OCT/NOV 2021

SAILPLANE &GLIDING

VOL. 72 NO.5

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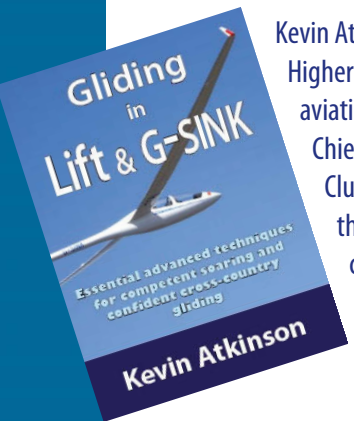
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MEMBER OF THE ROYAL AERO CLUB AND THE FEDERATION AERONAUTIQUE INTERNATIONALE

THE MAGAZINE OF THE BRITISH GLIDING ASSOCIATION
OCT/NOV 2021 VOLUME 72 No 5

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COVER STORY
Guy Westgate flies Grob G109Able from Germany to Aerobility in the UK. In the background is fairytale castle Schloss Neuschwanstein, made famous by the 1968 fantasy film *Chitty Chitty Bang Bang* (Alex Prins/Aerosparx)

DEADLINES
Dec 21/Jan 22
Articles, Letters, Club News: 5 Oct
Display advertisements: 21 Oct
Classifieds: 5 Nov

Feb/March 22
Articles, Letters, Club News: 6 Dec
Display advertisements: 17 Dec
Classifieds: 6 Jan

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PUBLISHER
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email: office@gliding.co.uk
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› The Junior British team brought home a haul of medals from the European Junior Gliding Championships in Lithuania. There was a Gold medal for Finn Sleigh (ASW 20) – Club Class; and Silver and Bronze respectively for Tom Pavis (Discus 2a) and Henry Inigo-Jones (LS8) – Standard Class. Team Gold was also achieved by Finn, Toby Freeland, Tom, Henry and team captain Clement Allen. See story pp10-12.

› Medal positions were narrowly missed by the British teams competing in the Club and Standard classes of the 2021 World Gliding Championships at Montluçon-Guéret, France. Team members Jake Brattle (LS7WL), Tom Arscott (LS7WL) and G Dale (ASW 24) – Club Class; and Jez Hood (LS8) and Howard Jones (Discus 2a) – Standard Class, were supported by team captain Annie Laylee and crews. The team enjoyed several daily podium positions during a challenging competition.

› Congratulations to new national champions: Club – Tom Arscott (Std Libelle); 18m – Phil Jones (Ventus 3TS); 20m two-seater – Steve Jones (Arcus M); Juniors – Finn Sleigh (ASW 20).

› The weather was against this year's UKMSC at Aboyne with just one cross-country day, but three height climb days. First place went to Adrian Docherty in his Duo Discus. Alastair Mutch won the height gain trophy in his Ventus 2cxM.

› Winners of the Wolds Two-Seater comp were: Brian Sougall (Duo Discus); Intermediate – Alan Rands (K-21); Wood – John Pursey (Eagle).

› A self-starting ASG 29 RES was flown by Lithuania's Gintas Zube in the FAI Sailplane Grand Prix World finals, in France. It was the glider owner's wish that LZ Design incorporate a traditional 30kW electric motor (identical to the FES motor except for a modification of the air cooling) into a pylon to create an electric turbo version of the ASG 29. Series X was won by Poland's Sebastian Kawa (AS 33 Es). *www.lzdesign.si*

› Changes at DG Flugzeugbau to further specialise in gliding mean that service and maintenance, plus aircraft sales and development, will be spun off in a newly-founded DG Aviation GmbH. DG Flugzeugbau GmbH will continue to be responsible for the manufacture of gliders and motor gliders. *www.dg-flugzeugbau.de*

› Following feedback from clubs, the Club Development Conference will be an online event on Sunday 24 October 2021.

Supporting flying dreams

THE British Women Pilots' Association (BWPA) announced the winners of its coveted aviation scholarships and the Scottish Gliding Centre's Alison Field was among the talented group honoured. The BWPA offers scholarships every year to support women in the UK in achieving their flying dreams, underlying its key aim to promote their training and employment within the sector.

Alison, pictured below, is no stranger to inspiring others. As a seasonal staff member at the Scottish Gliding Centre she is actively encouraging women to give gliding a go and has already hosted a Women In Flight event at the centre.

Alison said: "I am so pleased to have been given this scholarship and will use the opportunities it has given me to encourage more women and girls into the skies, whether in gliders or plane. I am passionate about diversity in the flying world and want to show women and girls that this sport is for them."

Nineteen scholarships were awarded this year. Other glider pilots include Katie Stokes, who will use her scholarship to develop her gliding, covering entry and launch costs as she begins taking part in competitions. Midland instructor Holly Harris plans to use her scholarship to work towards a Commercial Pilot Licence (Helicopter). Rachel Calvert, who soloed at Portmoak after just one week, hopes to become a commercial pilot and will be attending a Flight Deck Wingman Airline Assessment Preparation Course.

■ ***www.bwpa.co.uk***



DATES
NATIONALS, REGIONALS AND OTHERS

Open Class Nationals	Aston Down	11-19/6/22
Standard Class Nationals	Aston Down	11-19/6/22
15m Class Nationals	Aston Down	11-19/6/22
Europeans	Lithuania	2-16/7/22
15m, Standard and Club classes (Pociunai)		
13.5m Class	Lithuania (Pociunai)	2-16/7/22
Club Class Nationals	Saltby	23-31/7/22
Competition Enterprise	Long Mynd	2-9/8/22
18m Class Nationals	Lasham	13-21/8/22
20m Class Nationals	Lasham	13-21/8/22
Junior Nationals	TBC	20-28/8/22
Worlds	Hungary	25/7-8/8/22
Open, 18m and 20m multi-seat classes (Matkopuszta)		
Junior Worlds	Czech (Tabor)	31/7-14/8/22
Women's Worlds	Hus Bos	13-27/8/22
Two-seater comp	Pocklington	21-28/8/22
UK Mountain Soaring Champs	Aboyne	4-10/9/22

Glider aerobatic competitions

National aerobatic competition dates in the next issue

WINNERS OF 2021 REGIONALS

BIDFORD REGIONALS
Jason Eccles

INTER-SERVICES REGIONALS
Open: Brian Birlison
Sport: David Williams

MIDLAND REGIONALS
Russell Cheetham

HUS BOS CHALLENGE CUP
Magenta: Russell Cheetham
Cyan: John Roberts

GRANSDEN REGIONALS
Gin: Matt Cook
Tonic: Henry Inigo-Jones

COTSWOLD REGIONALS
Will Chappell

DUNSTABLE REGIONALS
Blue: Luke Hornsey
Red: Angus Watson

■ **BGA Club Development Conference online series, starts Sunday 24 October 2021**
■ **BGA Conference and AGM, Saturday 12 February 2022 at the Belfry Hotel, Nottingham**



Seahawk's new instructors (left to right): Rob Harris, Pete Harvey and Nic Beretta

BGA SUPPORT BOOSTS INSTRUCTOR NUMBERS

WHEN the stars are aligned it is amazing what you can achieve, ***writes Seahawk CFI Chris Bryning***. The club was looking to qualify new instructors to secure its future and had three willing volunteers to complete the course: Rob Harris, Pete Harvey and Nic Beretta. However, as a small club – normally only able to operate at weekends, in a part of the world not known for its soaring conditions and a long way from the clubs "up country" where C and D modules normally run, plus Covid, of course – there were significant challenges to get them through the process.

Meanwhile, it transpired, the BGA was looking for an opportunity to trial the new system instructor course programme that it has been working on for the future. Could it be run successfully over a continuous two-week period? Hence Colin Sword, chairman of the BGA instructors committee, ably assisted by Don Puttock and Helen Fraser, came down to RNAS Culdrose for the first two weeks of August to run a course alongside the club's annual ab-initio courses, sponsored by the Fleet Air Arm Officers Association, at Predannack Airfield on the Lizard Peninsula.

Fortunately, the weather played ball, the kit held up and Mike Fox, BGA Training Standards Manager, kindly travelled all the way down from Pocklington to conduct assessment of competence (AOC) check flights at the end of the course. All three candidates were assessed as having reached the standard required to be assistant instructors. Result!

In addition, Colin has now been signed off as qualified to launch solo by autotow and, in return, signed off my three-year Demonstration of Competency check into the bargain! He also found time to conduct a BGA motor glider instructor rating stage 1 check for Jake Matthews, who completed his D Module at Hus Bos in June, and a pre-examiner assessment flight for Kevin Fear from Peterborough & Spalding GC, who was helping out on our ab-initio course.

All in all, a highly successful two weeks and proof that, as somebody said, "flexibility is the key to air power". Just ask the BGA, if you have the volunteers, it is great to see how flexible and willing the organisation is to support even the smallest of clubs in any way it can.

Paramedics go gliding

NENE VALLEY GC held a special flying day for the East of England Ambulance Service paramedics on 8 September, ***writes Peter Valentine.***

The objectives were three-fold:

- First of all, to say a profound 'thank you' to our wonderful paramedics who have worked so tirelessly, not only during the current pandemic, but at all other times.
- Secondly, to raise funds for the Addenbrooke's Hospital Oncology Unit, Cambridge.
- The third reason was to remember our late friend and fellow glider pilot Roland 'Roly' Taylor. Roly was a valued member for several years and his enthusiasm was matched by his generosity and commitment. Sadly, he was lost to cancer in 2017 despite the fantastic care received from Addenbrooke's Hospital.

Roly's daughter, Claire, is a senior medical technician with the Cambs Ambulance Service and it seemed a good idea to combine a gliding day for Claire and her colleagues with a charity collection in the memory of Roly.

Twenty-five paramedics were flown and it seems likely that one or two now wish to become glider pilots themselves.

In total, the sum of over £1,000 was raised, which Claire will pass on to the Addenbrooke's Oncology Unit.



Paramedics James Macdonald, in Nene Valley's Twin Astir, and Joanne Gamble (Peter Valentine)

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

Getting a kick without engine

THE LETTER from Roy Cross in the last issue (*Nostalgia ain't what it used to be!* page 6) stirred some memories for me, too, but of 2006 when on 19 June I reached 10,000ft amsl near Wellingborough in my Grob G109b. Oh, a motor glider, I hear you say, but we only ever operated it as a self-launching sailplane which could also be relocated very easily to loads of lovely places in Europe.

On the day in question, I had launched and was flying my usual 'go where it looks best' task, finding that climbs to the base of the airspace were fairly common. Once near Wellingborough I decided to 'waste time' on getting to cloudbase, when anyone going for distance would have pressed on at 8,000ft. The lift above 8,000ft was of a quite different character, more broken and short lived, but with some persistence I made it above 10,000ft and the cloudbase turned out to be at least 10,500ft.

Our syndicate was formed by four members of the London Gliding Club in August 1985, when we bought our Grob ex-factory and flew it back to Cranfield. It was based there for 10 years before moving to the Eaton Bray farm strip for the next 24 years. As true glider pilots we derigged after every flight, practically without exception.

The syndicate recorded almost exactly 50 per cent engine time over the 34 years of ownership, including travelling round Europe. Tim at Airborne Composites tells me that he doesn't know of any other G109 which has been operated in this way.

So why didn't we buy a 'proper' glider? I suppose it comes down to what you count as an achievement – distance, height or duration. We got as much kick out of 250km in the UK completed entirely engine off, as I imagine would be the case flying 750km in some expensive modern plastic. Our rigging aid made the whole thing a one-man operation. I could be airborne 30 minutes after leaving home, and back again one hour after landing. Add touring to this, and the booming conditions to be found in the Alps, and we thought we had the perfect combination.

One of the owners was born in Austria, so a regular destination in the early days was Zell-am-See, refuelling and sometimes overnighting in Freiburg. Later he built a house in Lofer and we moved our base to Sankt Johann in Tyrol, spending two or three weeks in outstanding conditions every year. In fact, it was several years before I stopped pinching myself to ensure I wasn't dreaming – the whole area really has to be seen to be believed. Once every seven years all the pine trees pollinate, making the first 500ft of every thermal visible – how's that for paradise?

Despite the advantages of having friends and accommodation in Austria, we did spend our two-week slots in Annecy, Gap Tallard, Fuentemilanos and Aboyne many times. As we got older and members began to leave, these two-week jaunts became four weeks. In between times, I managed to fly 10,500 single tows and 167 dual tows in club tugs. Sadly, after 62 years and 5,000 hours, I am now grounded.

Colin Wray, Dunstable

Continuing the electric debate

I WRITE in response to John Watkinson's article in Aug/Sept (*Hazards of going green*, pp28-30). In general it is good practice when towing to have a substantial amount of draw bar weight as it improves the overall lateral stability of the car/trailer combination. As the towbar attachment point is aft of the rear axle on the towing vehicle it produces a front wheel lifting moment on it. This reduces the weight on the towing vehicles front wheels. So, if anything, the front wheels are more likely to spin when going up hills on a wet road rather than, as John indicates, the reverse.

However, I do agree that rolling resistance on the rear wheels will increase and, of course, there will be the additional rolling resistance of the trailer wheels, together with the trailer's aerodynamic drag. So, overall, the combination requires considerably more power, which means a shorter range and more frequent battery charges.

I think for towing, or heavy lorry applications, the use of hydrogen in a fuel cell or in a gas engine is the only

real answer using, of course, renewable energy powered electrolysis of water and subsequent cryogenics for liquefaction. However, one has to put in 2.5 times more energy into the overall process than can be subsequently recovered from the hydrogen. Which only makes sense when we've got more renewable energy or low carbon emission energy source than we know what to do with. Roll on controlled nuclear fusion. But what is the fuel for this process? Minute amounts of isotopes of hydrogen, such as deuterium and tritium. Funny that.

Bill Andrews, Booker GC

John Watkinson replies: *I agree with everything that Bill Andrews says, with one caveat.*

If the amount of noseweight applied to the towing vehicle is such as to change the weight distribution to the extent he suggests, then the rig is no longer a vehicle towing a trailer. It is instead legally an articulated vehicle in which the weight of the trailer is partially superimposed on the towing vehicle.

In other words, it is a legal requirement that to be classified as a trailer it must substantially balance on its axle. If the rig is classed as articulated, then all sorts of different requirements come about. Cars also have noseweight limits based on that distinction that rule out partial superimposition.

I especially agree with Bill about hydrogen power, which needs 2.5 times as much energy to start with. Elon Musk calls it "mind bogglingly stupid".

The editor comments: *Two readers have contacted* S&G *to advise that they successfully tow with their Tesla 3s. Look out for an article in the next issue.*

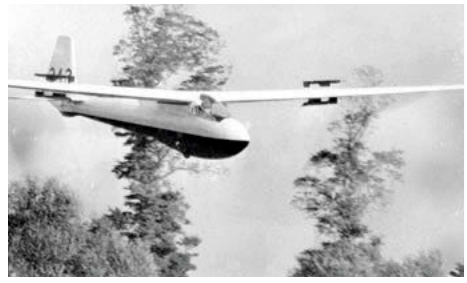
OLY INVOLVED IN 'UNUSUAL EVENT'

ON PAGE 36 of the June/July 21 issue (*Pilot Profile: Ron Lynch*) is a photograph captioned 'Olympia 2c'. Neither I nor any of the vintage experts I have talked to know of a glider with that designation. However, I believe I recognise the pictured glider, which had a very interesting history.

Originally an Elliots Olympia 2A, it was owned by the RAFGSA at Andover in the 1950s. After an aerotow to carry out an air display, the pilot failed to reset the QFE and on the final low pass ran out of airspeed, altitude and airfield, emerging unhurt from a pile of wreckage.

The written-off wreck was purchased by John Thorne (operator of Compton Abbas airfield from 1965 to 1974) and Ron Sandford (later 1975 Standard Class National Champion). Ralph Jones, at the time working at Elliots, rebuilt it and the three formed a syndicate.

The wings were repaired in a storeroom at the back of an Andover department store, which John was managing, and the fuselage in the first floor bed-sitting room which Ralph rented.



The Olympia 2

When completed, extraction required removal of the window frame and the fueselage was lifted down, a process observed by a passing photographer from the local paper. The photo appeared in their next issue as 'an unusual event'. Ralph's landlady recognised her house; his workmanship in replacing the window rather improved the house, nevertheless he was promptly evicted and had to find new digs.

The fuselage incorporated a canopy and tail surfaces based on the Olympia 401, which gave a rather different appearance – I had difficulty identifying it when we met in a thermal near Andover in September 1963. Whether it had any official designation as a type I rather doubt.

I see from the *S&G* article that it was sold to members at The Park when the syndicate replaced it with a Skylark 3 (which was written off after Ralph's first mid-air collision), but I don't know anything of its later history.

Peter Purdie, Lasham GS

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

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TEAM SPIRIT IS VITAL TO OUR SPORT

Andy Perkins looks back over a summer of amazing achievements, from first solo to medals at international level. Whatever your experience level, you will achieve more by working with others.

THE SHORTER Northern Hemisphere days at this time of year make me think back to what has been achieved throughout the summer. Like many, I look back through photos on my phone, online and, with a tinge of envy, I see the remarkable glider flights listed on the National Ladder and OLC (On-line Contest). It makes me think: "How will I manage to squeeze more gliding in over the coming year whilst keeping the family onside, working, etc? MMMmmm…."

Everyone has some kind of challenge or other commitment that interferes with what you do with your free time and that prevents you being available on 'The Day' of the year, but what sticks in my mind looking back over my summer was how helpful everyone across the various clubs I visited this year was to me. Although I have obviously been around for a while, the interest and banter associated with getting everything ready and going gliding was as fresh as I remember when I was first gliding. I even had the offer of a crew when flying an ASH25! They either had a misplaced belief that I wouldn't need a crew or were just suffering from sun stroke from the shock to the system of a short run of great weather! Regardless, the offer was gratefully received. This might be me looking more optimistically at things through post-lockdown sunglasses, but I certainly felt welcomed and encouraged to do more and stay around for longer when at the various clubs to spend time with members of our gliding family.

Thinking back to amazing achievements, this summer has been no exception. There have been a huge number at all levels. At club level it has been great to hear stories across the country of first solos, adventure flights around and through challenging parts of the country, as well international success. First solo is a remarkable achievement, and to hear of many people wanting to join clubs (some clubs have waiting lists at present) and start training is superb. The British teams did exceptionally well on the international scene with the Junior team achieving Gold, Silver and Bronze across two classes and the Team Gold at the Junior Europeans. Whilst at the 36th World Championships, the Club and Standard teams had some great day wins and narrowly missed out on two medals. Back at home, the Challenge Cup at The Gliding Centre was a great success and as acted as a pre-worlds, showing great promise for the Women's Worlds next summer. Superb flying by all.

TO HEAR OF MANY PEOPLE WANTING TO JOIN CLUBS AND START TRAINING IS SUPERB

When you talk to competition pilots, their crews and managers, what stands out is that, as well as the desire to win, their success was largely due to the way they work together effectively to prepare and compete. This reminds me how vital the team spirit is to our sport and how it applies across all experience levels. So, whether you are newly-solo or a world champion, by working together you will have fun and also achieve more for yourself and others.

As the nights draw in, what can you do over the coming months? Well, if you aren't already an instructor or IFP (introductory flight pilot), then please consider it. It will be a good challenge to complete it over the winter, as well as helping your club and improving your own flying.

As ever, if you have any thoughts or suggestions, please contact any of the Exec. We would love to hear from you.



Finishing during the nationals at Lasham (Max Kirschner)



Andy Perkins
Chairman
British Gliding Association
September 2021

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British Gliding Team victorious at the Junior Europeans (Clement Allen)

VICTORIOUS!

Toby Freeland reports on the team's success at the 5th Junior European Gliding Championships in Lithuania

FOLLOWING the successful training at the Czech Republic National Championships, featured in the last issue, the Junior British Gliding Team arrived at Pociunai Airfield raring to compete against the best under-26 glider pilots from all around the continent.

International events are quite a grand affair, even in times of Covid. Opening ceremonies involving traditional Lithuanian clothing, dancing and singing, followed by translated speeches from members of various aviation organisations set the scene. The FAI's IGC appoints various international pilots as stewards and jury members, who added to the importance of the event. However, it was really the streams of pilots from other teams that, being paraded into a local sports hall, made the event real. A few of them have big YouTube channels that we follow, a few had posted impressive 1,000km flights on WeGlide and the OLC, and there were pilots who had already won the coveted FAI medal: the competition was going to be fierce.

We settled into our Airbnb, a must-have based on reports of previous teams' camping experiences in Lithuania. The gliders were all ready, every little niggle sorted and the weights adjusted to the nearest 100g so that we were at optimum wing-loading and CofG for our gliders. Scrutineering, the process used by the competition to check all the gliders are racing fairly, went smoothly except they measured us to all have over 15m

wingspans! A new laser measuring device was found and an early start the next day to pull our gliders back into the hangar to be measured again ensued. We were all of appropriate 'length'.

Before we knew it, the first competition day was upon us. The mantra in camp was 'You can't win a gliding competition on the first day, but you can definitely lose one'. The scoring system in gliding is an extremely harsh punisher of mistakes and it is common that the 'best' pilots don't come away with the medals because of a single unlucky day, route, thermal, launch time, etc, but this is the game we choose to play. Thankfully our team came away with a 1,2 in Standard Class and good points in Club Class. We hoped that by continuing this pattern we would all eventually rise to the top.

Our good spirits were quickly diminished on the second task day of the competition when, halfway around our 200km racing tasks, Henry and Tom reported they had just witnessed a mid-air collision in a gaggle they were close to. We were all shocked and knew the odds of both pilots surviving were low. It is of great credit to the pilots and team captain that we all stayed calm, kept airbourne despite the difficult terrain that we were flying over and managed to provide the best estimate of the position of the singular parachute observed to the competition director. This was thanks to Clement Allen's incredible tracking website, Glide and Seek.

The day was eventually cancelled and we all flew home in the most polite, low-risk gaggle I have ever been in. Good news greeted us as we got close to base; both pilots had been accounted for. One glider had lost its tail and the pilot parachuted safely, and the other sustained damage to its cockpit but the pilot was able to land safely in a field, surrounded by his team-mates.

Tricky conditions greeted us the next day, many pilots were keen not to fly to recover from the shock of the day before. We were sent into tough, wispy, blue conditions and the main Standard Class gaggle all landed out in the same rough field after finding only one climb on task, making their day invalid.

This was not a promising sign for the Club Class team who were on task, chasing down the German pilots ahead. Eventually Finn and I also landed out after spending 45 minutes in a gaggle of eight gliders between 600-1,000ft AGL – uncomfy! That night we commented on the state of our fields: "If Colin Watt (Lasham's CFI) saw the field we just chose to land in, he would put us straight back on checks!" Enough said?

Tough

Some of our main rivals got round the task and were suitably rewarded with 500 points more than us. This set up our goal for the remaining competition days – work hard to come from behind and regain those points, it was going to be tough.

