reflected the advancement in designs. His first glider was an Oly 2b, followed by a K-6cr, a Libelle, Discus and finally a DG-505, which he shared with his two sons, Paul and Patrick. He had many flying adventures in the mountains of Wales and Scotland, and was also lucky enough to fly in Europe, Australia and New Zealand.

Peter was a cornerstone of the club and worked tirelessly to ensure it succeeded. Even after he stopped flying, he still took an active interest in club affairs, especially finance! Peter's legacy is that we are left with a healthy vibrant club that continues to provide the sport he loved to future generations.

Paul Holland, Trent Valley GC

BGA BADGES

Diamond Badge

857 Hugo Ribeira	London	11/09/2020

Diamond Height

3-1880 Hugo Ribeira	London	11/09/2020

Gold Badge

George Green	Essex & Suffolk	23/10/2020

Gold Height

George Green	Essex & Suffolk (Deeside)	23/10/2020

Silver Distance

Barnaby Wainwright	Portsmouth Naval	12/09/2020

Silver Duration

Christian Fresson	Southdown	26/09/2020

Silver Height

Barnaby Wainwright	Portsmouth Naval	12/09/2020
Thomas Thomson	SGU	19/11/2020

Cross Country Endorsement

Martin Howitt	Midland	13/03/2021

Historic report summaries *continued*

Tug upset/distraction

2009 Distracted by an open DV panel, the pilot allowed the glider to rise dangerously high behind the tug soon after take-off on his first flight on type. After the pilot lowered the nose to recover, a bow developed and the rope back released.

2012 Tailplane and canopy destroyed, fuselage damaged by groundloop while landing in a crop field. The tug pilot reports feeling the tug starting to be tipped at about 350ft agl and by immediately releasing was able to recover just above the top of the trees. The glider pilot saw that the tug had descended out of sight below the nose and had tried to recover using the elevator. After being released, the glider pilot was faced with a very limited choice of fields.

2012 Tug upset broke the aerotow weak link at the tug end. The glider pilot was trying to turn on the master switch at about 600 ft ato; the tug pilot allowed the glider to pull the tug tail up to about a 40º nose-down attitude with full back stick before reaching for the release.

2015 Tug upset. Early in the aerotow the glider pilot realised that the canopy was unlocked. While dealing with the canopy he was not concentrating on the tug and when the pilot looked up and realised that the tug was now out of sight below the nose he pulled the release. The tug pilot reports the aircraft tail being lifted and the tug being in a steep dive despite aft stick. The tug pilot pulled the release and the dive bottomed out below the height of some nearby pylons.

Out of range

2002 The pilot winch launched to 1,800ft through a gap in the broken cloud cover. Not wanting to come back through the same gap and meet another glider, he circled at first then descended through cloud to emerge 700ft above the ground. He chose a field, but landed crosswind and ran into the side hedge at about 5mph, breaking the canopy.

2004 After two previous flights the pilot took a third launch, not realising that the wind had picked up. Looking for lift he allowed the glider to drift downwind. Realising that he might not reach the airfield, he decided to land in a ploughed field. On the approach he saw it had deep furrows and, despite landing along them, they damaged the glider.

2005 After a winch launch to 950ft, the basic instructor turned downwind towards a good cloud with several gliders circling under it. At 750ft he turned back to the airfield, but hit sink and decided to land in a field. He was too close in so changed fields and hit a 5ft wire fence, which rotated the glider and resulted in a nose-down, sideways landing.

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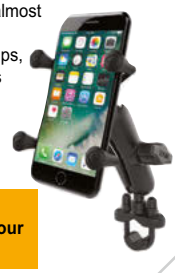
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