The rest of the days were all relatively straightforward. We all found Lithuanian weather confusing at times, the climbs were the most 'pulsey', shifty and unreliable of almost any I had ever flown in and, with the added excitement of the large forest to the south of the airfield, we were kept on our toes. However, we managed to continue to get good results for the remaining days with only a few tricky patches and all the





WITH THE ADDED EXCITEMENT OF THE LARGE FOREST TO THE SOUTH OF THE AIRFIELD, WE WERE KEPT ON OUR TOES

RESULTS JUNIOR EUROPEAN GLIDING CHAMPIONSHIPS
11-23 July 2021
Pociunai, Lithuania

CLUB CLASS
1 Finn Sleigh GBR
2 Lasse Edslev DEN
3 Nils Fecker GER
7 Toby Freeland GBR

STANDARD CLASS
1 Simon Briel GER
2 Thomas Pavis GBR
3 Henry Inigo-Jones GBR

TEAM CUP
1 United Kingdom
2 Germany
3 Czech Republic

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■ McDonald's (York, Harrogate And Knaresborough), Lasham Gliding Society, Naviter, SeeYou, LXNav, Discover Gliding, SkySight, Navboys, Vertigo Covers, Sydney Charles Aviation, Glide And Seek

Far left: Club Class winners (left to right) – Lasse Edslev, Finn Sleigh and Nils Fecker

Left: Team captain Clement Allen with the Team Cup



Standard Class winners (left to right): Tom Pavis, Simon Briel and Henry Inigo-Jones

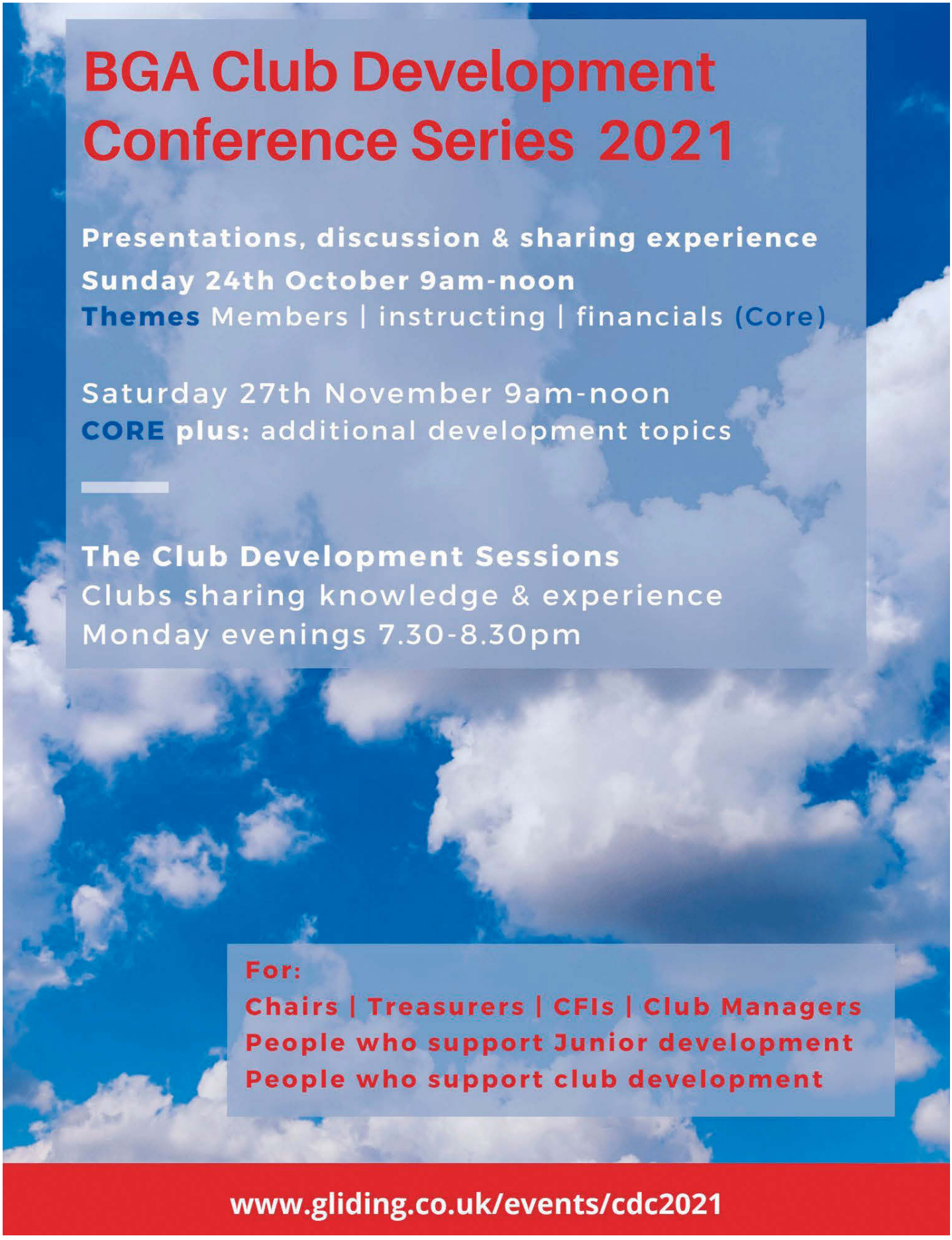
British pilots climbed slowly towards the top of their classes.

By the start of the final day, we had spent many hours strategising how to achieve the most medals from our current positions. All the plans carried some element of competition risk and would still require flying an almost perfect flight. I am still not quite sure how we did it but, as the scores came in, Finn was winning due to countback of day wins, Henry had crept onto the podium and Tom had secured his Silver medal. I had won the day and we were in a clear lead for the overall Team Trophy.

Overall, we had a great experience in Lithuania. The conditions were tough at times and the competition fierce. It is worth noting that we have not won the Team Cup in a Junior competition before, indicating that the efforts of the BGA, UK Junior Gliding and British Team coaches are clearly paying off by encouraging more young people into this sport and providing them with the coaching needed to achieve great things.

We would like to thank all our sponsors, GoFundMe supporters, crews, team captain and team manager for without them it would have been impossible.




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Presentations, discussion & sharing experience
Sunday 24th October 9am-noon
Themes Members | instructing | financials (Core)
Saturday 27th November 9am-noon
CORE plus: additional development topics
The Club Development Sessions
Clubs sharing knowledge & experience
Monday evenings 7.30-8.30pm
For:
Chairs | Treasurers | CFIs | Club Managers
People who support Junior development
People who support club development
www.gliding.co.uk/events/cdc2021

GEOFF PAYNE

Originally inspired by Biggles, London Gliding Club's Geoff Payne has flown at sites all over the world, but considers Dunstable his favourite. He enjoys instructing and says that, although he planned a 750km at 75, he wonders if 790km at 79 might be pushing it?

Geoff Payne trained as an architect, but moved on to advising governments on improving access to affordable housing. He is currently writing a book about the global housing challenge



Age? 79

Marital status? Celebrating our Golden Wedding Anniversary with Rita!

Where were you born? Weston-Super-Mare, Somerset.

Where do you live now? Ealing, London.

Occupation? I trained as an architect, but moved on to town planning and advising the United Nations, World Bank and governments on improving access to affordable housing, hoping to make the world a better place.

I've been fortunate enough to work in over 40 countries, including Cuba, India, Ethiopia and Vanuatu. I particularly like countries that have gliding clubs!

Did any of the gliders that you learnt on have enclosed cockpits?
No, it was all open cockpits and cravats!

How and when did you start gliding?
I was obsessed with flying as a child and still am. I joined the local Air Training Corps (621 Squadron), then based at Weston airfield. We flew T-31s and T-21s, which we kited off the winch with great success. I went solo at Weston in 1958.

Which pilots most influenced you?
Biggles was my initial hero! The ATC Squadron was led by my schoolteacher, Robbie Robinson. When I did an instructor course at the RAFGSA in the early 1960s, Andy Gough was brilliant. When I took up the sport again after a gap of 18 years, Brian Spreckley was a leading influence, mainly because of his ability to know what each pilot was capable of and how to help them achieve it. Plus Tim Scott, who was great on sports psychology. Dave Caunt was amazing in achieving more 750s than anyone I know – some of them started from winch launches! I admired the staying power of John Jeffries and Derek Piggott. They all helped raise the bar.

Do you think it's helpful in gliding to be mechanically minded?
If it were, I'd never have been sent solo…

How many other family members glide?
I am the only obsessive-compulsive member of the family and am now flying through 3,300 hours.

Where and what was your most memorable flying experience?
How many pages do I have?! When I was working in Lesotho, a local surveyor who owned an ASW 20 that he kept at Goldfields Gliding Club at Welkom Airfield, near Bloemfontein, South Africa, kindly let me



The perfect soaring day for Geoff Payne, pictured at Dunstable with his ASW 27B GP

use it whenever I wanted and the club was very welkom-ing. Some of the most exciting and challenging flights were in the Alps, particularly at La Motte with a group from Dunstable led by Bill Craig.

Do you still enjoy instructing?

Yes, instructing keeps me on my toes and brings joy, especially in meeting the pupil's needs and introducing others to the joy of gliding.

When our club needed a new hangar roof and we had to raise matching funds, many club members sponsored a flight for youngsters nominated by social services. One boy of about 12 was apparently being bullied at school. We flew a K-21 together and he briefly took the controls. I was touched to hear later that after his headmaster announced at assembly that 'he had flown a plane' he was never bullied again. It's nice to think that we can make a difference.

What are your favourite gliding sites in Britain?

Dunstable and Llanbedr, both set in gorgeous countryside. Dunstable is extremely welcoming to families and pilots of all ability and interest. The club has a great committee, manager Andy Roch does well at keeping positive under pressure and members are incredibly supportive – and great at banter!

What are your favourite sites in Europe?

I have vivid memories of Le Blanc and La Motte in France, Cerdanya in Spain and Aero Club Skopje in North Macedonia. However, the annual Dunstable visit to Saal in Germany has been a diary highlight for many recent years. The conditions usually provide for great flying and club members arrange dinners every evening at which they join us, making the whole expedition a fantastic holiday. I hope very much we can return in 2022.

What is your favourite site in the world?

Dunstable, of course!

Who do you admire most in the sport?

Mark Newland-Smith has become a leading cross-country pilot and also makes

■ **Geoff was interviewed by Mark Harrison and Rupert Robertson**

■ **Recent photographs by Tony Hutchings Photography**

■ **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.**





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a massive contribution by being active on the committee and taking charge of Dunstable's thriving cadet scheme to help youngsters get into gliding.

What piece of advice would you give to an aspiring competition pilot?
Imagine yourself in a fix, having made one or two poor tactical decisions. Rather than getting frustrated, take it as an opportunity to demonstrate the power of positive thinking and see if you can recover from such a situation better than others (Brian Spreckley said it helped him win the world championships).

What has been your most interesting competition day so far and why?
At a Dunstable Regionals, I struggled around a task. On landing back, I assumed I was last and that everyone else had packed up and gone home, only to find when called to control to confirm that I'd indeed rounded all the turnpoints that I had, in fact, won the day!

What do you always pack for a comp?
The usual, plus a tent. In the glider I take an anorak, carrots, a book (just in case) and mint humbugs!

When not gliding, what do you do for recreation?
Tennis, walking our dog, gardening and playing with our grandsons, one of whom calls GP 'Grandad's Plane'.

What book are you reading at the moment?
I am currently completing writing one about the global housing challenge, so most of my reading is connected to that.

What is your favourite film?
Belleville Rendez-vous (2003), a life-enhancing animated French film.

What is your favourite piece of music?
Beethoven's awesome *Ninth Symphony*.

What would your motto be?
Do as much as you can, as well as you can, as long as you can. Also, gliding is the best way of getting high legally!

What's your next challenge?
I had planned a 750km flight at 75. A 790km flight now might be pushing it.

Geoff continues to enjoy introducing others to the joy of gliding (Andy Sampson)





EVENING WIND

Preparing for an evening flight (Alan Lapworth)

Alan Lapworth investigates why the wind nearly always dies down towards evening, making it a good time for first solo flights. But when, and to what speed?

ON A GOOD soaring day, the wind tends to be fairly gusty, but towards evening the wind nearly always dies down, especially if the sky is clear. The air is calmer and it's a good time for first solo flights.

So why is the wind strength reduced in the evening, when is it likely to happen and what determines to what speed it falls? The wind is very dependent on local effects in mountainous country, but many airfields are surrounded by locally flat terrain and this case is relatively straightforward. The most important determining factor is the near-surface air temperature, usually measured in a screen 1.2 metres above the surface.

During a sunny day, a layer of superheated air forms in the few metres above the surface that is often several degrees warmer than the overlying air. Towards sunset this layer becomes cooler until a point is reached at which it matches the temperature of the air above. The temperature at this time is known as the evening transition temperature and, at this point, thermal activity dies away. On a clear evening, transition occurs about an hour before sunset. On a cloudy evening it might be two or more hours before sunset.

Further cooling results in a stable surface layer forming in which warmer air above overlies cooler air beneath. This stability suppresses turbulence so that the airflow laminarises – the layers flow smoothly over each other. During the day convective turbulence brings down eddies from faster moving upper layers, increasing the wind speed near the surface. However, this effect is significantly reduced when the surface air becomes stable and, as a result, the surface wind is reduced to between two-thirds to a half of its midday value. The perceived drop in wind speed is significant as the drag effects of wind are proportional to the square of the wind speed. With further cooling the wind

speed might be expected to remain roughly constant at this reduced value.

Figure 1 shows statistical averages of 10 years of data of evening winds plotted against temperature at a site near the town of La Junta, Colorado, in the Great Plains of mid-west America. The temperatures are all measured relative to the transition temperature, which is on the extreme right of the plot, and are given for three different geostrophic wind speed bands. Near surface wind speeds are measured at the standard height of 10 metres above the surface – the wind felt at head height is less. It can be seen that for all three wind speed bands the wind stays roughly constant at the value to which it has fallen at the time of evening transition even after a cooling of 10 degrees below the transition temperature (towards the left of the plot).

Transition

However, at a similarly flat-looking site in Britain the evening wind does not stay constant with cooling below the transition temperature – rather it continues to fall steadily with cooling until it reaches near-zero values. The effect is shown in Figure 2, which shows a similar plot to that in Figure 1 for a site to the south of Bedford in the flat area of the Vale of Marston. It can be seen that for all three geostrophic wind speeds the plots converge to a point where the wind speed is near-zero towards the left of the plot. A feature of this plot is that the points are independent of cooling rate, which was not true of the previous plot in Figure 1. So the near surface temperature does give some guide as to the expected wind strength for a particular site. This is the signature effect of a strong drag force on the flow as described below. Notice that the slope of plotted points is greater for higher geostrophic wind speeds, which is to some extent unexpected – it implies that stronger winds are more affected by surface cooling. It is also true that cooling rates are lower at the higher wind speeds because of the increased turbulent conduction of heat to the surface.

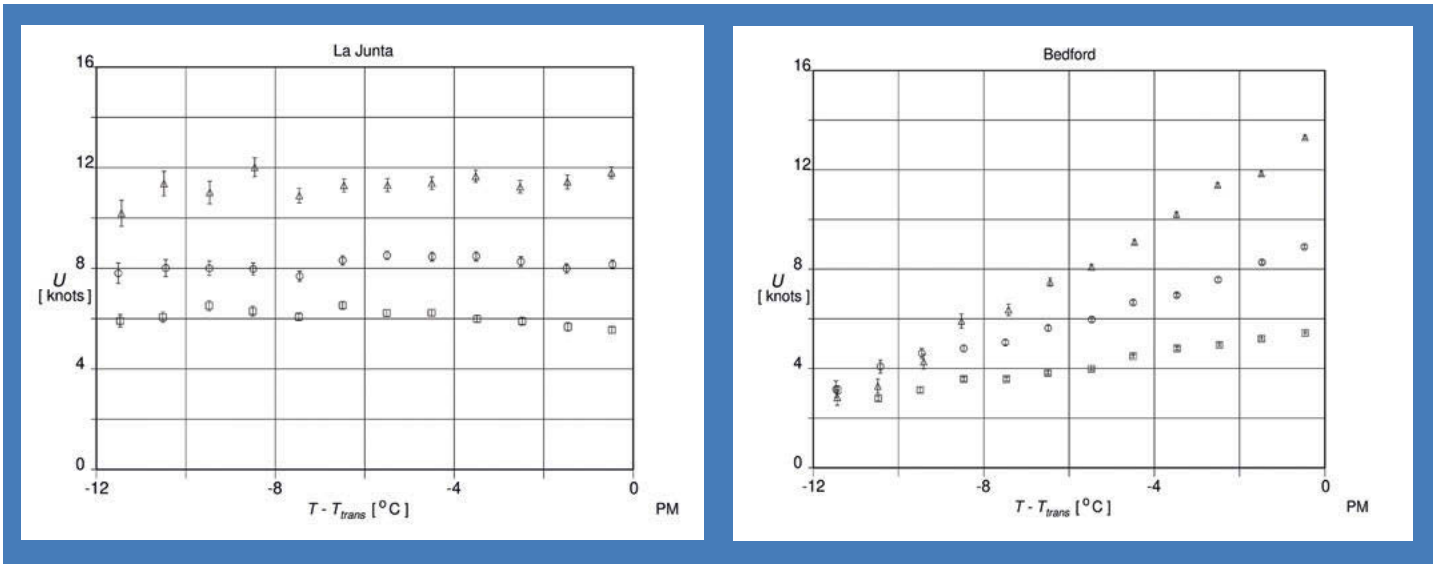
Plots similar to that in Figure 2 have been made for many other sites in Britain and also in other countries in the EU and USA. However, the slope of plotted points does vary from site to site. Figure 3 shows a plot for a site at Leeming in the Vale of Mowbray. It can be seen that the slopes of plotted points are steeper than in Figure 2.

Nocturnal

What is different about the La Junta site compared to most other sites? The answer appears to be that at, say, the Bedford site, the nocturnal winds are affected by low hills visible on the horizon, several kilometres away. Despite their limited height (of order 100 metres) they exert a powerful drag force on stable flows. This drag is not form drag of the type that gliders are designed to avoid. Form drag results from turbulent eddies in the lee of an object and the form drag due to hills would be strongest in the daytime rather than at night when the stable flow becomes laminar, suppressing eddies.

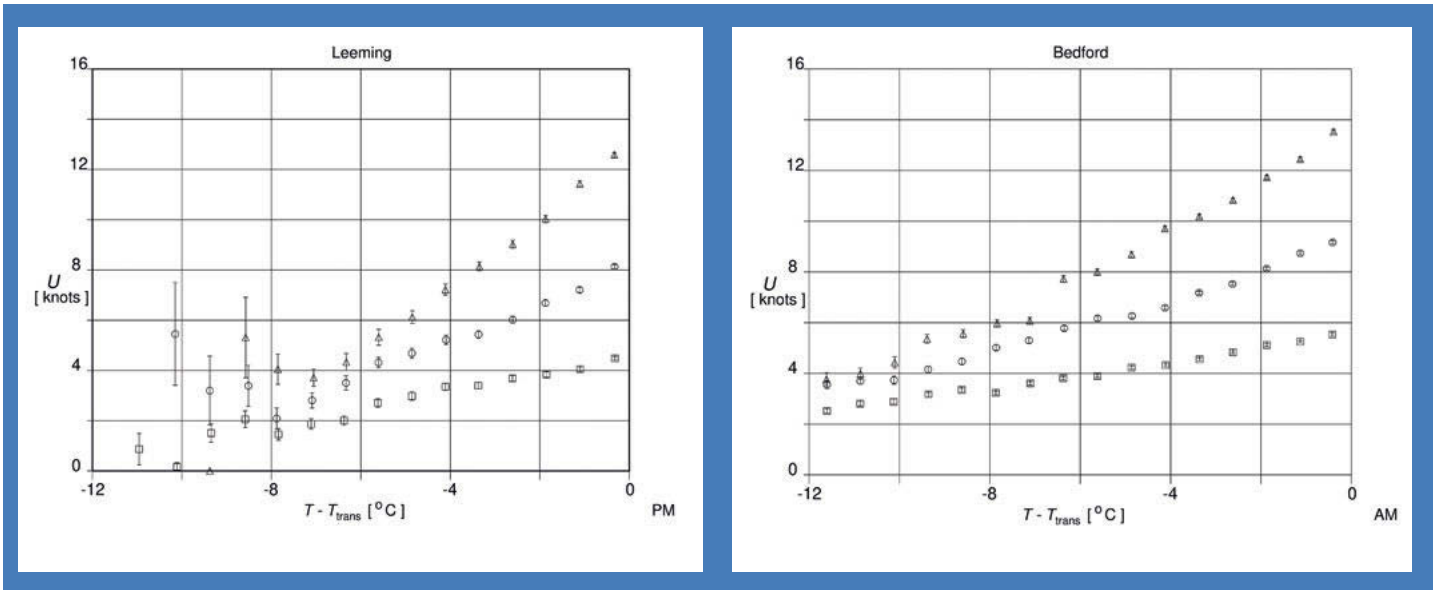
The drag on stable flows by hills is of two types. One is known as blocking, while the other is due to gravity wave drag. Blocking is the forcing of stable flows to become stagnant or to go around rather than over hills which are above a critical height. The critical height is greater and hence the

ON A CLEAR EVENING, TRANSITION OCCURS ABOUT AN HOUR BEFORE SUNSET. ON A CLOUDY EVENING IT MIGHT BE TWO OR MORE



Below left: Figure 1, wind speed versus the nocturnal temperature deficit averaged over 10 years of observations for the La Junta site. Observations are shown as points for three geostrophic wind speed bands centered on 34 knots (triangles), 25 knots (circles) and 18 knots (squares).

Below right: Figure 2, legend as in Figure 1 for the Bedford site. Observations are shown as points for three geostrophic wind speed bands centered on 32 knots (triangles), 21 knots (circles) and 13 knots (squares).



Above left: Figure 3, legend as in Figure 2 for the Leeming site

Above right: Figure 4, legend as in Figure 2 for the Bedford site at sunrise



Alan Lapworth has been gliding on and off since 1972, mainly with Oxford GC. He joined the Met Office in 1974 and retired in 2005

effect is strongest at low windspeeds and increasing nocturnal cooling and hence stability. Above a limiting wind speed, blocking does not occur. A potentially stronger drag force is due to gravity wave drag, where the initiation of gravity standing waves over the hills interacts with surface turbulence – present to some extent even in stable flows – to produce an extremely powerful drag force. This force is present at all hill heights and increases with wind speed and surface cooling (ie stability). It also increases as the square of the hill height. In contrast to blocking, there is no limiting wind speed. So at Leeming, with the Pennine hills ~300 metres high and several kilometres upwind of the site, the effects are stronger, resulting in steeper slopes in the plots shown in Figure 3. At the other extreme is a site at Holbeach in the Fens where the upwind hills are 50 kilometres distant and the slope of the plots is less than at Bedford.

The Great Plains of the American Midwest are exceptionally flat, with prevailing winds from the south. As a result, there is an absence of topographic effects allowing relatively strong nocturnal airflows even with cooling of 10ºC or more. As the musical has it: '*Oklahoma, where the wind comes sweeping down the plain*'.

Complex

In the morning at around dawn, the near surface winds start to increase again. The temperature profile at morning transition, which takes place one or two hours after sunrise, is far more complex than during evening transition. In the morning, a stable layer overlies a shallow surface convective layer. However, a windspeed-temperature plot can be constructed if the temperatures are related to the transition temperature on the previous evening.

A typical result is shown in Figure 4 for the Bedford site. It seems very similar to Figure 2 although the slopes of the plots are slightly different. The temperature starts to rise, and the wind with it, at around dawn. Morning transition is at one or two hours after dawn, depending on the clarity of the sky. However, because of the complexities mentioned above, full convection throughout the lower atmosphere and maximum wind speed do not occur until several hours later when the temperature has risen to the transition temperature of the previous evening. This generally happens at around 9-10am UTC (10-11am BST) on a sunny day in summer. This is the time that longer soaring flights become possible.

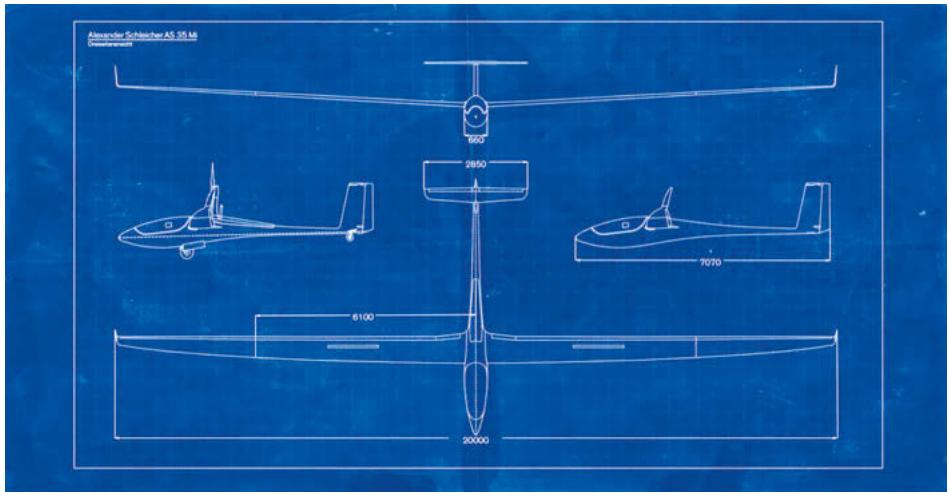


AN OPEN CASE FOR SUCCESS?

Bernard Eckey explains the thinking behind the new AS 35 Mi

THE pace of Schleicher's new model releases continues unabated. After the introduction of the AS 33 and the all-electric AS 34, the world's oldest glider manufacturer recently announced its latest development – a new Open Class ship – the AS 35 Mi.

It comes as no surprise that Schleicher earmarked the ASH 31 as its next model for an upgrade. This very popular glider has already been in production for 12 years and to date almost 220 of these machines have left the German factory. This is a far greater number than the combined production of 21/23m gliders by all other manufacturers. Also largely unknown is that inflight measurements by the 'Idaflieg' institute have shown that the glider has a best L/D of 60:1; a figure that has come as no surprise to most of its pilots. Not only that, but the ASH 31 ticks all boxes for aviators seeking a self-launching, docile and uncomplicated aircraft with a reliable, smooth and powerful engine, a comfortable cockpit and very pleasant handling characteristics. Its fans will be pleased to know that, due to ongoing demand, Schleicher will keep the glider in production for quite some time to come.



Hot on the heels of its AS 33 and AS 34, Schleicher has introduced a new Open Class ship, the AS 35 Mi

Technology to the rescue

Soon after the legendary ASW 22 was discontinued in 2008, pilots of other aircraft began to occupy the podiums at Open Class competitions. In response, the young and ambitious team of Schleicher engineers has set out to make some changes. They are committed to being successful at the highest level of competitions and believe that utilising the very latest of Finite Element Method (FEM) and Computational Fluid Dynamics (CFD) technology will be key to this success.

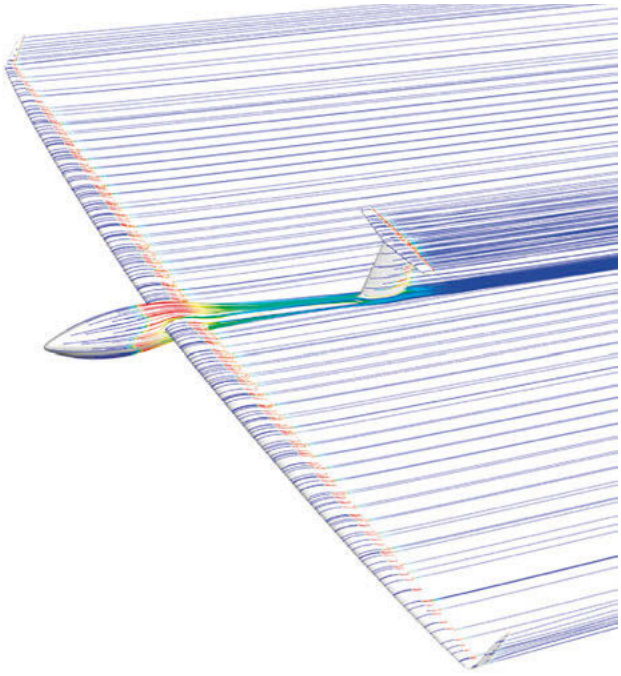
These modern tools have challenged current thinking and resulted in a new design path. Instead of wingspan, experience with the new AS 33 suggests wing loading to be more important. Several competition pilots supported this approach and reported that their AS 33s could easily climb with other 18-metre gliders, even with a 10 per cent higher wing loading. Obviously higher wing loadings can lead to better gains compared to optimising span.

The three consecutive first places of AS 33 pilots at three European National Championships speak for themselves and are quite remarkable, given that in each of the three contests, only one AS 33 pilot was competing. It is therefore only natural that the design team picked the new AS 33 as a yardstick and used the well-established lift and drag values of its individual components for comparisons with their new design.

Right from the outset, it was clear that retaining the AS 33's superb ability to climb, even in weak conditions with a full load of water on board, would be crucial. Achieving this at an even higher wing loading would make the AS 35 very competitive in Open Class.

Many other design modifications, although minor, would also be included. Individually, they make small contributions, but together, they make a noticeable difference. For example, reducing the

MODERN TOOLS HAVE CHALLENGED CURRENT THINKING AND RESULTED IN A NEW DESIGN PATH. INSTEAD OF WINGSPAN, EXPERIENCE WITH THE NEW AS 33 SUGGESTS WING LOADING TO BE MORE IMPORTANT





Above left: Computer modelling suggested that a wingspan of 20 metres with a maximum take-off weight of 730kg was the optimum

Above right: Electric water ballast system provides a direct view of the status of all valves and tanks

size of pushrod outlets and integrating perfectly fitting and absolutely flush bug wiper garages eliminate unnecessary drag and help make the glider more slippery. A fully retractable tail wheel, new winglets, a perfectly covered tow release and flush-mounted LED flashlights (embedded into the leading edge of the fin) are other examples. Computer modelling suggested that a wingspan of 20 metres with a maximum take-off weight of 730kg was the optimum. This would require 170 litres of water ballast, which could just be accommodated in a very thin 20-metre wing.

THE DIRECTION FOR THE DESIGN TEAM WAS CRYSTAL CLEAR: JUST LIKE THE AS 33, THE AS 35 WOULD BE DESIGNED WITH AS FLAT A POLAR CURVE AS POSSIBLE AND TO MAXIMISE PERFORMANCE IN THE MEDIUM AND UPPER SPEED RANGE

Inflight comparisons

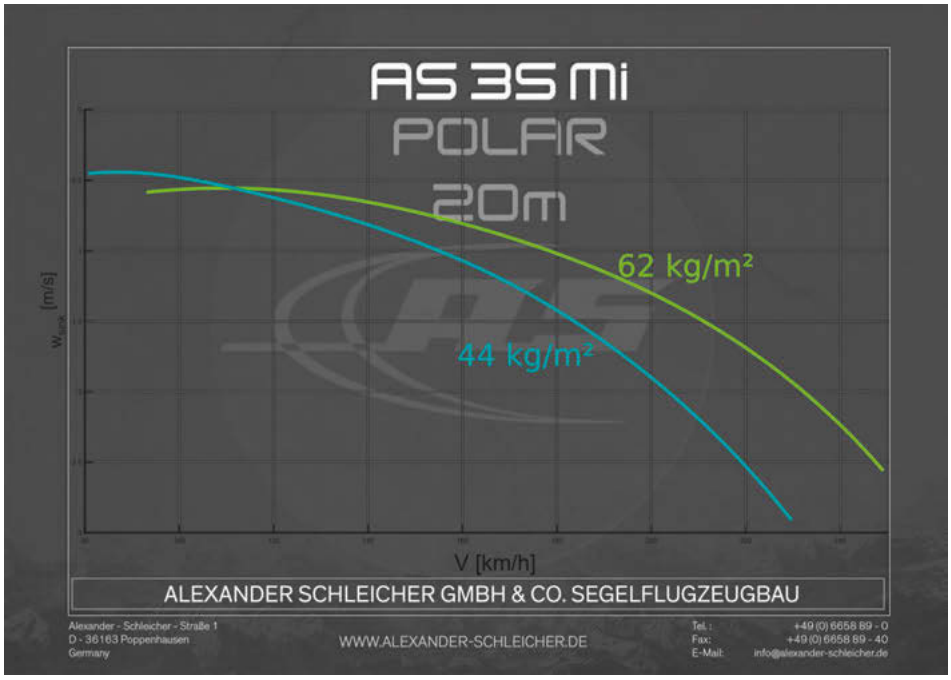
Well before more formal inflight performance comparisons could be arranged, AS 33 pilots met up by chance with a modern Open Class glider while flying cross-country. It was spontaneously decided to find out how the performance of the latest 18-metre glider compares with the current state-of-the-art Open Class ship with almost 10 metres of additional span.

While flying in close proximity to each other, and especially while cruising in the medium to upper speed range, the AS 33 easily kept pace and occasionally even managed to get its nose in front. This came as a slight surprise, but when subsequent flights showed very similar results with both gliders ballasted to their maximum wing loading, the team was excited and delighted at the same time. Here was evidence that increasing wing loading matters most when it comes to improving cross-country speeds.

If an 18-metre glider with a wing loading of 60kg/m² can keep up with a current generation Open Class aircraft, then an aircraft with only a slightly larger wingspan, but with improved aerodynamics and a higher aspect ratio and with increased wing loadings, should be the optimum. The direction for the design team was crystal clear: Just like the AS 33, the AS 35 would be designed with as flat a polar curve as possible and to maximise performance in the medium and upper speed range.

Another aspect of the design was to provide customers with flexibility in span and allow them to enter their AS 35 in either 18-metre or Open Class competitions. The outer wings panels are provided as either 18-metre or 20-metre tips, whereby the Snap-On winglets are interchangeable and remain the same for both wingspan versions. In 20-metre configuration, the glider's wing area is 11.75m² and features an aspect ratio of 34. Its maximum wing loading of 62.1kg/m² is reached when fully ballasted to its maximum take-off weight of 730kg.

The anticipated polar curve looks exciting. With a sink rate of less than 2m/s at 120kts (220km/h) the AS 35 will be hard to beat, especially under conditions of streeting or while flying in wave. Just as impressive for a self-launching glider is the empty weight of 448kg. It will make for very relaxing un-ballasted outings with a modest wing loading of around 44kg/m².



Left: The anticipated polar curve looks exciting

AS 33 OWNERS INDICATED THAT THE HANDLING AND CONTROL COORDINATION OF THIS NEW DESIGN IS OF EXCEPTIONAL STANDARD AND A GLIDER PILOT'S DREAM. THE OBVIOUS CHALLENGE WAS TO GIVE THE AS 35 THE SAME STANDARD OF HANDLING

Handling – on the ground and in the air

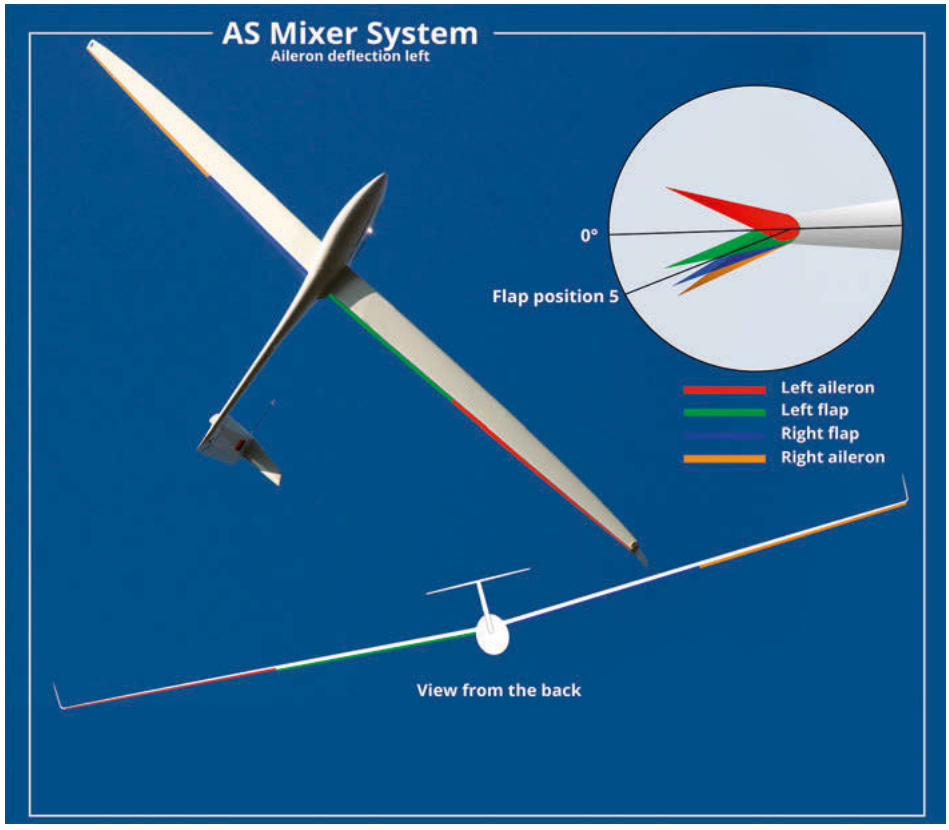
The design team continued to look for additional areas of improvement. Reports from AS 33 owners indicated that the handling and control coordination of this new design is of exceptional standard and a glider pilot's dream. The obvious challenge was to give the AS 35 the same standard of handling.

Traditional Open Class gliders are renowned for their lack of maneuverability and slow rate of roll. This means that it can take quite some time to find the core of thermals or stay in the strongest part of the lift. In contrast, a smaller and more agile glider is far more efficient when it comes to thermal centering and, by comparison with an Open Class glider, can save at least half if not a full unproductive turn at every thermal. Considering that an average glider race requires taking about 15 thermals, the savings could easily amount to 10 full turns per flight. At 20 seconds per turn this would total to around three minutes per race and an astonishing 15-30 minutes over the duration of a competition. A very significant figure, given that past championships have been won and lost by just a minute of difference between first and second place.

With this in mind, it was decided to incorporate the outer wing of the AS 33, which would most certainly add considerable agility to the aircraft. The inner wing panels are a totally new design, but feature wing sections very similar to the AS 33. It also transpired that a more refined control mixer would not only boost the roll rate but also enhance the lift distribution over the wing while thermalling. This in turn would further enhance the climb rate and improve the aircraft's maneuverability at the same time.

Just as important was to integrate the popular Schleicher landing flap design. It has long been proven to make landings easier

Below: A more refined control mixer aims to enhance climb rate and improve maneuverability





Above: a steerable, retractable tailwheel comes as standard

WINGLETS WITH SNAP-ON FITTINGS AND AUTOMATIC CONNECTIONS FOR ALL CONTROLS ALSO EASE RIGGING AND SPEED UP ASSEMBLY

Below: The AS 35 Mi's propeller is the new efficient and powerful propeller from the ASG 32 Mi



and safer by feeding in slightly negative aileron deflections on selection of landing flaps, which ensures aileron control until the glider comes to an almost complete stop.

Easing the ground handling was next on the agenda. The strict application of FEM technology had not only proven useful in terms of optimising strength, rigidity and stability, but it has also helped to minimise the weight of individual components. As an example, each AS 35 wing is about 5kg lighter compared with the ASH 31, which not only helps to make ground handling easier but also resulted in a welcome increase of the weight of the non lifting components. Winglets with Snap-On fittings and automatic connections for all controls also ease rigging and speed up assembly. For more convenient ballasting, water is filled in on the upper side of the wings and the air vents are now located in the tips of the winglets.

The AS 35 even fits into a standard trailer for 15m gliders – another novelty for an Open Class glider. The total length of the inner wing panels is below six metres and the fuselage is just half a metre longer. Some owners might even secure a hangar spot by removing the rather lightweight outer wing panels, which reduces the remaining wingspan to just 12.2 metres. A single person can easily fit or remove the outer wing panels, as their weight is only 16kg each.

AS 35 uses a proven fuselage design

When a thorough CFD review of the ASH 31 fuselage showed no scope for aerodynamic improvements, the development team adopted its external shape for the AS 35. It meant that the comfortable cockpit ergonomics, the inflight adjustable backrest and all safety features that Schleicher customers have come to expect, could also be retained.

However, the interior was modernised and the new rudder pedal design was copied from the AS 33. The most noteworthy modification is the new canopy seal, which stops cockpit ventilation air from leaking past the canopy frame and, hence, prevents a premature tripping of the laminar airflow around the front fuselage into a draggier turbulent one.

To ensure sufficient cockpit ventilation, two separate air inlets plus the usual air scoop in the sliding window are provided. The air vent on the right cockpit side comes with a fully adjustable nozzle. To allow such vast amounts of ventilation air to escape again, an air extractor is placed under the aircraft's belly and in a position where it causes a minimum of airflow disturbance.

Another welcome design change is a steerable and fully retractable tail wheel, which instead of being an optional extra is part of the standard design. This will allow unaided take-offs, as well as limited taxiing in conjunction with the small removable wingtip wheels. The tail wheel door design used by Schleicher is an improvement over those that open outwardly. As these doors are always only within a few centimetres of the ground (and more often than not scraping dense vegetation) they are vulnerable to damage or even being completely ripped off. The solution is a single-part door cover, which retracts entirely into the tail boom. Very smart indeed! A welcome byproduct is an improved forward visibility as the wheel extends further and hence lifts the tail higher off the ground.

Independence with rotary engine technology

Total independence and reliable self-launch capabilities are always top of the priority list for Open Class owners, and AS 35 customers are unlikely to be an exception. Therefore Schleicher will install its well-proven, liquid and air-cooled rotary engine from Austro Engine.

This power plant has been continuously improved over the years and now comes with a dual ignition system and a fully electronic fuel-injection system with automatic altitude compensation. Almost 700 of these engines are in worldwide operation already. An excellent power to weight ratio and

the folding drive belt allow the engine to remain stationary in the fuselage where it is permanently connected to a large and efficient muffler. Only the propeller lifts up and tensions the drive belt in the process. This not only keeps the air resistance to an absolute minimum, but also prevents stretching of the belt over time and hence avoids a regular re-tensioning.

For inspection or maintenance purposes the entire power plant can be easily removed and placed on the bench. Another very welcome advantage is the very straightforward engine management and the lack of service life limitations or overhaul requirements after reaching a certain number of running hours or years of service.

The engine's surprisingly quiet, smooth and vibration-free running at all power settings has also greatly contributed to its worldwide popularity. Maintaining an assigned altitude (eg while flying through controlled airspace) no longer presents a problem and is best conducted at approx. 140km/h (70-75kt). The previously applied "Saw tooth" climb/cruise method used with conventional 2-stroke engines is no longer necessary or recommended.

To convert the power output of the rotary engine into climb performance it is essential to have a perfectly in-tune system of engine, propeller and aircraft. As the propeller plays a pivotal role Schleicher not only designs but also builds their propellers in house. Just like wing profiles they are constantly fine-tuned in order to boost overall power plant efficiency. Although on paper the Wankel engine has a slightly lower power output than comparable systems, its efficiency is second to none. Customer experience gained with ASH 31 Mi and ASG 32 Mi gliders clearly shows that figures on paper are meaningless and that in practice only climb rates and good aircraft acceleration count.

Another big plus of this power plant is the modest fuel consumption, which is significantly lower compared with conventional two-stroke engines. It runs on high-octane fuel or Avgas and there is no need to mix in 2-stroke oil on refueling. The removable 16-litre fuselage tank fits into the wheel well and allows approximately one hour of engine running time.

What's standard issue and what is optional equipment?

Schleicher is also breaking new ground in terms of including items previously only available as optional extras. The standard package comes with a two-pack polyurethane finish, antennas for radio, transponder and FLARM (located in the fin) as well as tail dolly, fin tank, a 20 Ah (LiFePo4) avionics battery, a cockpit air extractor and the fully retractable and steerable tail wheel. An automatic refuelling system, which turns itself off automatically on a full tank, has also been integrated. Other goodies, such as solar cells on engine bay doors, leather interior, bug wipers with garages, CofG optimisation for pilot weight, oxygen system and LED flashlights, etc, remain on the list of optional extras.

What does the future hold?

In summary, the days when Open Class gliders with impressive best glide ratios (and wingspans of 25-28 metres) were dominating the competition scene seem to be nearing their end. At medium to high speeds longer wings translate into more drag and as competition flying predominantly involves fast to very fast cruising the long big wings become more of a hindrance.

On the other hand, long and flexible wings can provide sheer delight for pilots who prefer relaxing and enjoyable cross-country flying to racing. Nothing can beat sharing a flight with another gliding addict and handing over the controls from time to time. It is often said that "Sharing enjoyment equals doubling the enjoyment" and I gladly confess to be a firm subscriber to this theory.

However, contest pilots have different priorities. They are always looking at competition results and have noticed that – at least over recent years – gliders with shorter wingspans are just as successful as so-called 'bigwings'. Aircraft like Antares, Quintus or JS1 have finished ahead of traditional Open Class ships on many occasions although their wing loadings are well below the 60kg/m² mark. But gliders are evolving constantly. The very latest generations of wing profiles are capable of producing significantly more lift and hence tolerate much higher wing loadings. They also cause less drag at high speed and in combination with additional aerodynamic refinements we can expect smaller wingspan gliders to give the 'bigwings' a run for their money. Time will tell, but all indications point to the AS 35 becoming a truly formidable weapon in Open Class championships.

THE ENGINE'S SURPRISINGLY QUIET, SMOOTH AND VIBRATION-FREE RUNNING AT ALL POWER SETTINGS HAS ALSO GREATLY CONTRIBUTED TO ITS WORLDWIDE POPULARITY

TECHNICAL DATA	
Wing span	20 m - 65.6 ft
Wing area	11.75 m² - 126.4 sqft
Aspect ratio	34,0
Separation point	6.1 m - 20 ft
Empty weight	448 kg - 987 lbs
MTOW	730 kg - 1609 lbs
Min. wing loading	44 kg/m² - 7.8 lbs/sqft
Max. wing loading	62.1 kg/m² - 12.76 lbs/sqft

Basic price: €208,000

■ *www.alexander-schleicher.de*
■ *www.zulu-glasstek.co.uk*



Bernard Eckey is a level 2 coach, instructor, record pilot and former head coach for South Australia. He flies an ASH 30Mi and has an estimated 400,000km of cross-country flying in his logbook (including multiple 1,000km flights and one 1,116km FAI triangle). He is the Schleicher agent for Australia, New Zealand and Japan





This page anticlockwise from top:
Portmoak's new Perkoz follows Steve Codd

After the rain – a Lasham evening (John Carpenter)

Charlie (7) learns how to soar in Denbigh's Arcus M with Chris Gill

Club K-18 landed after late wave hunting and ridge soaring with weekly Thursday evening flying group at Camphill. DLGC hangar to bottom right, and Eyam Mast and Barrell Inn in the background (David Richardson)

Facing page, from top:
Taken during a photo flight for the new Tobias Barth photo calendar. The LAK 17 Mini FES took off at sunrise from a neighbouring airfield. Tobias took off before sunrise to be on time at the agreed meeting point. He had planned for the weather many months in advance, because the River Elbe produces its own fog at a certain time of the year. See next issue for more about Tobias Barth and his stunning photography

A close finish at the 18m and 20m two-seater Nationals, held at Lasham (Max Kirschner)

■ 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*











The Mont Blanc Massif from Courmayeur (Andrea Venturini)

CHANCE FLIGHT WAS DESTINY

Andrea Venturini reflects on a coincidence that resulted in an unexpected adventure, soaring Mont Blanc

IN 2016 I was driving back all the way to Florence from the Scottish Gliding Centre after a typical summer soaring trip pre-Covid time. I used to drive to Scotland every summer to reach my "second home", the air strip in which I first started to fly gliders in 2014, the place that taught me most of what I know about gliding now.

Unfortunately, the person I was supposed to drive with back to Tuscany at the last minute decided to go back to London. After an unplanned stop at Paris Airport to drop my friend off, I had to drive all night by myself and arrived at 6am on the other side of the Mont Blanc Tunnel at first light. Entering Italy, on the highway I noticed a big sign saying: 'Aeroporto di Aosta'. Mmm, I thought, how nice to turn a very lonely long trip back to Italy into a new adventure, soaring the highest mountains in Europe…

So I took the first exit, paid the toll, and there I was, parked in front of the control tower at Aosta Airport (probably the smallest international one in Italy).

Peeking through the fence, I immediately spotted an amazing sleek new glider being assembled by some people. Me being a 'Curious George', I asked a security person: "Excuse me, can I talk to those guys by the gliders?" Someone passed my message and a nice chap came by to greet me and asked me if I needed anything. I said I was a glider pilot (at the time only a British gliding pilot!) and I would love to be able to take a flight in Aosta if possible.

The man kindly said that they were assembling their new Ventus, but, if I had patience, after lunch we could maybe go up

with a club DG-1000! (By the way, my last name is Venturini and everyone in high-school used to call me Ventus! Wasn't this a sign of destiny?) I said to myself: let's pray the guy will find some time for me. I waited and had some food at the amazing Caffè dell' Aeroporto and took a wee nap.

Two hours later I was on a DG-1000 being towed up with a local accomplished pilot, Ugo Vietti (nicknamed Pestalozzi), and performing "eights" close to a steep ridge, working our way up to 6,000ft.

At first Ugo did the hard work to "agganciare" the thermals, so we could avoid a bad start resulting in a 15-minute short flight. When we started to climb steadily, he gave me full control and I flew the glider to the top of the peak, La Becca di Viou. Once on top we started to work our way towards the highest peak in the Alps and Western Europe, Mont Blanc!

Adventure

At that time I knew how to ridge fly better than how to thermal, so it was slow progress to the Massif. I actually had no idea where the top of the mountain was, since the top was partially covered with clouds. As we got closer, Ugo took control and cruised over Skyway Gondola while a savvy photographer like me could take a thousand pictures and videos. On the way back, the flight was just ordinary for Ugo, but for me it was just the amazing end of an unexpected adventure. It is something that will stay with me forever, having done the thing I loved the most in the best place ever.

Today, almost five years later, I am a full member of the Aosta gliding club. Last summer I got a towing endorsement and started towing there, something I find myself really connected with. I now try to travel up from my home in Florence (Tuscany) every month, but unfortunately it's a really long haul – over five hours, even if there's no traffic. But after every trip I think it's worth every minute of the long drive.

Having a PPL allows me to also cruise in the Robin and take family and friends to the top of both the Matterhorn and Mont Blanc. I particularly love to cross the border in Switzerland and France. Talking to Geneva air traffic control keeps me current with my radio talk in English, as most of my training was initially done in the US and UK.

After this preface, let's get more into details of what Aosta can be like for any visitor, especially from abroad. The club size, compared with other countries I have visited, is quite small. However, with four club single-seaters (two ASW 24, an LS4 and a Club Astir) and three two-seaters (two K-21 and a DG-1000) you really have everything you need to enjoy soaring at 15,000ft or a 500km cross-country leg. Before I became a full member, I would only fly with someone else, but now I can start adventuring alone, further and… lucky for me, the first attempt with the Astir turned out to be a fantastic flight at 14,000ft for over three hours.

To explain the challenges of Aosta to other pilots might be very hard; we have all heard repeatedly about the difficulties of (very high) mountain soaring. I have been told for years about the "dangerous power" of the mountains that could really jeopardise anyone's flight, but it wasn't until trying to climb through rotors on a wavy day recently that I finally experienced what the locals meant. All it takes is just one hit that threw me out of my seat, detached my Oudie and literally pulled the stick out of my hand.

It was the first time I experienced something as powerful as that. I was honestly taken off guard. After take-off, I thought I could predict the situation… but nope. I now know you have to be more alert and really prepare for the worst, especially when taking off on Runway Two-Seven. The famous Two-Seven I have been warned about for years, but only when you find the "right" day will you learn the lesson. It reminded me of the book *The Perfect Storm*.

All these new situations I had never



Looking down on Aosta Valley and airport (Andrea Venturini)

IT WASN'T UNTIL TRYING TO CLIMB THROUGH ROTORS ON A WAVY DAY RECENTLY THAT I FINALLY EXPERIENCED WHAT THE LOCALS MEANT

Below: reflecting on tow, Andrea flying the Robin





Andrea Venturini first started gliding at Portmoak. He is based in Aosta and Tuscany, mainly soaring in the Alps, but still flies regularly in Scotland and the USA. He only started flying in 2014 and already holds both SPL and PPL licences, with 300 and 200 hours respectively, including aerobatic, towing, taildragger and seaplane endorsements. Andrea is studying to become an instructor. He is particularly interested in safety regulation comparisons from around the world. Andrea became 2021 two-seater Italian Champion with Alberto Sironi, and translates his high performance tutorial videos about flying in the Alps into English.

■ *www.aecaosta.it/en*



In wave moving towards San Gottardo at 14,000ft (Andrea Venturini)

been exposed to before remind me of the first flight with Ugo. He said to me: "Andrea, you see those white spots on the ridges? It's not snow... it's the remains of some gliders lost when some stubborn pilots came to visit with their own gliders and did not want to first fly with a local pilot to get to know the area before adventuring on their own." I will never forget those words.

Slowly, slowly (Aosteans are somehow like Scottish pilots) I got to know some of the amazing people running the club and school. Among them: Attilio Viglino, Mauro Lorenzoni, Valter Jan-savy, Adriano Cicoriello, tug pilot Elio and Mighty Max Milano, the head of training, who trained in US (like me). I really bonded with him and, together, started to promote this amazing site in Italy and around the world.

Last, but not least, a special person to mention is Alex Busca, a well-known pilot within the OLC aficionados. He needs no introduction when talking about distance flying. A very reserved and amazing pilot, he is always focused on achieving very long cross-country flights, often winning on OLC. Alex is always the first pilot to take off in the morning and the last to land. The joke goes: where is Alex now, already in France or in Austria? And everyone laughs. (Alex was featured in the Aug/Sept 21 issue, pp23-25.)

Since the beginning of my flying experience, my intentions have been to bring Italian glider pilots to UK, or to take the Portmoak 'gang' down to Italy. I somehow succeeded with the ex-chairman of Portmoak, Bob Petrie. As he really likes Italy, every year he goes to Baveno on Lago Maggiore. I usually plan a quick stop first at the gliding club in Varese, ACAO (I have been calling this the 'Lasham of Italy' for its size), then leave next morning at 6am to pick up Bob and drive two more hours to Aosta. We've already done this a couple of times and Bob had no problem conquering the top of the "Big Mountain" on his first attempt.

As the pandemic hopefully ends, maybe we will see some of you in Aosta. It is quite easy to reach from any part of Europe by car, or flying into Milan. If you have your own power plane, it's a really friendly airport; they speak good English and I have already made arrangements for pilots to come visit. If you plan to come, let me know. Maybe I will be towing you up and promise an unforgettable soaring experience!

Below: Ready for flight at Aosta




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FACING UP TO OUR FEARS



Photographs by Richard Gale

Adrian Morgan reflects on the emotions faced by those newish to this gliding lark

AMONG the emotions we who are newish to this gliding lark experience, alongside apprehension, angst, regret and FOPOOI (Fear of Pi**ing Off Our Instructor), the commonest of all is undoubtedly FOMO: Fear of Missing Out. To this, as one who is permitted to fly only within safe gliding distance of the airfield, can be added FOLO, of which more later.

FOMO afflicts us all and is made worse by the false sympathy expressed by those who tell you that yesterday, when you were taking the cat to the vet or mowing the lawn (which hadn't been mowed for weeks due to FOMO), the thermals were stupendous/the wave bars bang overhead and Mike managed a 300km for the cost of a £7.50 winch launch.



Reluctant to leave a very comfy comfort zone

FOMO is what impels us to drive hundreds of miles to the club on the off chance the forecast is wrong; FOMO persuades us to take a high tow late in the day to join another Astir in a strong thermal at 4,000ft. In both cases FOMO often leads to WIHB (Wish I Hadn't Bothered) as both have costly consequences in fuel and tug time if the Met Office had, indeed, got it spot on for a change, and that stonking thermal had popped up for the sole enjoyment of his Astir, not yours.

Fortunately, there's always something to occupy idle hands at a club, so time is seldom entirely wasted and, according to the laws of averages, it will be your turn next – with a poor attempt at commiseration – to recall as gently as you can yesterday's flight when, contrary to expectations, "the whole sky was going up".

We don't mean to be mean, it's just the way



Left: A phone is not just to alert the crew, but record the successful landing...



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*.

it is with human nature and pastimes that rely on the elements. It's the same with sailing – something I know a little about, but seem to have forsaken for a similarly time-consuming, frustrating, weather dependent fixation.

That's FOMO then; what about FOLO, another emotion I can't be alone in identifying as playing a key role in early gliding: Fear Of Landing Out.

Now, whatever they tell you about committing your undamaged glider to a field in which rabbits may have been at work, peppered with little bomb craters, crossed by invisible wires, or booby trapped in all the various ways we are taught to watch out for in our field landing aSSSSSeSSment, plus a farmer with a pitchfork is heading your way (or a herd of curious cows) – that it's routine, nothing to be afraid off, part of gliding, FOLO is pretty high in an early pilot's list of fears. It is one of the reasons why we are reluctant to "break the elastic".

FOLO fades

They say, after a few landouts, FOLO fades, until you pick up your copy of *S&G*, and read of snapped fuselages, broken wings and a retrieve that was hell at the time, but makes a fine bar room tale 10 years later when the horror and stench of the sodden pig farm have dissipated.

Maybe it is all indeed just a simple matter of choosing a field early, scoping it out, checking as best you can for those booby traps, and committing yourself to the kind of arrival you have achieved perfectly well at your home field countless times. Perhaps it will become routine, but for now FOLO is the main reason why I am reluctant just yet to fly beyond my very comfy comfort zone, poke JHN's nose above Mount Erebus for a glimpse of Mordor (or in Highland Gliding Club's case, Brown Muir for a sight of Dufftown, where rumour has it there are landable fields the size of Berkshire).





Indicating the way ahead for our sport

SPONSORSHIP

THE WAY AHEAD FOR GLIDING

Richard Brickwood explains how the BGA is looking at a sustainable future and the role that clubs and individuals can play in making this a real success

FOLLOWING the BGA Club Management Conference in 2018, a study was initiated to determine if a major sponsor could be attracted to support the development of the sport of gliding throughout the UK. The goal of £250,000 annually and a minimum of £1,250,000 over five years was set as a measure of success.

If you have read this far and are thinking "not a chance, we've tried this before and it doesn't work, who wants to sponsor a load of middle-aged blokes with posh aircraft?", please read on. This project is taking a radically different approach to previous attempts to get external money into gliding.

2020-2030 Developing a sustainable future for British gliding, which was published on 6 September 2021, defined the BGA's aspirations and vision for the 2020-30 period. It suggested that, whilst the BGA's primary role is to support the whole of gliding throughout the UK, to achieve the defined aims and aspirations, external support would be required to influence, fund and drive development. Sponsorship from corporate and government sources would be one element of fulfilling this vision. Achieving those goals would also depend on the active support of the clubs and membership which comprise the BGA.

Since 2018 a small team of myself, Liz Sparrow, Iain Baker and Andy Perkins, reporting to the BGA Exec, have been working to reach a conclusion on whether, or not, the original goal of external corporate sponsorship is attainable. Much of the intervening time has been spent determining what gliding can offer to potential sponsors, how to pitch that based on the sponsor's corporation's size and objectives, and gliding's possible contact level within the target company. Simultaneously, Liz Sparrow

and Iain Baker have been heavily involved in organising WWGC2022 (Women's Worlds), which is also seeking a sponsor to underpin the cost of running this major competition at The Gliding Centre, Husbands Bosworth, in August 2022. The WGC2022 organisers established a sponsorship team, which has developed an impressive volume of possible contacts, promotional material and experience in advance of, but parallel to, the overall BGA objectives.

A major advantage of running the two projects in parallel is that WWGC2022 can offer a sponsor a significant run-up to a major international competition and reasonable timescale for them to be associated with, and achieve, their own benefits from that competition whilst supporting it financially with the potential for supporting British gliding as a whole. There is a possible legacy effect, with international connections, of about four years: then four years later, in 2030, the BGA will celebrate the centenary of its founding. This will be a further significant opportunity to a major sponsor. There will be other local, national, European and international opportunities for them to raise public awareness of their company through British gliding during a total of almost nine years.

An interim conclusion from the study is that the 2018 goal of £250,000 annually/£1,250,000 over five years is attainable, but that to attract a suitable sponsor will require a step change in the way that national gliding is projected to the external audience of potential club members and the wider public, across all demographics. Most of this target audience use social media as their primary means of communication. From an initial review of the BGA website statistics, and a small sample of particular clubs' page views, it is clear that 'gliding' is almost invisible to this audience with the exception of the current membership and searches by already interested parties seeking a local opportunity to 'go gliding'. To attract a media savvy audience large enough to interest a significant sponsor, this would need to change.

Social media sharing and linking our clubs virtually would enhance our national presence and assist the development of partnership arrangements with other aviation participants and similar organisations. These could include other adventure and leisure activities compatible with gliding, thus increasing a club's revenue through increased utilisation of their assets and facilities.

The larger the daily social media presence of the BGA and the member clubs, the greater the attraction to potential sponsors. The overall goal would be to achieve 1,000,000 daily unique visits to a gliding-wide network of websites. Even starting from the current base of approximately 50,000 daily unique visits to the main gliding websites this goal should be achievable, but will require the majority of BGA clubs and their individual members to participate. It is expected that further research, which will need the assistance of an initial sample of clubs and individuals, will show if 50,000 is a valid guesstimate or substantially inaccurate.

The benefits

A major attraction of achieving this media goal, which is an essential precursor to attracting significant sponsorship funding, is the tangible benefit that it could bring to clubs and members. The additional funding could, for example, support development/improvement of club facilities or site security; the increased media presence is likely to result in increased membership and utilisation of club facilities. All these are currently challenging or unattainable to individual clubs. The benefits of BGA-wide increased media presence, and external funding, could encourage glider pilots across the country to become involved and have a potentially huge effect on increasing membership.

New technologies

Traditionally, gliding has pioneered many aeronautical developments, which have subsequently been adapted by major aircraft manufacturers. Variable wing geometry, winglets and electric propulsion all appeared in gliders before commercial or military aircraft. The urgent need for a greener world presents a perfect opportunity for gliding to showcase the environmental sustainability of our sport. Companies are seeking to achieve carbon neutral goals in their industries and products. This is a perfect fit with gliding because a BGA strategic aim is to enhance and develop clubs to become more environmentally friendly and

TO ATTRACT A SUITABLE SPONSOR WILL REQUIRE A STEP CHANGE IN THE WAY THAT NATIONAL GLIDING IS PROJECTED TO THE EXTERNAL AUDIENCE OF POTENTIAL CLUB MEMBERS AND THE WIDER PUBLIC



The increased media presence is likely to result in increased membership and utilisation of club facilities



Richard Brickwood started gliding only in his late 40s with the aim of going solo. He now flies a Shark FES out of Cambridge Gliding Club with the aim of enjoying himself whilst chasing Diamond distance and height (which are proving elusive). Richard has held several committee roles at CGC and is currently a member of the BGA Exec.

Encouraging competitions is a way of furthering flying excellence and developing aviation talent

sustainable. In turn gliding will become known to a wider audience as a leader in aviation sustainability; which will assist with membership recruitment.

Career development

We also know that the younger we can recruit new members, either directly or through cadet schemes, university clubs or initial flight lessons sponsored by charities, the better pilots they can make. Gliding can also provide participants with considerable life benefits, including enhanced self-confidence, interesting material for their CVs and early engineering and aeronautic skills. This is recognised by a number of major engineering and aircraft manufacturers, who support the charity financing of trial lessons as a way of attracting future employees and apprentices.

The future provision, at club level, of programmes that highlight STEM (Science, Technology, Engineering, Maths) engagement through defined training pathways and encouraging involvement in a way that ensures equality, gender balance and personal development for all participants is a core goal of developing a sustainable future for British gliding. Developing industry-leading pilot training schemes that will increase accessibility to commercial aviation for glider pilots is one such goal; encouraging competitions as a way of furthering flying excellence and developing aviation talent is another. Both can be financially challenging, yet both can be attractive to commercial sponsorship.



How do we achieve this?

'Together' is the key word and need. BGA sponsorship guidelines have been approved by the BGA Exec, which include that sponsorship under the BGA Sponsorship Project should be considered only where it will produce significant net benefit for gliding. In evaluating a potential sponsorship opportunity, it is recognised that this must be determined by balancing the benefits with the possible gliding cost in terms of financial risk, workload and displacement of member clubs' regular activities.

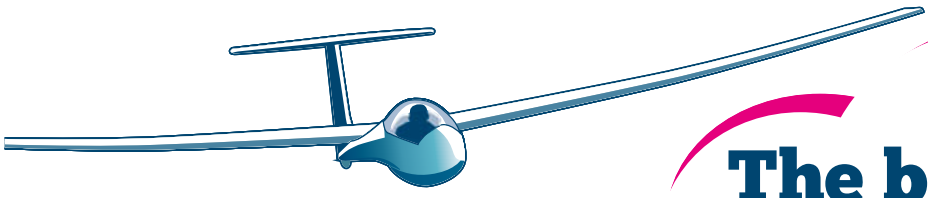
Each sponsor's expectation will be different. Consequently, each agreement will need to be sponsor-specific but all will need an appealing offering which is fresh and reflects the sponsor's corporate vision. To maximise the chances of success, we will need to work together to ensure that we show the best of what gliding can offer the target audience.

To move the project forward the BGA needs assistance with three things:

- A number of clubs with existing significant online presence willing to explore the possibility of achieving the overall goal.
- Expertise from one or two technically proficient members willing to assist clubs to link their websites and social media and their respective members' social media.
- Five-10 members who are regularly active on social media sites and willing to explore how to maximise their combined total of daily unique visits.

All three together will enable this vital part of the BGA Sponsorship Project to go forward. Meanwhile the current team will continue help deliver the sponsorship aspects outlined in *2020-2030 Developing a sustainable future for British gliding* for the benefit of all clubs, teams and individual members, but offers of technical help from individual club members on these three needs will be critical for success in delivering the overall sponsorship project for everybody's benefit.

■ For a fuller view of what all this entails and to consider offering technical assistance please contact Richard Brickwood through the BGA office.



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ABLE TO



IMPRESS

Aerobility supporter Guy Westgate talks about Project Able and a Grob G109b that has now reached its full potential

I HAVE flown the Grob G109b with display team Aerosparx for the past six years, and have learnt how to get the best from its unique 1980's design. The airframe is amazing, the wing and fuselage are incredibly strong, with the bonus of sociable side-by-side seating, but the engine has always been embarrassingly underpowered.

The biggest fleet of Grob G109b in the world was operated by the RAF, who flew 66 Vigilants at the Air Cadets' Central Flying School and the dozens of satellite Volunteer Gliding Squadrons (VGS) around the country. Thousands of teenagers learned to fly in the Grobs over 30 years or so, and it was a tragedy when the Vigilant was grounded through a combination of maintenance, paperwork and regulatory issues.

Fast forward to two years ago, and the Ministry of Defence offered the grounded fleet for disposal. Thanks to the inimitable force of Mike Miller-Smith, who gathered

■ Aerobility is a leading aviation charity which represents the needs of disabled people whatever their aviation aspirations. It offers anyone, with any disability, the opportunity to learn to fly and to participate in aviation-based activities. It does this to drive focus on capabilities and encourage the individual to ask themselves "If I can fly an aeroplane, what else can I do?". This has the potential to improve the quality of life and life opportunity for disabled people, including the wounded, injured and sick members of our Armed Forces Community.

Aerobility helps nearly 1,000 disabled people participate in flying activities every year. It also provides advice, knowledge and advocacy for disabled people who wish to fly

If you feel you can help the charity or have a disability yourself and would like to fly or participate in aviation-based activities, please do get in touch.

■ *www.aerobility.com*
■ *frontdesk@aerobility.com*
■ 0303 303 1230
■ *https://m.facebook.com/g109able*



Reflecting on a transformed Grob G109 (Alex Prins/Aerosparx)

together a strong team, including the original manufacturer Grob Aircraft SE, the disabled flying charity Aerobility was the successful bidder. Project Able was created with the ultimate goal to bring as many of the original aircraft back into service as possible, to continue to change lives through the magic of flight.

One of the major stumbling blocks to the project was managing the risk and liability inherent with former military aircraft and the old unsupported engine. Grob Aircraft SE pledged its support, collaborating with Aerobility to develop a scheme to inspect and overhaul the airframes and fit the proven 100HP Rotax 912 and MT hydraulic constant speed propeller. This major modification will be more cost-effective and practical than working with the original end-of-life and unsupported components, removes any liability concerns from the aircraft's former life but, most importantly, delivers a massive increase in performance.

Grob had its own company G109b airframe that was converted first in order to complete the certification program test flights for the new engine in spring of 2021. It was this airframe that came to the UK in August.

The RAF Vigilant airframes will be stripped down and given a tip-to-toe makeover, new paint and interiors, and fitted with the new instruments, engine, propeller, and engine cowl. Later in the program the new Rotax kit will be offered as a retro-fit for existing Grob G109b owners.



New Rotax 912iSC3 Sport installation (Alex Prins/Aerosparx)

Training

My first flights were at the Grob factory in Germany with Steffen Frank, Head of Airworthiness and an experienced glider instructor. The training focused on the differences with the legacy aircraft, engine handling, inflight shutdowns, propeller feathering and the new instruments. These include a Garmin G3X, the latest in touch screens to display everything in one instrument – navigation, AHRS (altitude and

heading reference system), speed, altitude, engine instruments and FLARM.

The physical differences of the new aircraft are immediately apparent. The certified fuel-injected Rotax 912iSC3 Sport is smaller and lighter than the legacy engine, so the cowl is slightly narrower, and the engine has been moved forwards to preserve the CofG. The MT propeller is 10cm bigger than the 160cm legacy Hoffmann prop, so it's more powerful and more efficient.

The cockpit has been simplified, with only a throttle and RPM lever to control the engine. Engine management is fully digital, there are no magnetos, and the fuel and spark are controlled by computers – the Engine Control Units (ECU).

The start sequence is logical: first you power up the digital instruments, and then power the ECUs from the aircraft battery, crack the throttle open and hit the starter. As soon as the engine is running, the engine-driven generators power the ECUs, leaving 30 minutes of emergency power from the battery to keep the ECUs alive and engine running if all three generators should fail. The engine's water coolant heats up quickly, and power checks are as simple as checking the two ECUs and fuel pumps separately and cycling warm engine oil through the propellor hub.

Constant

The variable-pitch propeller is hydraulically controlled with engine oil via a servo in the propeller hub, adjusting the blade angle to keep the prop rotation speed constant with changes of engine power. The same servo can drive the propeller into a feather angle for reduced drag gliding. The prop blades need to be in the fine position to restart the engine and an unfeathering accumulator holds enough pressure to do this in a couple of seconds.

The huge advantage of this engine and propeller combination is that there is a lot of power, and it's power that is available instantly! The constant speed propeller means that the blades are always working at optimum efficiency – the effect just transforms the Grob G109.

On paper, the engine power has gone up from 95HP to 100HP, but the reality looks and feels like a 100 per cent improvement!

At maximum all-up weights, the climb rate has more than doubled – the new Grob G109Able is capable of climb rates of over 600fpm (6kts) and the water-cooled heads mean that you have carefree handing; you can close the throttle without the risk of shock cooling that was suffered by the legacy engine.



Flying with the Grob test pilots for a photo shoot of the G109Able (Alex Prins/Aerosparx)

The performance is just a revelation. It's taken 35 years for the Grob G109b to reach its full potential – it's now the aeroplane it always should have been.

The day of the ferry flight, to bring the new Grob G109Able back to UK, was one of those amazing days. We started with an air-to-air photo flight over the fairytale castle, Schloss Neuschwanstein, made famous by the 1968 fantasy film *Chitty Chitty Bang Bang*, only 20 minutes flying time from the Grob factory.

Then after a quick refuel, a six-hour flight back to the UK, with effortless climbs up to 10,000ft to avoid weather. The engine just sips fuel, with the 100-litre fuel tank

ON PAPER, THE ENGINE POWER HAS GONE UP FROM 95HP TO 100HP, BUT THE REALITY LOOKS AND FEELS LIKE A 100 PER CENT IMPROVEMENT!



In a hectic two weeks in August, the new Rotax-powered Grob G109Able was flown by 69 separate pilots, and praised by everyone. Top row: Grob chief test pilot Tomas Brenner (left) with Guy Westgate, Hus Bos' Ellie Armstrong, and Bicester's Lee Ingram. Middle row: Harvey Matthewson hoisting, Garmin UK's Ben Smith, Aerobility's Neil Tucker and Max Bird. Bottom row: Alex Westgate, Vigilant veteran Andy Mason, Loughborough Uni's Liv Tomlinson and Flyability's Steve Varden (Guy Westgate/Aerosparx)

■ Through Project Able and in collaboration with Grob Aircraft SE and Southern Sailplanes, UK-based charity Aerobility is making a number of these iconic fully overhauled and upgraded motor gliders available for sale to individuals and organisations. Revenue generated by the project will be fully reinvested in the endeavour, overhauling the aircraft to be operated by Aerobility and supporting the charitable delivery of its activities to disabled people. You can genuinely change lives through this innovative aviation recycling project! For more information visit:
■ *www.g109able.org*
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giving over 7hr 30mins of flight.

Aerobility is working on a hand-controlled rudder mod, with hand-operated differential brakes for its own aircraft and plans to market the converted Vigilants with a range of instrument options for all. Most of the Grob G109Able aircraft will be sold to fund a small fleet for the charity to operate.

The Grob G109b has already proven itself to be a remarkably resilient workhorse in sending thousands of cadets solo. Chris Heames, former head of the Vigilant operation at Syerston, told us that, due to the tolerance in landing attitude (and the very strong undercarriage), it was actually easier to send a cadet solo in the Vigilant rather than the pure gliders that the VGS used to operate.

Motor gliders are becoming an increasingly valuable asset to flying and gliding clubs. Under current legislation, a FI(S) – Sailplane Flight Instructor – may qualify to offer instruction across the SPL syllabus in a TMG if they hold TMG privileges, and TMG experience may be credited towards PPL(A) requirements.

The Grob G109Able is also perfect for touring and, with cruise speeds between 80-105kts and endurance of more than seven hours, flights from the UK to the Alps are easy to plan.

The new Grob G109Able has been universally praised by everybody who has been lucky enough to fly D-KROX, from juniors, disabled flyers and quite a few instructors, who used to fly the Vigilant, with thousands of hours of experience.

Hundreds of lives have already been touched by the Grob G109b over its 35 years in service, both with the RAF and the many gliding clubs and private owners around the world. This new engine not only improves safety and performance, but will ensure the Grob G109 can prolong the legacy for at least another 35 years!

RARE SIGHTING

UK's only ASW 12 visits Lasham, reports Graham Garnett

PHIL MARKS recently took his immaculate and very rare glider to Lasham for BGA Chief Technical Officer Gordon MacDonald to take a look at.

The glider is an ASW 12, one of only nine left in the world, one of eight still airworthy, and the only one in the UK.

The glider has an interesting history. It was manufactured by the Schleicher factory in Germany in 1969. It was the last one built and was purchased by the BGA for George Burton to fly the 1970 World Championships in Marfa, Texas.

The ASW 12 is unusual as it has no airbrakes; for approach and landing control the ASW 12 possessed a braking parachute rather than traditional spoilers or airbrakes. The system proved unreliable and a number of ASW 12 were retrofitted with a second parachute to reduce the risk of an unsuccessful landing.

At the same time, George had negotiated a contract with Glasfügel in Germany to manufacture its new glider, the Kestrel, at Slingsby Sailplanes in Kirkbymoorside, Yorkshire. The Glasfügel factory offered George a new Kestrel 19 with extended tips to 19m to fly at the 1970 WGC. George took them up on their offer and John Delafield was then offered the BGA ASW 12 for the WGC at Marfa.

At that contest, the ASW 12 took five of the top 10 places in the Open Class, with John flying the BGA glider taking seventh place. George was fourth in the new Kestrel 19, with George Moffat of the USA winning in the new, one-off Nimbus (1).

After the contest, the ASW 12 was sold in the USA where it flew for 25 years before being bought by Phil Marks, who bought it back to the UK and has owned and flown it ever since.

Phil took the glider to Lasham in early May to be looked at by Gordon MacDonald and, coincidently, John Delafield was on-site. He was finally reunited with his World Championship glider from 51 years ago.

John Delafield is in the final stages of proofreading his long-awaited autobiography; I for one cannot wait for that to be published!



Above: Phil Marks' ASW 12. Only nine were built and Phil's is the only one in the UK

Left: John Delafield is reunited with the ASW 12 that he flew in the 1970 World Gliding Championships in Marfa, Texas. The ASW 12 took five of the top 10 places in the Open Class, with John taking seventh place (Graham Garnett)

A REWARDING EXPERIENCE

Surrey Hills GC's Sam Coole, 19, reflects on his journey from being a newbie to Assistant Category instructor



Sam Coole

I STARTED gliding in June 2017. Living about a mile from Kenley airfield, I grew up watching the gliders. From a young age I've wanted to fly for a living and I knew this would be a great way to start. Kenley is a winch only site so this was my first experience in a glider. To this day I find aerotows boring in comparison.

I didn't quite get solo that summer and, with school and daylight hours being very limiting, I flew only a handful of times over the winter. However, I went solo about two weeks after finishing my GCSEs in June 2018. I was sent solo by our CFI, Richard Fitch.

A few weeks later I was let loose in the club K-8, complete with a U/S electronic vario. I had to learn to soar properly, by "the seat of your pants" as many people say. Fortunately the K-8 is one of the best gliders for this. I spent the rest of the summer getting solo time in the K-8, as well as the K-6CR.

I joined Lasham in October 2018 and would regularly dig out the Lasham Youth K-8 from the back of the hangar. Unfortunately it didn't fly very much as there were much more shiny, pointier gliders there.

By the end of summer 2019 I got my Bronze and Cross Country Endorsement, but didn't quite get to have a go at my Silver before I was back in college. (Surrey Hills fly only Monday-Friday.)

I was hoping to do my Silver flight as soon as possible in 2020, but this was slightly delayed for obvious reasons. Once I had fitted out a trailer to carry the K-6CR with Jon Hill, I went and did my flight from Kenley to Challock. Kenley isn't famous for a lot of cross-countries as we are very limited by airspace – 2,500ft AMSL (1934ft QFE), with Biggin Hill, Gatwick and Heathrow all nearby.

There are two small gaps to the east and to the west in which you can escape the London TMA. I chose to go east to Challock, which is 65km – ideal for the Silver distance. I managed to get to Challock and flew around locally to also get my duration and height gain.

I was met by David Cooper, also doing his 50km from Ringmer in their yellow K-8!

I started my BI training around this time, but courses were difficult to find. Fortunately, our chairman, Chris Leggett, contacted the BGA's Pete Stratten and managed to find me a course. This was for early September 2020 and my CFI accepted me as a BI the day after the course.

A few months were spent doing as many trial lessons as possible. I even had the opportunity to fly one of my mates, as well as my very nervous mum! I would also fly with the odd club member when a glider but no other instructor was available. I soon realised I really enjoyed teaching people, but as a BI was very limited in what I could teach.

I SOON REALISED I REALLY ENJOYED TEACHING PEOPLE, BUT AS A BI WAS VERY LIMITED IN WHAT I COULD TEACH

Great fun

Around about the same time, our chairman sent me a message asking how many hours P1 I had. "Eighty-something," I replied. He wouldn't tell me why he had asked! A few days later he, and our CFI, approached me and asked if I would like to become an Ass Cat at the same time as Jon Hill, who was also a BI at the time. I had heard stories of how much of a commitment this was, but after a little thought I said yes, it sounded like great fun.

Rob Cray and Stephen Skinner, both from Ringmer, very kindly offered to help us through the course. We would do most of the winch exercises at Kenley in our Grob 103s and the aerotowing and spinning at Ringmer in their K-13s.

For those who don't know, the instructor course is split up into four modules: A, B, C and D module.

The A module is also known as the "teaching and learning" module. This is a one-day seminar that doesn't involve any flying. Unsurprisingly, this was held online via Zoom, on 5 December 2020.

The B module is the club-based training. This includes flying, as well as briefing. In short, as the 'student instructor', we had to do a long briefing on various exercises and then go and teach them. Most of the exercises in the B module tend to be the safe upper air exercises, like all the effects of controls, turning, stalling, circuit planning, etc. We did the majority of these at Kenley, and where we could go soaring we would get a lot in, otherwise it was one exercise per flight. We did all the aerotowing and spin/spiral dive exercises at Ringmer, as we don't have aerotow at Kenley (nor particularly spinnable gliders!).

We decided it would be a good idea to get all the briefings done over lockdown while we couldn't fly. Rob would let us know what exercise he would like briefing and we would prepare it ahead of time, and deliver it online over Zoom. This actually worked fine for most briefings, although we left the circuit briefing and a few others until we could do them in person.

Due to the winter lockdown extending much further than expected, our B module wasn't quite as leisurely as we had hoped. However, Stephen and Rob were great at getting us through the syllabus at a good pace.

The C module, otherwise known as the 'pre-course assessment' was a one-day event to check our progress on the B module, and to avoid candidates on the D module that were not ready. This involved a lot of chatting, and then we had to brief and fly an exercise. We managed to get a C module at the same place as our D module – Dunstable, which was very handy as we met our coaches before the D module. Most importantly, we could also work out our arrangements for how we were going to live on the airfield for a week on the D module!

Last, but not least, was the D module – the scary seven-day course! This was in a similar format to the B module – brief and then teach 'Bloggs' an exercise. Except these tended to be the more exciting exercises – things like winch launching/failures, approach control, landing, spinning, etc. We were very fortunate with the weather, the only sub-optimal day was due to an uninspiring cloudbase that we used for winch launch failures. Other than that, most days were dry and relatively sunny.

I actually really enjoyed the D module, as every day was flyable – there was no need to rush anything and the whole course was relatively laid back. We even went out with our coaches for a curry on one of the evenings. Our coach was Andy Roch, who was helped by Martin Smith. I have to say they were both brilliant; whenever we inevitably made mistakes we could have a laugh about it, but then discuss and get it right the second time.



Last autumn saw Sam Coole fitting in as many trial lessons as possible, including introducing his mum to gliding

I have since started instructing at Kenley, as well as Ringmer (East Sussex GC) and Lasham, and I am really enjoying it.

My first day instructing at Lasham was on its Longest Day event – teaching people to fly at sunrise was certainly new for me!

Bursary

I was really lucky to have been awarded the BGA/Honourable Company of Air Pilots, Young Instructor Bursary. As described above there is a lot of flying over the various modules so it is a very big financial investment, as well as just time. I can't express how grateful I am for this bursary, which facilitated me getting through this course. I know that being an Ass Cat instructor is going to make my gliding all the more interesting. It's also nice to have a purpose to my flying, especially at my home club, Kenley, where cross-country flying is rare.

As Surrey Hills Gliding Club is small, having two more local instructors is going to be a great asset to us, as we rely on visiting instructors as well as our own. I can't thank the BGA/HCAP enough for helping me through this.

For any Basic Instructors that are considering becoming an Ass Cat instructor – I can highly recommend it. I thoroughly enjoyed my time as a BI, but I've found the handful of instructional flights I've done much more challenging and rewarding. It is a big commitment to get through the course, but I think it's most definitely worth it.

■ See next issue for more instructor stories

■ If you would like to find out more about becoming an instructor, see *https://members.gliding.co.uk/flying-information-and-resources/instructors/*

I KNOW THAT BEING AN ASS CAT INSTRUCTOR IS GOING TO MAKE MY GLIDING ALL THE MORE INTERESTING



ADVISORY 21: ASKING FOR IT

Ebeneezer Grimshaw has yet another caution for gung-ho confident newbies

APOLOGIES if you've been on tenterhooks waiting for the shocking truth about trim tabs as advertised, but following last issue's thoughts on check flights I thought I might carry on in the same vein. If your check flight goes well it's important not to let your guard down. Beware ancient grizzled instructors and *never* let them have total *carte blanche*. Bear in mind that keeping instructors under control is what learning to fly is really all about!

I'd better explain: A few years back I was sitting in an old K-13 with a highly experienced and venerable instructor… we'll call him H. We were discussing flight objectives.

"Well, what do you want to do?" he asked… and I instantly said the wrong thing. I'm like that. I just blurt things out. "Oh… dunno…. *put me through my paces*," I replied… most unwisely. Because that's something you should never say to an instructor under any circumstances… let alone a grizzled one. But I was at that stupid stage where I thought I knew how to fly… more or less. And anyway H was not just an ordinary instructor… he was our club Safety Officer too. A very precise chap. I'd seen him chew tug pilots out in a very systematic way for towing us to the wrong place. I'd seen him castigate quite senior people for pulling up too suddenly on the winch. He was nothing like me. Instruction from H went from point A to point B and then to C and D and so on. At no time could you interject. If you did, he took a deep breath, rebooted the entire sequence and went back almost to A again. I'm not like that. I tend to spiral in on solutions. It looks lengthy and erratic to outsiders but I claim my method comes to a very sound conclusion in the end. But H talked precisely in a linear way and flew precisely too. What could possibly go wrong? I was in safe hands!

"OK," he said thoughtfully. "I'll give you an exercise from my Instructor's Course… how about that?"

"Er… OK," I said, being somewhat in awe of instructor courses. I had heard they can be pretty intense, but I guess it depends who



you ask! Some instructors have stories told about them long after they've departed for the Pearly Gates… but perhaps they were a different breed in days of yore. The point is that unleashing any instructor in such a cavalier way was a bit foolish... let alone an ancient, grizzled one. You'll note I'm avoiding the word 'challenge'… it's much over-used.

"Right then… here's the exercise," said H. "You're launched to 800 feet above the winch in a K-13 and you have to *land without turning*. Any ideas?"

"WHAT? It can't be done… not on the airfield at any rate!"

"Yes it can!"

"Impossible" I insisted. "Now look… I know the airfield is quite big… and I'm quite creative at lateral thinking, but short of diving straight at the ground I can't see any way to do it!"

"Yes… good… you're getting the idea.. "

"EH?"

Dear reader… brace yourself… my instructor was seriously proposing to dive a K-13 vertically down from 800 feet and land in the space between the winch and the far edge of the airfield… and this with me and my lunch in the front! Now I know the military like to plunge down steeply in hostile areas to avoid ground fire…. but not *vertically*! True, we had a couple of hostile colonel types in nearby villages but I didn't think they'd taken up arms against us!

The more I thought about this, the more I realised that a word in the English language needed redefining. I always thought I knew what 'nervous' meant… but I realised I'd been using that word with reckless, casual abandon. Suddenly, '***nervousness***' had taken on a vast solid reality… like meeting a Tyrannosaurus in a narrow alley. Nervousness now had bulk… it had jaws… *it had teeth*! I looked at the clunky K-13 and it seemed unusually flimsy. All that steel tubing didn't really count for very much… not when you imagined it plunging vertically to earth. Ground fire would be preferable! Imagine the last-second attempt to level out… charging the perimeter trees at the speed of sound. By contrast the airfield itself looked horribly solid. It occurred to me I'd never really thought about how solid our airfield was before. Funny, that…

But to his credit H did try to accommodate my tyrano-nervousness. "Look, if you like, I'll do it as a demonstration flight…" "Tell you what… I'll even pay for this one myself…" This was unheard of! "OK," I said "but do we have to fly it absolutely plumb vertical? Can't we ease off a tad and still prove the point?"

And thus it came to pass that, verily, a red K-13 with the substantial bulk of Grimshaw and Grimshaw's lunch in the front was plunged down at 75 degrees from 850 feet, and, to Grimshaw's amazement and relief came to rest comfortably inside the airfield boundary. The key to it, of course, was speed-limiting dive brakes. A K-13 is considered 'vintage' these days, but most machines of that era had proper airbrakes that emerged from above *and below* the wing… not the mamby-pamby top-surface-only discreet airflow interrupters you get these days. This was a demonstration of what powerful airbrakes really can do.

To my great relief, in a seventy-five degree plummet… terrified bunnies scattering in all directions… our airspeed never went above 78 knots. I realised that even in a plumb vertical dive I doubt it would have exceeded 88. And now I wished we *had* done it completely vertical!

So, what was the point of this scary exercise? During the long walk back it became clear. If one is going to instruct in these machines one needs to know precisely what they *can* do. Memories of a similar, though less terrifying, airbrake demonstration in a T-49 Capstan at Challock in my distant youth slowly came back to me. Hooray for proper airbrakes!

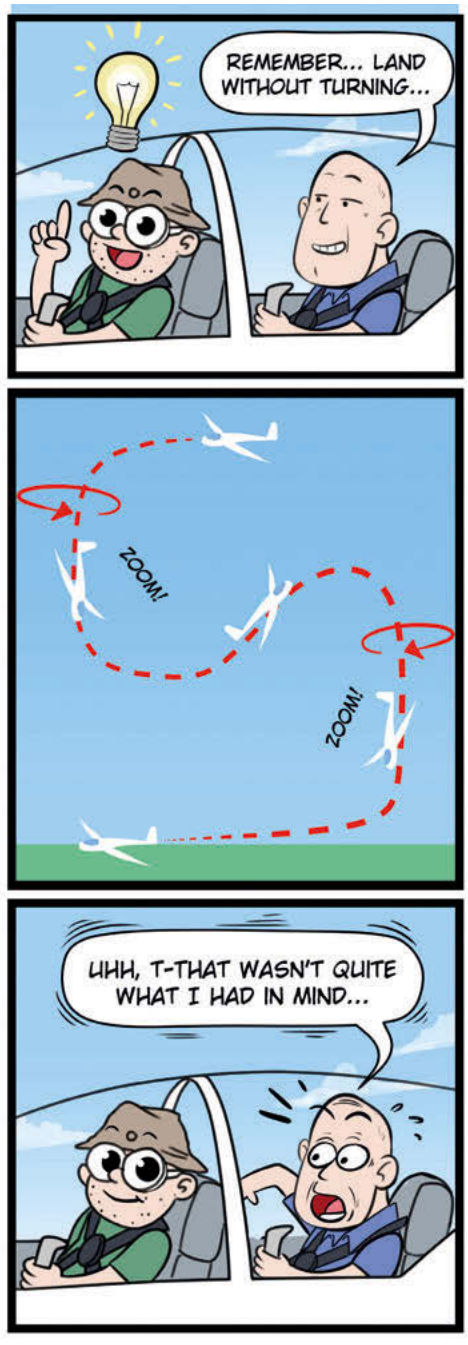
Worse to follow

But that was flight number one. Now that I had confidence in K-13 airbrakes there seemed little point in repeating the exercise. So exercise number 2 was proposed.

"This time you're 500 feet above the landing area and you have to land *underneath yourself*. Now tell me, young Grimshaw… how do you propose to do that?"

This was another stumper. Mustn't fly in a circle… it had to be 'normal procedures'. A period of hand tilting and head scratching ensued as I tried to work ideas, but I said I'd give it a go. H duly warned the launch point: 500 feet seemed awfully low for this kind of thing, but the instructor set it up. I put 60 knots on and went right at 60 degrees and then right again to get round quickly… wrong! "*I have control,*" said H and took us back round the other way. "Just because you're low it doesn't mean you can abandon the normal principle of keeping the airfield in view" he said. "*But this is costing us more height!*" I exclaimed getting quite worried

I ALWAYS THOUGHT I KNEW WHAT 'NERVOUS' MEANT… BUT I REALISED I'D BEEN USING THAT WORD WITH RECKLESS, CASUAL ABANDON





NEVER, EVER ASK AN ANCIENT GRIZZLED, HOARY INSTRUCTOR TO 'PUT YOU THROUGH YOUR PACES'



■ All cartoons by Ross Martin

again. "Doesn't matter" he said. "*Always turn into the airfield* so you can see exactly what height you've got and what your relation to the landing area actually is. All you could see going your way round was tree tops!"

H then proceeded to fly what I would call a worryingly low micro-circuit. He went right back downwind and just above treetop height edged-in just enough to make two crisp and efficient right-hand turns to line us up. Amazingly, it could just be done! So I had another go… and screwed it up again. H took over once more. On the ground I was embarrassed, muttering "Damn… I'm just incompetent." But he told me "You're *not* incompetent… it's a difficult exercise." Finally I got it roughly right… but from 600ft… not 500. One thing was clear… this was all about precise, confident flying… keeping a close eye on your speed and reference point.

A few days later though, feeling more upbeat, I was flying with a less hoary instructor… we'll call him Ed. I'd been soaring quite high in a K-21 without him making a single complaint. This was unusual for Ed. Normally he complained about all sorts of things. His pet complaint was when you took more than four seconds to estimate whether you were under or over-shooting your reference point. Today though Ed was mysteriously quiet and I was mysteriously full of confidence. "Ed… I'm going to try an exercise that H gave me… can you follow me through on this and standby to eject if it goes tits up?" I said. I outlined the exercise H had given me assuming that, being another instructor, Ed would know all about these scary schemes. "Sure" was all he said… although I thought I detected a puzzled tone back there.

I came in high on the approach… just getting the glider into the right starting position was hard enough. And I bottled it a bit… height-wise. We're finally overhead the landing area at 580ft… 60 knots. A smart 45 degree turn right towards the trees… *hold it…. keep going*. Don't turn back too soon or we leave ourselves too little manoeuvring space… NOW… back to the left… right round… 225 degrees and head for the forest edge downwind.

Ed had not said a thing so far! But I couldn't get as far back as H… I bottled it again… a bit… with a slight cut-in and a crisp right hand final turn with uncut crops hurtling past our ears. Still Ed said nothing. Finally we had the perimeter whizzing past 20 feet below and a straightforward landing but not much to spare. We came to a halt next to the launch point. Still Ed said nothing. I opened my canopy feeling very pleased with myself.

Finally Ed spoke: "*Who taught you to do that?*" he asked still sounding puzzled.

"I told you… it was H."

"Hmmm," he said thoughtfully "Maybe he should reconsider his position as Safety Officer!"

What conclusions can we draw from all this excitement? Well for a start these are exercises you should *never* try without an instructor! And it seems that instructors these days don't get put through the same mill as the more vintage variety! A more practical point is that when you reach that smugly confident post-solo stage, you really want to watch what you say. NEVER, EVER ask an ancient grizzled, hoary instructor to '*put you through your paces*' or you, too, might find you're not as hot as you thought you were!

But did all that make me a better pilot? Yes… I think so. Put it this way: It sharpened my flying up but in a different way to flying at Deeside. I'm far more aware of what can be done in a tight spot… as long as you fly accurately and don't let your speed drop under pressure. Not that I intend to get into any spots that tight of course! And my respect for K-13s has gone up… a bit.

Strange but true as always.

Ebenezer Grimshaw

■ NEXT TIME: Nasty Big Sucky Things

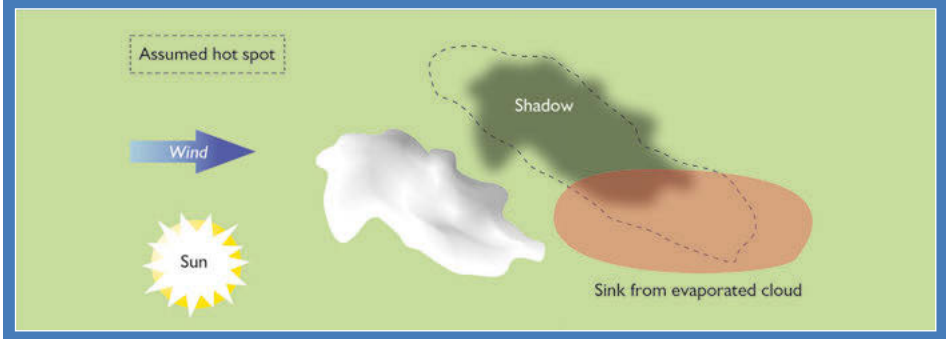
LAUNCHPOINT LEGACY

Leave a gift in your will to support future glider pilots



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

#9 THE PRIMARY MODIFIER



Fgure 1: the key modifier ground heating is modified by cloud shadow and sink from cloud evaporation (illustration by Steve Longland)

GMAD – Gliding Mathematics and Atmospheric Dynamics

ALL CLOUD produces a shadow. This can be as a clearly defined shadow on a perfect English summer's day to the milky haze that high cirrus and contrails produce. Cirrus may be casting their shadows but they can move across the sky faster than our VNE! Fortunately, there are only two types of cloud that you need to recognise: good cloud and bad cloud. But it is worth noting that all clouds turn bad!

So far, taken individually, the five key mechanisms of our unstable air mass might be considered straightforward. When the mechanism is strongly influenced by heating of the earth's surface additional aspects come into play. As we have seen, whilst the generation and decay of clouds can have significant positives, cloud evaporation and cloud shadows can have a marked effect on areas that we might otherwise consider as hot spots.

Consider for a moment how ground hot spots are affected by decaying clouds. If the buoyancy mechanism is not reinforcing the cloud formation, then the cloud will collapse and evaporate, and generate a sink slug. This will cascade down and introduce a splash of cold drier air and, after hitting the ground, will kill thermal generation in that immediate area for a short while, until it cycles through.

Figure 1 depicts the invisible sink slug cascading like a waterfall. We often experience running through such poor air areas but as we tend to only notice good-looking clouds, we ignore or forget the possible implication of the less attractive cumulus. We may no longer remember or notice the cloud that has recently fully evaporated, so we encounter sink seemingly from nowhere. By avoiding running under where we have seen any dying cumulus cloud, however, we should get a less worrying run between predictable climbs.

A second effect is that of cloud shadow, which can be either positive or negative. Clearly, we are familiar with the effect that cloud shadow has on those rare days when we get out to sunbathe, only to find the sun becomes hidden behind a cloud and we soon feel cool again. Cloud shadow may extend over a 'hot spot'. As the sun and wind are unlikely to be aligned, the effects of the shadow influence on an area will be remote from the thermal activity below the cloud. As the shadow drifts towards and encroaches over a hot spot, the thermal contrast will trigger a strong thermal before generating a point of cut-off.

The final death throes of any cumulus will generate an invisible sink slug, which we will become aware of as we transit through it, whilst the subsequent downwards flow may continue down and splash out over the ground below. As the day cycles with the sun shining through at differing angles coupled with cloud drift, then there is almost no such thing as a static unstable situation ahead. The generation of local, even brief significant cooling and thus through the domino effect will generate a thoroughly shaken, not stirred, situation. Whilst cloud shadow over hot spots will kill smaller hot areas but can reinforce larger hot spot areas, cloud shadow over cool areas will have little effect.

If we have cruised to a rather low level and the sky above is a little chaotic, it may be well worth looking down and exploring for better air near any obvious thermal contrasts by flying over those hot spot areas that have just been cut off by cloud shadow.

Kevin Atkinson, Aim Higher lead coach

■ ***Next time: The effects of one degree.***

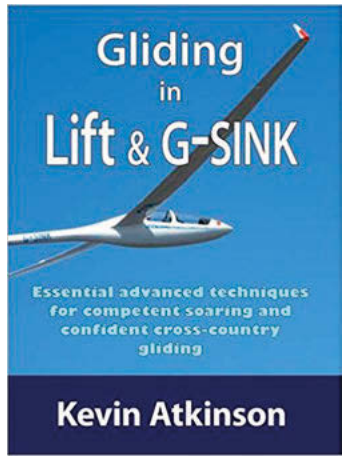


■ Aim Higher courses are held at clubs by arrangement, run either by Kevin or by club coaches briefed on the training materials and *S&G* articles developed by Kevin and Tony Cronshaw.

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*

HOW TO LOOK AFTER PEOPLE

INCLUSION is catered for within a club's governance structure, starting with the governing document, which sets the tone, in turn supported by policy and procedure documents, statements on the membership form and codes of conduct. There are means of responding to complaints, to discipline people who don't conform to the way the club wants to operate and means to appeal decisions. On the social level, there has to be a starting point for creating improvements. It isn't sensational – just dialogue and good quality communication. It's the answer whether you want to know what people need or need better support. Perhaps you have suggestions or could lead an improvement? Suggest it to the committee – after all, inclusion is for everyone.

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



Above, left to right: equality, equity, and no barriers

IMPORTANT TO HAVE A PRACTICAL, POSITIVE, GENUINELY WELCOMING CULTURE, WHERE THE ART OF THE POSSIBLE IS EMBRACED

EMBRACE THE ART OF THE POSSIBLE

IMAGINE this: after a long day on the road you have just arrived at your accommodation and are being shown around. The showers are out of order, but there are some wash basins in the main corridor, within sight of the front door. When you ask if these are the only wash basins, the cheery response is 'yes, anyone can use them'. Would you? Unfortunately in this true story, they were used only for toothbrushing and hand washing, nobody (male or female) was seen having a proper wash, despite there being no working showers. I didn't stay for a second night.

This little episode got me pondering about equality of opportunity, inclusion and participation in gliding and during the next day's drive the simplicity of it struck me: just because 'anyone can' doesn't mean that everyone will. This is what we need to bring attention to and is the fundamental difference between equality and equity.

Equality: usually 'of opportunity', eg anyone can use the wash basins because they are in an open space. Equality is not a standalone concept – by failing to consider factors which may prevent participation, concluding that something is available for all usually brings a false sense of achievement.

Equity: is more nuanced, being more concerned with fairness, justice, inclusion and respect. It is about recognising inequalities and taking steps to address them, including giving differential support to those who experience challenges, helping to overcome them. It is also about changing the culture of the club to ensure it becomes equally accessible to everyone in society.

Participation: taking part, particularly in relation to barriers to participation and especially when these barriers aren't so obvious. My initial thought was that those wash basins in the corridor meant that women couldn't use them, but very few men would either. 'Lack of privacy' is the pertinent barrier to participation.

Diversity: a range of people from different ethnic groups; socioeconomic backgrounds; gender; sexuality; differing physical abilities; and so on. Different factors affect whether a specialised activity such as gliding can truly mirror the makeup of a local population, but there should be obvious diversity within a club – monoculture is unhealthy. A word of caution about diversity-related record keeping of this sort of sensitive, categorical data. Gathering anonymised statistical information is acceptable, but anything that is attributable to individuals requires additional GDPR duty of care and is not recommended.

Inclusion/inclusive: activities are welcoming and it doesn't feel daunting. This is how we all like our clubs best. People can and do join in, regardless of background or additional needs. People smile and laugh a lot, and good stuff happens.

Additional needs: a much better phrase than 'special needs' because it brings a more positive approach. Gliding is stuffed with means of catering for additional needs, especially for male and older pilots (eg pee tubes and rigging aids). The cockpit has also been designed to accommodate colour blindness. Finding creative accommodations helps a more diverse group of people to take part, with more laughter and smiles.

Representation: does everyone have a voice? Can they speak up? Are they advocated for in decision making processes? Are there committee reps for them? If we think about the people with smaller voices in the club, they are probably younger or newer to the sport. The larger voices often belong to established members with expensive gliders, who may take fewer launches than those with the smaller voices. How are the needs of various sectors of the club community taken into account to ensure that the club meets those diverse needs?

Overall, if there is any smug box ticking going on, then something has gone wrong. It is far more important to have a practical, positive, genuinely welcoming culture, where the art of the possible is embraced, and your gliding club is a gathering of a diverse group of people with a shared passion, encouraging one another to enjoy gliding activities together.

OPPORTUNITIES

BGA CEO Pete Stratten reflects on the importance of having the right people involved and focusing on what is important

IT HAS been even more rewarding than ever to work with gliding clubs during the pandemic restrictions and onwards into the post-pandemic recovery. The way clubs responded to the challenges of being unable to fly for long periods of time, in keeping their members engaged, and in taking a risk-based and proportionate approach to returning to flying has underlined that effective club management comes from having the right people involved and focusing on the important stuff. It is clear from activity levels that gliding is recovering from the challenges of the last couple of years. It will be interesting to see if we collectively pick up on lessons learned and take hold of the opportunities to regrow.

Facilitating flying is a primary function of gliding clubs. It sounds obvious, but it can be surprising how many club pilots find it a struggle to access enough flying opportunities. By way of contrast, as Oxford Gliding Club membership has grown significantly over the past 24 months, earlier starts, efficient launching and focused launch point organisation have almost doubled the number of launches flown each day. If an in-house review demonstrates that the status quo remains the best way of operating, then great. But it's highly likely that, if desired, more safe flying can be achieved at many clubs without significant financial investment.

Most glider pilots like to be able to dip into information and stay educated about topics relevant to them. Throughout the pandemic and beyond, we've all seen some excellent examples of focused, positive communications and learning opportunities primarily delivered online using Zoom (other applications are available) and by email. Online training sessions in the evening can fit well with valuable flying time. That's certainly the case with BGA instructor and other seminars. We're working on making our e-news and newsletters more engaging too.

In any long-lived activity, it is likely that the rulebook can grow exponentially! The BGA isn't immune to that and so regularly reviews and, where necessary, heavily prunes its requirements via member club engagement. The pandemic recovery has demonstrated that when needs must and people focus on what's important, some of the detail that has built up over the years may be found to be nugatory. Club operations handbooks should be concise, relevant and readable. Unfortunately, there is a wide variety of add-on pilot progress, authorisation and hurdle-jumping systems at clubs, some of which were developed decades ago. Some were probably designed to address risks that are now mitigated elsewhere. Others, whilst well meaning, may now result in gaps in necessary supervision. Of course, addressing specific local hazards through awareness and additional training is important. However, byzantine and 'hobby-horse' requirements that can creep in are, at best, unhelpful.

Correctly delivered by BGA instructors and with the correct level of solo supervision, the BGA-published pilot training syllabus[1] results in a gliding certificate with solo endorsement and, via the Bronze and Cross-Country endorsements, a qualified glider pilot. It should be no surprise that the SPL training requirement is so similar.

While in some parts of the UK clubs have experienced a post-lockdown rush of interest resulting in waiting lists, in general the public do need help to discover gliding. Among several others, the Midland Gliding Club has been working hard to reorganise its local promotion of gliding and its flying opportunities to potential new and existing members. Once again, a team of great volunteers are using their previous experience to develop new ways of helping their club move forward. The impacts look encouraging and we hope to be able to share their examples of good practice in due course to add to what we expect to learn about e-marketing during a workshop in September.

Finally, I'd like to take this opportunity to highlight the BGA Medal and BGA Diploma[2], which are the prestigious BGA awards presented to deserving individuals at the annual BGA conference. As reported elsewhere, we are always very keen to receive nominations supported by clubs, which should be submitted in confidence to the BGA office by the end of November.

[1] *https://members.gliding.co.uk/library/pilot-training/bga-gliding-syllabus/*

[2] *https://www.gliding.co.uk/bga/#awards*



■ This topical cartoon was sent in by Kevin Clark. It is from his book *Glidertoons*. Kevin flies at Wellington Gliding Club, New Zealand, and as an A Cat instructor has cleared many visiting British instructors to instruct at the club.













This page:
❶ Visitors at vintage weekend at The Park

❷ Bidford's Frank Jeynes and Florian Dobrila spot a cloud keeping an eye on their 346km flight at 100.9km/h

❸ Ukulele players fly at Snitterfield in July

❹ A learning experience for all involved at Banbury (spot the rock)

❺ First post-Covid meeting of the British Women Pilots' Association (Scottish branch), held at Portmoak in July

❻ RSGC aircraft hold on the ground at Shawbury for the flypast by Anson c/s Classic 33

Facing page:
❶ Booker's Jim White flies his beloved ASW 27 for the last time before selling it – new hot ship arrives next year (Bob Smith)

❷ Waiting for gliders to return on one of the best days' soaring at Lakes GC

❸ Borders played host to Competition Enterprise (Lewis Loening)

❹ "C'mon you lazy lot," says Essex's Barney. "Fetch a brown link over here and hook me up, I want to fly." (Cathy Dellar)

❺ A soggy Geoffrey Jones and Gordon Craig at Oxford (John Hanlon)

❻ Marking the 70th anniversary of Surrey GC and Imperial College GC's move from Redhill to Lasham in August 1951. Left to right: Patrick Naegli, Hugo Trotter DFC, Marjorie Hobby, Gavin Spink and Lasham vice-chairman Gary Pullen. Hugo, who was chairman of Surrey GC in the 1950s, was the only Lashamite present at the gathering who actually experienced the move from Redhill (Bob Pirie)

❼ Forty years to the day since he first flew with his dad, Keith, Ben Proctor was back at York for a flight to mark the occasion. They even flew in the very same glider

❽ Bognor Regis GC fleet at its open day


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


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CLUB NEWS

AGC ANGLIA (WATTISHAM)
WWW.ANGLIAGLIDINGCLUB.ORG.UK
520739N 0005722E
WE'VE had some decent soaring weather and have also been trying to clear a backlog of pre-paid voucher trial flights. We have also been working hard to encourage new military members and it has been very encouraging to welcome soldiers to our ranks. We've reached our target of at least 51 per cent military membership for the first time in many years. The unprecedented number of *ab initio* pilots, keen to learn, will put additional pressure on our instructors but we'll cope. Congratulations to Staff Sergeant and Apache pilot, Alex Homes, who has recently soloed, as well as Trevor Stiff and Simon Ginns, who have also achieved their Bronze Cross Country navigation and field landing endorsements.
Simon Ginns

BANBURY (HINTON IN THE HEDGES)
WWW.BANBURYGLIDING.COM
5204355N 00118784W
A BIG thank you to Shenington for hosting us during the Silverstone F1 weekend, with many of us availing ourselves of the winch. More progress at Hinton as Mick Boasman completes his 300km and Diamond goal, while Olivier and Harry have completed their Cross Country Endorsement. A new Astir CS was added to the club fleet as we started our second task week of the year. A successful week saw Lilly Moffatt, John Jennings and Oliver W-T complete their 5-hours while Olivier used the same flight to complete his Silver distance, plus both 100km diplomas. Roger Wilson also completed Gold distance.
Gary Newbrook

BANNERDOWN (RAF KEEVIL)
WWW.BANNERDOWN.CO.UK
511858N 0020631W
ALEX Tilling has completed his Bronze. The Inter-services was held, with 36 pilots competing. David Williams won the Sport Class, and Brian Birlison the Open Class. The BBQ and party night was very well attended with 160 tickets! We are flying a group of service personnel on 20 August and have a flying week from the August Bank holiday.
Alison Arnold/Debb Hackett

BATH, WILTS & NORTH DORSET (THE PARK)
WWW.BWND.CO.UK
510742N 0021445W
THE Park played host to the Vintage Glider Club for a vintage weekend organised from our end by Geoff Pook and Phil Drake. Thirty visitors showed up with a variety of machines and, although the weather not good, everyone rated the event a success. We have also had a task week run by Alastair MacGregor, although our usually popular friends and family event had to be cancelled due to the weather. While our Pawnee tug is in dock, we have an Icarus tug on loan.
Chris Basham

BIDFORD (BIDFORD)
WWW.BIDFORDGLIDINGANDFLYING CLUB.CO.UK 520803N 0015103W
OUR competition had only one flying day and the task completed by just 15 pilots. The highest placed Bidford pilots were Paul Kaye (5th) and Frank Jeynes (6th). At the AGM, awards for the 2020 season were made as follows: Fastest 300km, 113km/h – Bill Inglis; Greatest distance from Bidford 502.3km – Florian Dobrila; Cairngorms Shield, Height Gain 10,905ft from Aboyne – David Findon; Club Ladder Trophy Pundit winner 14,252 points – Bill Inglis; The pilot most likely to – Emma Lees; 2020 Junior member – Ben Edkins; CFIs Cup – Pete Freeman; Graham Wright Stuff – John Scott; Member of the year – Paul Turner.
Mike Pope

BLACK MOUNTAINS (TALGARTH)
WWW.BLACKMOUNTAINSGLIDING.CO.UK
515848N 0031215W
OVER 50 friends and family attended a celebration of Peter 'Doc' Saundby's remarkable life, with the scattering of ashes from the club's Pawnee. A wonderful event in remembrance of a great man, who did so much for gliding and our club. For the second time this year our club has featured on national television. Our appearance on BBC's *Countryfile* was followed by an excellent feature on ITV's *Coast & Country* programme. It's encouraging to see that the club has attracted several new members this year, including a good number of youngsters. Martin Pingel and Dave Hope each completed impressive out-and-return flights to Snowdon on 22 July. Congratulations to Jeff Stillwagon on achieving his IFP rating.
Mike Codd

BOOKER (WYCOMBE AIR PARK)
WWW.BOOKERGLIDING.CO.UK
513642N 0004830W
THE Chiltern Challenge Cup (12-16 July) was a lot of fun, with director Jim White setting tasks which made the best of the weather. The winner was Nils Wedi – the Met Man! Simon Jones, Howard Gethin and Bruce Zaayman have achieved their first solo, and James Giles his Silver distance. We also have new instructors: Rob Hines has a BI rating, Jim White is a new FI(S) and Jon Sugden has renewed his FI(S). We continue to be busy with trial lessons and courses, including a 92-year-old whose last flight in a glider was 70 years ago when he crashed a Primary on a ridge in Germany. This time round it went better!
Jane Moore

BORDERS (MILFIELD)
WWW.BORDERSGLIDING.CO.UK
553514N 0020510W
WE WENT ahead with Competition Enterprise despite restrictions still in place; nearly 30 pilots from all over the country joined us for what proved to be a great week, if somewhat meteorologically challenging. Only one day was scrubbed and everyone entered into the spirit of friendly competition. Despite conditions, some great flights were achieved with winner Chris Gill managing to thermal over Newcastle Airport twice in the same flight (with clearance) and get to Penrith! Evenings were convivial with the mobile food vans doing good business and on the last night, a great bonfire was lit at the far end of the airfield after an excellent meal served on site outdoors. The bar ran dry a few times and was quickly replenished and we are hoping this becomes a feature of future open weeks.
Beatrice Ashley

BRISTOL & GLOS (NYMPSFIELD)
WWW.BGGC.CO.UK
514251N 0021701W
FLYING has been mixed. Some reasonable, but few great days. Larry's courses continued to do well, with a number of first solos. Andy Davis and Steve Eyles won the 15m and Standard Class Nationals respectively, both being plagued by the same poor weather. A good contingent supported the Club Class, which had some great weather, with Oli Summerall just missing the podium. Pete Bagnall joined the Assistant Instructor ranks following a course at Tibenham, whilst Dan Walsh renewed his instructor rating. The training operation regained momentum as things slowly returned to 'normal'. The VGS Historic Flight T-21 returned to the skies after much TLC and has been seen to soar! The bar reopened.
Greg O'Hagan

BUCKMINSTER (SALTBY)
WWW.BUCKMINSTERGC.CO.UK
524912N 04228W
SIX first solos: congratulations to John Chappell, Lilly Marsh, Maren Schnider, James and Bob Cox, and Martin McMinn. All of whom are frantically working towards their Bronze badges. Our new Astir has already been cross-country with some of our

(Left to right): **Bognor Regis**' new 'hot ship'; solo for **Buckminster**'s Lilly Marsh, with instructor Roy Ferguson-Dalling; aerobatic badge for **Burn**'s Neil Bale, with George Rizk; **Burn**'s Oliver Campbell gains his Cross Country Endorsement



members. Phil Sturley, Roger Wells and Roy Ferguson-Dalling have qualified as aerobatic instructors. Luke Walker has qualified as an Ass Cat and Jack Vincent has completed his Silver badge. We have had a week-long visit from the RAFGSA. Our new buggy is onsite and working well increasing efficiency. We have a busy August ahead with a task week, LSUGC training week, aerobatic, gliding, IFP and BI courses all booked in. Our expedition to Denbigh is booked up. Our thanks go to Alan Munro for his years as safety officer and club magazine editor as he has stepped down to be replaced by Richard Davies (safety) and Jack Vincent (editor).
Danny Lamb

BURN (BURN)
WWW.BURNGLIDINGCLUB.CO.UK
534445N 0010504W
THE weather has been mostly kind. Evening aerobatic courses have been run by George Rizk – Dave Stopford, Dave Watson, Marcin Rudnicki, Andy Kitchen, Alex Gibb and Neil Bale gained their Basic Aerobatic badges. A club aerobatic competition is planned for the end of September for members to capitalise on our newfound enthusiasm for aerial feats. Thanks to George Rizk for his time and enthusiasm. Aerobatic courses are planned for most Thursday evenings. We have members undergoing instructor training and have welcomed eight new members. A very successful return to visitor flying has kept us busy and generated good feedback. Congratulations to Oliver Campbell, who gained his Cross Country Endorsement. We held a winch course at end of July which was fully subscribed; a further course is planned.
Neil Bale

CAIRNGORM (FESHIEBRIDGE)
WWW.GLIDING.ORG
570613N 0035330W
PAUL Myers hosted a flying week early in June, which gave Gabby Telerman plenty of opportunities to practise circuit planning (and a fright when he learned his wife Alison had flown as well). The flying week marked the start of training for Alison Myers to regain her instructor's ticket, and ground schools were held for pre-Bronze pilots. The Feshie team acquitted itself well at the Inter-club League at Aboyne, thanks mainly to Nick Norman in his ASH 25. Former instructor Alan Mossman started instructor training and Stephen Struthers resoloed. Jordan Thomson took ownership of his first glider, a Cirrus (761). Rory Maddocks got to fly the Club Astir for the first time. The winch was serviced and readied by John Whyte and the tug got its 50 hours' check. August saw another flying week hosted by Paul; Tony Cresswell missed out on his five hours when he was rained out of the sky with 10 minutes to go.
Andy Farr

CAMBRIDGE (GRANSDEN LODGE)
WWW.CAMGLIDING.UK
521041N 0000653W
IT'S competition time at Cambridge. The workshop has been transformed into a briefing room, a marquee has been set up and the hangar has had a makeover in preparation for our first Regional competition for several years starting on 7 August. This is followed by our inhouse Cloud Rally running from 21-29 August. The varsity match with Oxford back in June was won by Cambridge University GC by 333 to 279 points. The Alex Ward memorial award went to Chris Sykes, and the Neville Anderson award to Charlie Brooker – congratulations to both.
Chris Davis

COTSWOLD (ASTON DOWN)
WWW.COTSWOLDGLIDING.CO.UK
514228N 0020750W
OUR clubhouse is looking splendid following superb major external renovation works organised by Tony Glastonbury, a building contractor and club associate member, who flies a paramotor on site. Barry Taylor provided self-watering hanging baskets to decorate the balcony. Our Inter-university task week was a great success. Doug Gardner and Tim Barnes flew in Competition Enterprise at Millfield, with Doug winning the pure glider class. Brian Birlison won the Inter-Services Regionals open class held at Keevil. We have a full entry list of 75 gliders for the Junior Nationals and Cotswold Regionals at the end of August. Our K-21, being refurbished in Slovenia, will return soon as a back load on Army Gliding Association transport and we thank London Gliding Club for the loan of a K-21.
Frank Birlison

CRANWELL (RAF CRANWELL)
WWW.CRANWELLGC.CO.UK
530231N 0002936W
EARLY June saw the club move its fleet to Saltby to run Exercise Soaring Eagle, an adventure training package for service personnel. Tim Page, Chris Pawsey, Alex Wright and Jack Morgan were sent solo. Connor James and Brandon Scales were ready to solo on the Friday, but weather stopped play. Hannah Funnel soloed aerotow and converted onto the Club Astir. Ross Craney passed his Ass Cat assessment and promptly made his first field landing in the Discus. Matt Meikle and Callum Evans converted onto the Astir, and Luke Dale converted onto Angus Watson's ASW 27. Ewan Weston completed Silver distance. Unfortunately, our Discus was destroyed in a launch accident. Luckily the pilot was uninjured; a strong cockpit and energy absorbing foam cushions helped. CFI Kev Morley is stepping down due to work pressures and Tim Davies is taking over the reins. Thanks to Kev for his hard work, and welcome Tim.
Ian Webb

CROWN SERVICE (LASHAM)
WWW.CSGC.WEBSITE
511112N 0010155W
CONGRATULATIONS to Chris Welch, who achieved his Silver distance in our K-8, and to our chair Stefan for his first 300km flight. We're hoping the end of the season is a little more consistent and we can mark up a few more notable achievements. In July we were due to hold our inaugural 'Members Day', but sadly the weather put paid to that. Undeterred, we set a new date of Saturday 21 August, at Lasham, and we're hoping to see as many current and past members for a chance to meet, fly and socialise. If anyone would like to learn more about flying with CSGC please contact Siggi, our member secretary (*memsec@csgc.org.uk*).
Paul Kavanagh

DARLTON (DARLTON)
WWW.DARLTONGLIDINGCLUB.CO.UK
531444N 0005132W
THE club had a very enjoyable evening on 14 July flying our old and new friends from the Sheffield Air Scouts. It was gratifying to see young people enjoying aviation, with 22 Scouts, leaders and some parents having a winch launch. After landing on the very last flight, Dave Carter was heard to say "I thought it was dark until I removed my sunglasses". Our thanks to all the members that help support this event and make it enjoyable for the scouts. Congratulations to Jack Coleman on completing his Bronze flying tests with CFI Al Docherty. We also give a warm welcome to Lifang Wilson on joining the club after completing a Silver course.
Barry Patterson

DARTMOOR (BRENTOR)
WWW.DARTMOORGLIDING.CO.UK
503517N 0040850W
CONGRATULATIONS to John Allan on being presented his wings by instructor Peter Howarth, followed a few weeks later by converting to the club K-8, and also Ed Borlase

(Left to right): VGC's Andrew Jarvis in one of **The Park**'s Gators at vintage weekend; **Cambridge**'s Charlie Brooker receives Neville Anderson award; Sheffield Air Scout enjoys gliding at **Darlton**; **Dartmoor**'s John Allan sent solo by Peter Howarth; Michael Carter sent solo by Brian Allen at **Derby & Lancs**







for completing his Bronze. Congratulations to the newly-qualified IFPs, thanks for your contribution in doing this. Dartmoor pilots have already flown the most cross-county kilometres the club has ever done in its history within a 12-month period, and still have more to go hopefully. Post-Covid we are seeing a steady increase in membership and are trying to increase instructor cover to service the new members. Maintenance of the club equipment/gliders has been ongoing and we are grateful to the dedicated core who work relentlessly.
Richard Roberts

DENBIGH (LLEWENI PARC)
WWW.DENBIGHGLIDING.CO.UK
531239N 0032312W
WE'VE had a fantastic season this year and now our focus is on the winter. We are offering cheap trailerage over winter so that you can come and do some ridge and wave soaring during this period, without getting your boots wet/muddy!
Chris Gill

DEVON AND SOMERSET (NORTH HILL)
WWW.DSGC.CO.UK
505107N 0031639W
THERE was a trio of first solos for Mike Meatyard, Josh Batchelor and Sam Slattery on the early July course – congratulations to all. James Smart has become our first IFP and, along with the instructor team, we are starting to make some headway with outstanding trial lessons. We welcome some new members, who have joined after taking a trial lesson. Our first expeditions have resumed to Camphill for the vintage rally and Milfield for Competition Enterprise with Team Eagle and DD3. Many thanks to Keith Vinning and Ashley for upgrading the NHL FLARM Receiver Ground station to Pilot Aware system.
Jill Harmer

DORSET (EYRES FIELD)
WWW.DORSETGLIDINGCLUB.CO.UK
504233N 0021310W
A JUNIOR Meet has been arranged on 30 August, to which juniors from the Bath, Wilts & North Dorset (The Park) and the Mendip Clubs have been invited. About 18 juniors are expected to attend. At the recent Club Class Nationals at Husbands Bosworth, Carol Marshall achieved her 500km Diamond distance and on 18 July won the day. Ian Simmonds has completed his Silver C and also achieved his 100km Diploma. We are pleased to welcome into membership Rick Feeney and Stewart Brooks, both of whom have significant gliding experience. A task week is planned for the last week in August. A number of members will be camping at the club for the week and enjoying a BBQ on the Saturday.
Allan Powell

EAST SUSSEX (RINGMER)
WWW.SUSSEXGLIDING.CO.UK
505423N 0000618E
WE SUFFERED a major setback in our flying programme when the exhaust of our Piper Super Cub failed and sourcing a solution to the problem was protracted. We also had technical issues with our Supacat winch. Problems fixed we got back to flying and now have two new solo pilots, Andrew Price and Ian Daniels, well done to both. In 2021 we have signed up 12 new members in various roles to the club, despite the majority of them not having flown a trial flight. One new member, Peter Kilworth, was returning to gliding after a six-year layoff while training as commercial pilot flying short haul routes; Peter managed to resolo after 10 launches. At our AGM, club secretary Bob Weston retired after many years; before that Bob was our treasurer. Records show that Bob joined the club in 1993. Our best wishes go to Bob and his wife Annie for their work at the club.
Mike Jeater

ESSEX (RIDGEWELL)
WWW.ESSEXGLIDING.COM
520253N 0003330E
WE'VE had a busy summer, with a backlog of trial lessons and new members undergoing training. A training week was held in August, mainly geared towards club members whose progress had been interrupted by Covid, and by the first day we already had a first solo – well done Harry Szluha! Well done also to Nigel Potter, who soloed in June. Harry van de Noort, who usually flies 189 passengers in a 737, gained his glider passenger rating and flew his son Kieran on the same day. Kieran is also learning to fly with us. We have another flying week at the end of August, by which time some more fields will have been cut so maybe some cross-country flights.
Cathy Dellar

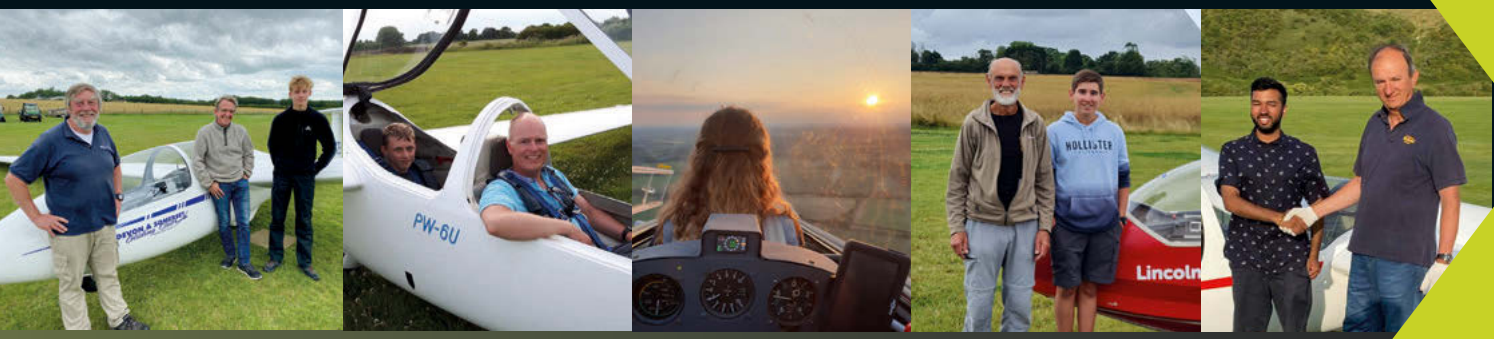
ESSEX & SUFFOLK (WORMINGFORD)
WWW.ESGC.CO.UK
515630N 0004723E
WE ARE slowly returning to something like normal operations, including reducing the backlog of trial lesson vouchers. A near full training operation is back in action. After a reasonable start to our soaring season, we have had few good days. Our leg of the Inter-club League was cancelled though many of our existing members and those from visiting club stayed on for a hog roast in a memorial to Paul 'Guppy' Robinson, whose final turnpoint is now the clubhouse end of '27'. Two of our juniors achieved 500km flights; congratulations to George White and Kristoff Ahlner on these achievements. As I write, we are two days into our task week, and both days have included cross-country flights!
Dave Bolsdon

HEREFORDSHIRE (SHOBDON)
WWW.SHOBDONGLIDING.CO.UK
521429N 0025253W
BUSY times, with ad hoc mid-week flying now as busy as our weekends. We have had a significant increase to our visitor flying capacity with Ken Powell, Martin Clark, Nick Robinson, Les Kaye and Phil King all now qualified IFP. Phil and Diana King, along with Tony Maitland, competed in Competition Enterprise; William Brewis and Bob Pye flew in the Inter-services at Bannerdown. Our juniors are coming along with plenty of flying, all progressing toward Bronze with enthusiasm. Our next course starts on 30 August; a mix of pre-solo and recent solo pilots so it promises to be a good week. The arrival of the honesty beer fridge (opened when the hangar doors are closed), courtesy of Ian and Sheridan, has been an instant success.
Bob Pye

HIGHLAND (EASTERTON)
WWW.HIGHGLIDE.CO.UK
573508N 0031841W
WELL done Ellen, who has been authorised to run the airfield as a solo duty instructor. Our EuroFOX is offline for several months after an accident caused by an incorrectly fitted nosewheel axle. At our AGM, prizes were awarded to: Height Award, Bruce Gordon for a flight to over 15,000ft; Most Meritorious Flight, Robert Tait and Stuart Naylor for a 349km flight which helped them win the UKMSC; CFI Shield, John Thomson for various things, and the Monkey went to the team who damaged the Junior's nose during hurried hangar packing. Our CFI Mike has a new pride and joy in the form of a Ventus.
John Thomson

KENT (CHALLOCK)
WWW.KENT-GLIDING-CLUB.CO.UK
51123N 0004950E
AT THE time of writing, we are looking forward to a busy August, including our cross-country week and away-trip to Shenington, which Colin Beer has again kindly arranged. Also, after several postponements, we decided to run our AGM via Zoom in August. Our courses and experience flights are recovering well and our glider fleet and vehicles are fully operational, providing

(Left to right): solos at **North Hill** for Mike Meatyard, Sam Slattery and Josh Batchelor; **Essex**'s Harry Szluha sent solo by Dave Hertzberg; evening flight on **Lasham** longest day event, with Amalia Maiden; Pat Fowler sends Fraser Hallatt solo at **Lincolnshire**; **London**'s Milan sent solo by Istvan



maximum opportunity for club members to fly. Faced with having to decide on our ongoing Covid safety policy, we are asking members of the public visiting for our courses and experience flights, as well as any club member flying dual with an instructor, to provide evidence of a negative lateral flow test within 24 hours before visiting the club.
Mike Bowyer

LAKES (WALNEY)
WWW.LAKESGC.CO.UK
570752N 0031549W
ALL members are back flying after their checks in the K-21. Tug pilots Peter Lewis, Roger Copley and Peter Craven have passed their bi-annual checks in the Warrior. We have experienced good thermal and wave conditions; 18 July was an exceptional day. The wave over the Lake District lasted all day working to 10,000ft+. Roger Copley reached Bassenthwaite Lake then Carnforth (Morecambe Bay) and back to Walney. Ben Moate achieved Silver duration in his LS3 with a five-and-a-half-hour flight. Malcolm Baldwin had his first flight in his new electric Shark. Other flights were to Coniston Old Man, Helvellyn, Keswick and Scar Fell Pike. Thanks to John Burdett and his helpers. All maintenance on the caravan and two trailers has been completed. Just the potholes in the road to finish.
Peter Craven

LASHAM (LASHAM)
WWW.LASHAMGLIDING.CO.UK
511112N 0010155W
VERY changeable weather has ensued this summer but a successful first UK Nationals was hosted since restrictions eased; the Standards, 15M and Open Classes battled tricky weather, with all classes getting at least one reasonable flying day. Our August UK Nationals are just a few weeks away, as I write. Good weather came finally for our postponed Longest Day flying event on the 23 June with around 250 launches between 4:19am and 9:45pm – our busiest day for a good few years! Congratulations to Sam Coole and Lee Allinson on completing their instructor courses in time for a busy summer. Finally the Gliding Heritage Centre opens again for tours this summer, check out its website.
Jordan Bridge

LINCOLNSHIRE (STRUBBY)
WWW.LINCSGLIDING.ORG.UK
531836N 0001034E
THE club has thrived since the last lockdown. Congratulations to Fraser Hallatt on going solo at 16. Pat Fowler has a Basic Instructor rating. Our launchpoint bus has finally died and gone to a preservation society in the North East. It's been replaced by a trailer that spent most of its life as a public address cabin and is perfect for the job.
Dick Skerry

LONDON (DUNSTABLE)
WWW.LONDONGLIDINGCLUB.CO.UK
515200N 0003254W
CONGRATULATIONS to Milan, who soloed on an Air League Course, as well as to Bruno and Rob, who have also soloed. We held an enjoyable vintage weekend when all manner of classic gliders took to the skies. This was shortly followed by a post-lockdown club BBQ that was well attended; it was great to be able to see everyone again. It's good to see a new batch of pilots push through post-Bronze and start to work on their Silver badges. At the time of writing, we wish Oleg good luck as he is off to France to compete in the World Championships for his home country of Ukraine.
Tom Pridgeon

MENDIP (HALESLAND)
WWW.MENDIPGLIDINGCLUB.CO.UK
511544N 0024356W
SEVERAL budding cross-country pilots have attempted the club 100km, with mixed results. Congratulations to Ron, Roger, Andrew and Rod. We have resumed flying members of the public with continued Covid precautions. Thanks to Mike Spalding for organising and handling the bookings. Our estate team has replaced the top running rails on the hangar doors. What was an increasingly difficult job to open the doors is now easy. Many thanks to John, Keith and Nick. The clubhouse has been painted externally. The mezzanine floor above the workshop is being organised to provide parachute packing facility. We are looking for a glass two-seater to replace our non-spinning, non-aerobatic K-13s. Our AGM is fast approaching and we look forward to a good turnout and constructive meeting.
Barry Hogarth

MIDLAND (LONG MYND)
WWW.MIDLANDGLIDING.CLUB
523108N 0025233W
FLYING and, in particular, training, has been exceptionally busy. The number of launches for June and July is way ahead of what we have seen for quite some years. The courses are just about fully booked and, when possible, we have laid on an extra two-seater and instructor to satisfy the demand for training. Congratulations on first solos to Christian Cornell, who has soloed after 32 years of gliding! Also to Chris Greenhalgh, Derek Bailey, Fraser Caswell and Will Bailey. Hobie Bishop, who first flew in a glider on 14 May, soloed on 26 June and completed his Bronze and Cross Country Endorsement on 3 August! Congratulations to Mike Jaworski, who resoloed after a nine-year gap, and to Martin Howitt, who has completed Silver C.
Steven Gunn-Russell

NENE VALLEY (UPWOOD)
WWW.NVGC.ORG.UK
522612N 0000836W
PILOTS are back to solo flying after the necessary check flights. Lewis Smith, one of our gliding scholarship trainees back in 2013, rejoined and regained his solo status. We are also pleased to welcome back another ex-scholarship trainee, James Thomas, who returned after gaining an honours degree in aircraft maintenance engineering. He will be an asset to our own maintenance team. Jasmine Day went for her Silver height and her flight has yet to be analysed, but we are all hopeful. Two of our young pilots, Josh Titman and Liam Ward, both converted from the K-13 onto the K-8 and have had some excellent and long flights in our newly-acquired one. The syndicated T-49 Capstan should be in the air shortly and all are keen to fly it.
Peter Valentine

NORFOLK (TIBENHAM)
WWW.NORFOLKGLIDINGCLUB.COM
522724N 0010915E
AT THE AGM, a new and enlarged board of directors was elected, with Eric Ratcliffe as chairman. We thank the retiring board for their hard work in difficult times. Mark Wright stood down as CFI and he is replaced by John Roche Kelly. Our president, Graham Ashworth, is recovering from his hospitalisation we send our best wishes. Daniel and Adam have taken over the catering. The Inter-club League had a faltering start as the weather has put a stop to three of the four days, at Wormingford and then Tibenham, but we all enjoyed a social evening and BBQs. Congratulations go to several younger members: Josh Yates and Kyle Jensen both solo, Josh Head with his Bronze Theory and Jack Jenner Hall his Aerobatics Badge and, as I write, Silver duration.
Adrian and Barbara Prime

NORTH WALES (LLANTYSILIO)
WWW.NWGC.ORG.UK
530239N 0031315W
WELL after such strange times, back to normal. Trying to glide every weekend, but wind and rain getting in the way. Our Half Cats seem to be doing a good job, running the field, etc, on behalf of our CFI, Keith.

(Left to right): **Midland's** Mark Butcher sends Hobie Bishop solo; also Chris Greenhalgh; **Nene Valley**'s Jasmine Day achieves Silver height in Olympia 2B; Amelia Richardson is sent solo at **Oxford**; **PSGC** CFIs - Kev Fear, Dave Feneley, Hayden Haresign, Ross Morriss and Jeff Howlett at memorial







Jedd Terry came down last weekend to test one of our instructors and for a five-year check on our CFI; all went well. Strangely enough, we have had a few visitors coming back to fly as temporary members and have had a few people join since starting back after Covid. One of them lives in Southern Ireland, but is over regularly to visit parents in North Wales. Strange times, indeed.
Ian Masson

OXFORD (RAF WESTON ON THE GREEN)
WWW.OXFORD-GLIDING-CLUB.CO.UK
515249N 0011311W
A VERITABLE flurry of achievements. Congratulations to Amelia Richardson, Siobhan Tobin and Azmi Rahman on joining the special brethren of solo pilots. Amelia soon got bored with flying with an empty seat and has now converted to the K-8, as has Geoff Jones. We congratulate Jacek Dudzik on his Silver distance. A number of instructors supported our OUGC members at the Inter-University Competition week at Aston Down and, flying the vintage flag for OGC, Garry and Martin recently returned from the Camphill vintage week. We held our first social event for a couple of years as we celebrated 65 years of continuous operation from Weston-on-the-Green in true OGC style. It was nice to see so many old(er) faces. Thanks go to Dave Bray for arranging this.
Norman G Nome

PETERBOROUGH & SPALDING (CROWLAND)
WWW.PSGC.CO.UK
524233N 0000834W
UNSCHEDULED maintenance on our tugs caused a reduction in the amount of flying we've been able to do. Hopefully the Pawnee will be back soon and the Husky engine will have its problems sorted out quickly. The ab initio course was a success, thanks go to the volunteers who made this happen. Luke Burks has completed his Cross Country Endorsement and is now the proud owner of an SPL. Glenice Crowhurst, whose husband Dave was a stalwart of the club and CFI, made a presentation to the club in his memory. The board records all of the previous CFIs from the beginning of the club and many attended the presentation and BBQ.
Roland Pitch

PORTSMOUTH NAVAL (MIDDLE WALLOP)
WWW.PNGC.CO.UK
510858N 0013413W
WE HAD a successful bank holiday weekend BBQ and a fun weekend camping. Congratulations to Emere on his first solo. Sam and I completed our Ass Cat ratings. Chris G completed his Bronze, Barney and Tom their Silvers, and Nigel S converted back onto the Chipmunk. An Astir has been added to the fleet from Heron; we are looking after that until they start their flying activities again. The club had a successful weekend at the Middle Wallop wings and wheels event, making use of the BGA simulator. A special mention to Lewis, who went solo on his 14th birthday. Lewis has just finished his ATPL so huge congratulations to him.
Lee Allinson

RATTLESDEN (RATTLESDEN)
WWW.RATTLESDENGLIDING.COM
521001N 0005216E
WE HELD a day for our local NHS workers and flew them free of charge. We had an excellent turn out and everyone had a great day, our instructors were kept very busy all day giving trial flights. The BGA also supplied us with the simulator free of charge, which was very much appreciated. Recently it was our turn to host the ICL between us, Tibenham and Wormingford. The Saturday wasn't brilliant with very few pilots completing the tasks; there were a lot of field landings! Sunday, though, saw a big improvement. Everyone made it around apart from one unlucky pilot, who landed 2km short. There was a close finish in the pundit class, with just 1 min 52 secs separating first and second positions.
Guy Western

SCOTTISH GLIDING CENTRE (PORTMOAK)
WWW.SCOTTISHGLIDINGCENTRE.CO.UK
561121N 0031945W
BIG changes in weekend teaching, with two instructors allocated four students and an aircraft each with another instructor for the flying list. Introduced "Click & Glide" programme. Dedicated caravan at launch point for briefings. First solos for Neil Grant, Ian Lawson, Dougal Boyes and Dylan Gillespie. Tom Thompson completed his Silver, well done to all. A successful cadet week was also held led by Phil Dolan. A special thank you to Ron Smith for all the instructing he's put in, as well as the instructing teams. Members went to Hus Bos for the club expedition; we also won the Scottish ICL held at Aboyne. A lot of new faces especially younger ones.
Sant Cervantes

SEAHAWK (RNAS CULDROSE)
WWW.SEAHAWKGLIDING.CO.UK
500509N 051520W
FLYING in the South West was curtailed by the G7 Conference in St Ives, so the club detached to the Long Mynd for a very successful two weeks organised by recent new joiner and Midland member Mark Jerman. Great soaring from an interesting site and welcoming club. We are now into our annual summer courses for youngsters sponsored by the Fleet Air Arm Officers Association Aviation Trust to provide air experience for a week and an insight to life in the Royal Navy. We are also running a trial of the BGA's new Ass Cat/FI course alongside the FAAOA course, which is being led by Colin Sword assisted by Don Puttock. Fingers crossed that the weather remains set fair and that our three candidates crack the new, much more flexible, club-based syllabus.
Chris Bryning

SHALBOURNE (RIVAR HILL)
WWW.SHALBOURNEGLIDING.CO.UK
512014N 0013239W
OK, 23 June wasn't the longest day, but it was the closest flying day to it and we certainly made the most of it achieving 50 launches and over 25 hours of flying. Jamie M clocked up 20 minutes in JPC from an 20:50 launch… I guess nobody told him you don't get thermals at that time of night. The new Wednesday evening training sessions have proved popular. 'Jacob's Ladder', a beautiful Olympia 1 last flown in 1989, took to the skies once more in June, after being lovingly restored to its former glory. Check out the blog for some interesting history on this glider, featured in S&G in Feb 1958. Members are clocking up achievements thick and fast, including Alaiksei on his 5hrs/full Silver, Jamie on going solo and converting to the K-8, and Stan on converting to the DG-100.
Claire Willson

SHAWBURY (RAF SHAWBURY)
WWW.RAFSHAWBURYGC.CO.UK
527927N 0026575W
FANTASTIC weather has allowed the club to fully explore the countryside around RAF Shawbury and the now familiar sight of our aircraft in the sky is drawing an increasing number of enquiries from RAF Shawbury staff. We continue to attract students from RAF Cosford. With our increased membership, we may need to look to add to our instructor numbers. Whilst RAF Shawbury is our home, members have flown further afield with visits to Hus Bos, Shobdon and Seighford. We are looking forward to providing an aerobatics display in the K-21 at the families day in August. Congratulations to Matt Forester and Richie Wilebore on resoloing, and to James Pottage and Danny Robertson on going solo. Danny is our first home-grown solo pilot at RAF Shawbury.
Geoff Catling

(Left to right): **Shawbury**'s Ian Gallacher sends Danny Robertson solo; Max Mingay joins the elite corps of tuggies at **Parham**; **Welland**'s Mark Rushton sent solo by Jack Fiddy; new **Wolds**' Ass Cat Jonathon Richardson sends Charlie Krajewski solo; solo for Will Davies at **York**







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

THE relaxation of the Covid restrictions led to the expected upsurge in activity at Southdown. Soarable or not, members reappeared in considerable numbers. Even the RAF cadet T-21 was wheeled out for active service. Our juniors arrived, mostly on bicycles, to take every opportunity to get airborne. Merlin Ohta comes all the way from East Grinstead to Pulborough by train, then cycles to Parham. Pierre Van De Stichele, Grant Kelly and Clive Bernard soloed, and Scott Munoch flew Silver distance. Kevin Beale completed his Silver C and Max Mingay was cleared for tugging. It was good to see the winch operating on the Friday evening sessions, to remind us that this is still most economical route to solo flying.

Peter J Holloway

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

NORMAL operations are beginning to resume at the club and, with arrival of the better summer weather, more members have been able to enjoy some sustained soaring, including several satisfying cross-country flights. We have resumed providing trial flights for visitors, including some who had to postpone their flights during the lockdown. We have also gained several enthusiastic new members. Even when it has not been flyable, a growing number of members have returned to the airfield, keen to engage in catching up with the wide variety of inevitable maintenance tasks.

Stuart Edinborough

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

WE HAD successful course weeks in June and July, and a number of new members. Six of our pilots competed in the Bidford Regionals and we managed a 3rd, 7th, 8th, and 11th, as well as the best placed junior and first amongst the 15m gliders. Thanks to Bidford GC for making everyone so welcome – we will be back next year with fingers crossed for better weather. Club flying continues to increase as members return to flying post-Covid and instructors resume instructing as government restrictions relax. Our club flying and task week is coming to an end as I write – not blessed with the best weather, but we have done a lot of flying, and we have enjoyed fab food thanks to the efforts of Val and her helpers.

Andy Balkwill

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

CONGRATULATIONS to Jonathan Hill and Sam Coole on becoming assistant instructors. They have thrown themselves into teaching the many new members that we are delighted to welcome since restrictions were lifted. The club continues to fly the backlog of voucher flights and we are delighted we are converting so many into members. Congratulations to Andrew Strand, who won the Best Restored Aircraft at the Camphill Vintage Rally with his T-49b Capstan. He also won a number of other categories as well and he and his family had a very successful week – well done, Andrew.

Chris Leggett

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

THERMALS lasting well into the day with the sea breeze being slowed by the SE winds have allowed some very good soaring, with cloudbases at over 5,000ft over the site and ridge. Sadly the Vintage Glider Club had to postpone its rally here at Bellarena in September; the uncertainty of Covid-19 and "the Protocol" caused a poor take up. We are still going ahead with our week's flying to celebrate our 90th year of flying, as well as our 91st year of being in existence, and are expecting one or two visitors from GB and RoI. Matthew Morrison has been enjoying some flying at Denbigh and, on a flight to Snowdonia Peak, completed his Silver badge with a Silver height climb.

Michael D Miskimmin

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

THERE was a committee reshuffle at our AGM with Andy Bennett, Gregg Taffs and Malcolm Johnson stepping down to make way for new blood in the shape of Paula Archer, Dave Stringfellow and Dave Arblaster. We thank the outgoing officers for their good service and leadership, and offer our support to the new recruits. Our summer flying week was recently held, with good food, good company and good flying. Jack Fiddy and Max van der Helm achieved their first solos, while Andy Burton finally coaxed his Libelle round a 500km task. Following recent K-13 flying restrictions, our friends at Crowland kindly lent us their Puchacz for spin/stall training and sheer fun. I've just discovered the spellchecker suggestion for Puchacz is "Upchuck", most apt.

Andy Burton

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

THE return towards normality has continued with a good amount of club flying, members being particularly encouraged to progress to meet the requirements for conversion to SPL. We've had weekend visits to Sutton Bank and Rufforth, arranged by Sandy Lloynd and Craig Scott, to familiarise people with our local airfields and will be hosting a visit. Sam Roddie ran a task week giving people an opportunity to fly with more experienced cross-country pilots. We are working our way through the backlog of voucher flights while new voucher sales have been gratifyingly steady. Our one-day introduction to gliding course is also proving popular. Graham Wadforth is coordinating a visit by Camphill members for aerotow practice and our two-seater competition is coming up.

George Morris

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

WE'VE had a busy summer – a relief after all the recent disruptions! Our big news is the success of Tom Pavis in gaining a Silver for the British team in the European Junior Gliding Championships in Lithuania. We are immensely proud! Our evening winching sessions have been in full swing. Congratulations to Will Davies on his first glider solo flight and to Simon Madison on his first solo since joining the club. And finally... 40 years to the day since he flew with his dad Keith for the first time Ben Proctor was back at YGC for another flight to mark the occasion. They even went in the very same glider!

Andy Carden

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

WE HAVE been endeavouring to return more normal operations, but with some sensible restrictions still in place. Our excellent lunchtime catering service is again available and our popular Tuesday evening flying for ab initio training has resumed. June proved to be a busy flying month. Only three days were unflyable and we made the most of the soaring conditions. The three best days each produced several 300km plus flights. July weather was less accommodating for epic cross-country efforts, but again nearly all days were flyable. We made the most of the conditions on offer with training, flying and club gliders keeping busy.

Ken Arkley



■ Anglia GC is definitely on the up now after a sustained period of waning membership, and has now achieved its goal of over 51 per cent military membership.

› CLUB FOCUS

ANGLIA

AT A GLANCE

Membership:
(Civilian by application)
Military: Price dependent on rank
Civilian: £215
Civilian Family: £265 (two adults and two juniors)
Concessions: Cadets, country members, juniors, students

Launch type:
Winch/Aerotow

Club fleet:
2 x K-21, LS8, LS4, Discus, Rotax Falke TMG

Private gliders:
7 x single-seaters, Pietenpol, Jodel, fully-restored T-21

Instructors/Members:
8/49 (55 per cent military)

Operates:
Weekends only (year round) usually on Saturday.

Contact:
07850 763504
info@angliaglidingclub.org.uk
www.angliaglidingclub.org.uk

Long and Lat:
520737N 000721E

Radio:
Wattisham radar - 125.800 (MATZ). Anglia Base - 125.800. Visiting aircraft are not usually permitted. Contact the club in advance.

ARMY Gliding Club (Anglia) operates out of Wattisham Flying Station in Suffolk; home of the UK's Apache Attack helicopter, which is flown by 3 & 4 Regt Army Air Corps.

As a military club, our primary function is to train service men and women to learn to fly to competition level, so they can compete in the Inter-Services. With a recent easing of Covid restrictions, the number of service personnel on the books has grown considerably. Our instructors are working overtime to get ab initios through the syllabus before the end of the season; a couple of Apache pilots are (understandably) doing well.

Our trusty Skylaunch winch was refurbished over the first lockdown and included a conversion to Dyneema, so we can now boast average launch heights of 1,600ft, with 2,200ft not unusual. Not only are we blessed with the use of the airfield, but the Commander at Wattisham has allowed the club to use two Hardened Aircraft Shelters to house our glider fleet and ground equipment. At the time of writing, he is also assisting us in getting a much-needed clubhouse up and running because the last one was lost to storm damage a number of years ago.

Despite being a military club, it's our civilian membership that sustains us in almost every aspect. Nearly all of our instructors and committee members are either veterans or civilians, which gives us continuity when military members are posted away. This creates a unique ethos in the club: acutely aware of the need to get more soldiers involved, it's not unusual for civilian members to step aside to allow visiting soldiers an opportunity to fly. It's this welcoming atmosphere that makes it very easy to convince many serving visitors to upgrade from temporary to full membership.

The club operates each Saturday routinely throughout the year, and Sundays, if we have sufficient instructor cover. We welcome serving personnel, veterans, cadets and civilians by application. If you are interested in visiting, please get in touch and we will be delighted to extend a warm welcome.

Simon Ginns

The BGA Team and General Information

Executive Committee

Chairman
Andy Perkins
chairman@gliding.co.uk

Vice Chairman
George Metcalfe

Executive Members
Nick Garland, Peter Hibbard, Matt Page, Peter Bennett, Rebecca Bryan, Bill Brittain and Richard Brickwood

Treasurer
Anthony Smith

Company Secretary
Anthony Smith

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Training Standards Manager
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mike@gliding.co.uk

SLMG
Paul Whitehead

Technical
Howard Torode

Flying Operations
Peter Moorehead

CAA SLMG Instructors and Examiners

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

Gliding Examiners

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

Safety Guidance

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

Airworthiness Inspectors

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

Airworthiness Guidance

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

Other Information

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

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

BGA Office Contact Details
8 Merus Court, Meridian Business Park, Leicester, LE19 1RJ
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SHOWCASE



The SZD-21 Kobuz 3 – the final version of the Kobuz, first flight 10 December 1964

Bartek Kot explains how and why he is creating a gliding museum in Poland to highlight achievements



The SZD-22 Mucha Standard is a single-seat aerobatic glider designed and built in Poland

COLLECTION IS THE RESULT OF A GREAT PASSION FOR GLIDING AND HARD WORK

THE year 2024 can be considered the 100th anniversary of Polish gliding. Despite the fact that Poland is still at the forefront of the world gliding, with great competition achievements, as well as glider manufacture, there is no museum in our country that showcases Polish achievements in this field.

I plan to establish such an enterprise. As someone with a collection of antique gliders that I have renovated myself, I would like to make it available to the public and not keep it hidden in various nooks and crannies. Our collection is the result of a great passion for gliding and a lot of my own work.

The gliders mentioned below are the largest, I think, collection of old gliders in Poland, boldly competing with the collection at the Polish Aviation Museum in Krakow. These are often unique gliders, produced in low numbers, with only a single glider surviving or even only replicas. Since pre-war times, Poland has produced the most modern and the best gliders in the world and, at the same time, has many wonderful gliders that hardly anyone knows about or thought worth remembering.

I also managed to collect a lot of original glider documentation; extremely valuable documents that allow me to build flying replicas of gliders that no longer exist. The collection essentially consists of Polish-made gliders built in the 1950s and 1960s. In particular:

- SZD-10 Czapla
- SZD-12 Mucha 100
- SZD-15 Sroka
- SZD-21 Kobuz
- SZD-22 Mucha Standard
- SZD-24 Foka 4
- SZD-25 Lis
- SZD-27 Kormoran
- SZD-32 Foka 5

These are gliders no longer in common use, withdrawn from service in the 70-90s and often miraculously saved from destruction.

Some of the gliders are refurbished, it is planned that all gliders will be flyable. The plan is to create an exhibition at one of the airports near Wrocław and to expand the collection with new gliders. Replicas of pre-war gliders will be built based on the documentation at hand. There will be rallies at the museum, including international rallies, and glider communities. In addition, the collection will grow with souvenirs of glider pilots who were and are the best in the world.

Everything will be open to visitors. Modelling workshops for children and adolescents will be organised. This will contribute to the spreading of knowledge about this sport and to make wider known the achievements of which hardly anyone knows, despite the fact that we have always been and still are the best in this field.

FROM RAIN TO FIERCE SUN...

BARTEK Kot's article (facing page) shows what one person can achieve through sheer willpower and hard work, ***writes VGC President Andrew Jarvis***. I hope we can support this great project somehow. Most of us know and love the Polish classics, such as Pirat, Bocian, Junior and Puchaz, with the amazing Perkoz following on. Even Southdown's beautiful T-21 is half-Polish, having had a total restoration done by SZD in 2005; it still flies 'like new'.

In the last issue, the late Dick Dixon's amazing life was deservedly celebrated, both by Craig Lowrie of Southdown, and also by BWND's Chris Basham: this is because Southdown and The Park became Dick's two long-term gliding 'homes'. In the strange way that gliding matters intertwine, Dick also flew at South Wales (Usk) and we (the VGC, that is) are still determined to do so, despite a setback – see later. So it is with pleasure that we start this vintage round-up at The Park.

Atmosphere

Last year's Park and Glide rally was cancelled at the height of the Covid outbreak, but was successfully run this year, from 9-12 July. The rally name abbreviates to P&G, which is nice because the rally organisers are Phil (Drake) and Geoff (Pook) – just two of the ever-helpful folk at The Park. My friend Brian Dandridge captured the atmosphere of the rally with some wonderful pictures. To be honest, there was a bit too much atmosphere, most of it with 100 per cent humidity and precipitation. However, this somehow made it all so traditional! There were many lovely flights throughout the rally.

Soon after The Park, we were at Camphill (19-13 July) for the 25th Vintage Rally. The weather went to the other extreme, with almost overpowering sunshine! Also in the last issue, Camphill's ex-CFI, Dave Martin, gave some shrewd insights as to how the great beauty of Camphill's site is preserved (get a grant). Dry stone walls and wooden gliders can make a wonderful combination – as long as they aren't TOO close! We were all given a warm welcome by Mike Armstrong, chairman Liz Martin and CFI John McKenzie. Next year's Camphill event is already being planned, with dates 'to be announced'.

Rally matters now get a little complicated and also sad, but I'm sure things will turn out for the best. Let me explain. The VGC's UK National Rally was to have been at Bellarena, Ulster, but we were forced to cancel. Steep ferry fares and lingering Covid meant there were no takers.

The 2021 (spring) National Rally at Usk was cancelled due to a serious winching issue. The net result is that our 2022 National Rally has now shifted to The Park. (Please note the date is two weeks earlier than usual.)

As for Bellarena, Owen Anderson tells me Ulster GC is holding a Vintage Week in September, so we can look forward to some great pictures for the next issue. And for 2022, I'm sure the VGC will make a visit somehow or other, though details are in the melting pot at the moment. Lastly, Usk will not be forgotten: we will be making a visit for a mini-rally, maybe also in 2022.



Above: Stone walls and wooden wings – it has to be Camphill

Below: A lovely smile (from Samantha Elmshurst, that is!) accompanied by resident instructor Alan Jolly (Andrew Jarvis)



2022 RALLIES

- UK National Rally, The Park, 14-20 May
- VGC Rendezvous, Ferrara , Italy, 21-30 July
- 48th VGC International Rally, Celje, Slovenia, 1-9 August
- *www.vintagegliderclub.org*

Below: Alan Pettit (far left) gets a little extra help rigging his Skylark 2 – normally it's just Alan and his crane! (Brian Dandridge)





GCD landing in rough pasture the other side of Feshiebridge (Bill Anderson)

FROM BULLS TO BODYGUARDS...

Cairngorm GC's Bill Anderson looks back at a gliding career marked by the number and variety of landouts he has experienced between 5 May 1997 and 7 October 2020

MY GLIDING career has not been marked so much by a progression of badge flights and cross-country achievements. What stands out in my mind, and my log book, are the number and variety of landouts over the past 23 years. From "falling" out of wave in a Slingsby Swallow a few miles from Cairngorm Gliding Club in 1997 to my latest landout, which involved a cable disconnect at 150ft departing runway 21, again from Feshiebridge this time flying my Std Cirrus GCD.

As all glider pilots, you learn the sayings of our community; the most relevant to this subject and a truism "the number of take-offs will be equal to the number of landings". This would be my opener if I was to give a briefing on field landings. Without this becoming a list of fields I have landed in, I have written down some of my experiences. For example: landing uphill; landing in crop; some encounters with stock, including sheep, cows (and, of course, if there is one cow in a field it's a bull); landing in Glen Feshie during the mad cow outbreak; avoiding men with dogs; the use of Land Rover tracks; arriving in rough pasture; the arresting qualities of silage; and not ploughing into a ploughed field. And the one occasion landing on a "hill of beans" while taking part in an Scottish Inter-club competition flying from Portmoak.

Let's begin with my landing next to a "single cow" and my encounter with a Royal bodyguard. I had been given the loan of a Skylark 3 for the Scottish gliding clubs' annual Inter-club league. The competition in 2008 was hosted by Deeside Gliding Club, and the task included an area task to the west. I set off in weak thermals and worked myself in the general direction of Ballater. I found myself over the other side of the town at 1,000ft with insufficient height to turn back to Aboyne. I was looking for a flat piece of ground not too far from the river; a small patchwork of fields emerged and I decided to make a wide circle around a forested hill, to

make best use of the shape of the intended landing area.

As I rolled into a lefthand turn I happened to notice the tower of a castle. I straightened up and, with the aid of the Skylark's efficient airbrake, dropped into the field. Having no wheelbrake, I pushed the stick forward, placing the skid firmly on the soil and soon came to halt. It was there I was met with an agitated and sympathetic lady from the nearby farm and a young man on holiday at the farmhouse, which was occasionally a B&B. The farm lady kept offering me cups of tea and sympathy after my "crash". I tried to explain to her that it was a common enough event – for me anyway. I was fine and interested in the solitary cow in the field we had to walk through to get to the nearest access road. The cow was a bull, called Useless. It would not harm us and it had totally failed to deliver, hence the name.

The young man, as it turned out, was a Royal bodyguard and the castle I noticed on my approach was Birkhall (pre-restrictions). I explained to the young man that I, too, was on holiday and worked for the same boss, as at the time I was an area manager for The Prince's Trust.

Trepidation

I enjoy the freedom of flying, the exhilaration and joy of soaring over the mountains, enjoying local soaring flying over well-known landmarks and that mixture of excitement and trepidation when I set off cross-country and the possibility of landing out is never far from my mind. It's coming down to earth that concentrates your thoughts and focuses your efforts and the rewards of arriving safely.

The arrivals often attract local interest, sometimes amusing, at times more stressful than the landing. I was once confronted by an angry farmer with large dog, demanding money. On another occasion I landed between two tractors while they were ploughing. They carried on ploughing; I sat in the glider on a little unploughed island.

After a 50km attempt I arrived in a wheat field by the River Spey. Opening the canopy I could hear the whooph whop of blades thrashing through the air. Looking up, 50ft above was the unmistakable outline of Rescue 137, an RAF Sea King from 202 Squadron, Lossiemouth, and leaning from its open doorway a winchman was about to descend. I made a quick exit from GCD and waved him off.

Twenty-three years of gliding, 14 field landings. What have I learnt? I have got into the habit of picking out suitable landing areas before I have made my decision to land out. Where there are no suitable landing areas, I begin to work out some strategies to get myself over suitable terrain before I get too low – this isn't always easy flying over the Cairngorms.



GCD field landing in a field in Tomintoul during an Inter-club League. SHK in the distance (Bill Anderson)

On one such occasion, on an Inter-club League task, my turning point was Tomintoul. I was a good way into the task and was getting low over the Cairngorm plateau. I couldn't see much green beneath me, only granite and it was getting closer. Ahead I could see a thin, green strip in the direction of travel; pressing on I found myself over Tomintoul at 900ft, which gave me little time to plan a circuit. My thoughts were, land into wind on a flat surface and, as I turned onto approach… avoid those cables!

I flew over the top of two lines of telegraph wires, which curtailed the amount of field available to me and required the use of side slip and full airbrake. Then I noticed the field sloped gradually downhill – fortunately it also sloped from right to left and I used the gradient to slow GCD down, turning off to the right on the final part of the ground run.

As I came to a stop, another glider appeared overhead and started his approach from the opposite direction. An interesting discussion on decision making followed and on the relative performance of a Std Cirrus and an SHK. When you explore the relative flight envelope of each glider, not much.

And the main lesson – at all times and above all else, FLY THE GLIDER.

Finally, a field landing I won't forget resulted from a premature cable release at 150ft. It ended with a landing in rough pasture over the river, but that can wait for another time…

LOOKING UP, 50FT ABOVE WAS THE UNMISTAKABLE OUTLINE OF RESCUE 137, AN RAF SEA KING FROM 202 SQUADRON, LOSSIEMOUTH, AND LEANING FROM ITS OPEN DOORWAY A WINCHMAN WAS ABOUT TO DESCEND

■ 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*

‘HOPEFULLY’ IS NOT AN OPTION

Mike Fox explains why it is essential always to have a contingency plan and not to expect that things will turn out OK

HEADING back to the airfield after a cross-country, I knew it was going to be tight. The ends of my fingers tingling I was so tense – complete attention fixated on the nearest end of the runway to the detriment of all else. I’ll probably make it.

Is ‘probably make it’ a sufficient concept on which to bet your life? Are there landing options on the way back? In my case, for the last couple of kms, there were only two options – land on the airfield, or crash in the trees. I did make it to the airfield and no one was the wiser. But I knew that I had bet my life on the vagaries of the airmass for the last 90 seconds of that flight and I didn’t feel good about it. I decided that I would never ‘hope’ to make it back again.



Fast forward perhaps 20 years and I’m in the back of a K-13 on an instructional flight out of Seighford. My student is climbing in a thermal as we are drifting downwind. I’m relaxing and enjoying the view as the climb rate starts to reduce. We stayed with that weak climb just a little too long.

Suddenly alert, I notice the situation and ask my student to straighten up towards the airfield. The view looks fine initially, but then there is a little drizzle – and sink. I recall that previous final glide, many years before, and remind myself that ‘hoping’ is not a strategy. I start eying up fields on the way back while flying the glider as efficiently as I can. I’m determined not to repeat my previous mistake. I ask my student if she thinks we might make it – she says ‘no’. My reply is – well, I think we might, but might isn’t good enough, so we are going to land in one of these fields to the right. We both scrutinise the field for wires and other obstructions, make a base leg and land.

I’m not proud that on an instructional flight, we ended up in a field. However, having made the decision early and planned for the possibility, the actual landing was a complete non-event. My field landing experience is fairly high (I have averaged one or two landouts a year for the past 25 years), and I have quite a bit of experience in K-13s, but it’s still easy for any pilot to do the same AS LONG as you think about the possibility early enough.

Travelling hopefully

We are experiencing accidents, both instructing and in single-seaters, which are in the category of ‘travelling hopefully’ – a phrase coined by my old boss, Don Irving.





Always ask yourself what happens if that ridge doesn't work (Mike Fox)

Travelling hopefully is when you simply hope that everything will work out despite the view out of the window! Getting lower and lower on the ridge? It'll be OK – the ridge always works here! Losing out on the glide home? There will be some good air ahead – it'll be OK! No field landing options here? It'll be fine – the turbo always starts! I was travelling hopefully during the last 90 seconds of that first glide back to the airfield, but I learnt from my mistake.

Gliders in trees, broken gliders with engines sticking confidently out of fuselages and even gliders in the sea in more than one case were all – in essence – travelling hopefully accidents. In one accident, the glider struck bushes on the boundary of the airfield – there wasn't enough energy to clear them. Immediately before the end of the airfield was a huge grass field. All they had to do was open the brakes and touch down in the field before. Such is that fixation on the airfield when there is no other plan in mind.

Don't travel hopefully!

Instructors – how can we teach students to identify the need to potentially use a safer option? Show students safe limits and set those limits when briefing solo pilots. Show students that if they get close to those limits they need to identify a potential safe option and use it if they are not sure of a safe outcome. ALWAYS display the safer option in your own flying and instruction.

Getting low in the circuit? GREAT OPPORTUNITY to show the student how to take the 'turn in early' option and stop travelling hopefully in the circuit. Getting low on the ridge? Point out the height you set during briefing as your minimum and return to the airfield or a field. Local soaring? Set limits of height and distance to get students safely back to the airfield. Teach them a bit about field landings – enough to keep them safe if they must use those fields.

Solo and licensed pilots – if things get squeaky, tear yourself away from the possibility of travelling hopefully. Pick fields as you get lower along the ridge, so you have somewhere to go if the ridge gets really soft. Remember that if the ridge lift is poor enough that you descend below the top, it will probably get even worse the further you descend. If you have a contingency option, you are more likely to take it. If you have no plan, you are much more likely to travel hopefully.

Always ask yourself 'what happens if that cloud/ridge/wave bar doesn't work?' What's your plan? If there is no alternative plan, you CAN'T try the lift! You MUST do something else. That might mean turning 180 degrees and going back to reliable lift. It might mean returning to the airfield for another launch. It may mean landing out, but you simply can't try something where the only other option is to crash!

Above all – ask yourself 'is my life worth travelling hopefully'?...

Mike Fox, BGA Training Standards Manager

■ Have you ever travelled hopefully in a glider? Have you learnt from the experience? Why not tell us your story – we can then all learn from your mistakes as well as mine!? Send them to us at *mike@gliding.co.uk* and we can print some of the best. Don't worry – we can make them anonymous if you wish!

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)
A good lookout (June/July 21)
Trouble with turbos (Aug/Sept 21)

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

Below: Field selected after memories of travelling hopefully on a previous flight



BGA accident/incident summaries

AIRCRAFT Ref	Type	Damage	Date, time	PILOT Injury	P1 hours

19 ASW 19 minor 31/03/21, 13:05 none 70
Undercarriage collapsed during landing ground run. Although the touchdown was normal, the H-frame holding the main wheel collapsed and there was minor damage to the gear doors. The glider had been laid-up for 10 years following a heavy landing before being repaired and sold. The repair involved fitting a replacement undercarriage from another airframe.

21 ASH 25 Mi minor 17/04/21, – none/none 1136
Undercarriage collapse during field landing. After the engine failed to start it could only be partially retracted as the propeller was not in the vertical position. A normal circuit and landing was flown into the selected field, but the glider ran over an undulation during the ground run, launching the glider back into the air. The subsequent hard landing fractured the undercarriage mounting, driving the wheel back into the wheel bay, as well as causing possible damage to the engine pylon spindle drive. Fuel was seen leaking after the landing, indicating possible damage to the fuel system.

24 Silent Electro destroyed 23/04/21, 14:00 serious 227
AAIB investigation. Witnesses report the glider taking off into a steep nose-up attitude before turning and dropping nose first into the ground.

25 K-21 minor 20/04/21, 15:50 none/none 700
While pulling the release at the top of the winch launch, the P2 let go of the knob under tension. The cable quickly retracted and the knob's momentum led to it striking the ASI, breaking the glass. The club intend to shorten the length of the release cable.

28 DG-500 minor 25/04/21, 13:30 none/none 4868
Wheel-up landing. At about 2,500ft ato, the P2 reported feeling unwell so the P1 flew a rapid descent, during which the P2 was sick. The P1 carried out an abbreviated circuit and landing, forgetting to lower the undercarriage. The underside of the fuselage was damaged by the hard surface.

29 EuroFOX substantial 24/04/21, 10:45 none 720
Prop strike. After receiving the 'take up slack' signal, the tug pilot opened up full throttle. He quickly realised his mistake, closed the throttle and applied the brakes. The tug tipped over on to its nose, damaging the propeller with possible damage to the gearbox, engine and engine mount.

32 Ventus minor 16/04/21, 14:00 none 1200
Wheel-up landing. The pilot realised at about 5ft agl and attempted to lower the wheel. He let go of the airbrake lever to control the glider in pitch with his left hand, but the glider landed heavily with the wheel only partially extended. The undercarriage doors came off and the undercarriage extension mechanism was damaged. Lack of currency, the fact that the glider was new to the pilot and an urgent call of nature were all cited as factors as to why the pilot did not complete his pre-landing checks.

34 Nimbus 3dt minor 29/04/21, 13:10 none 1752
Field landing accident. After the turbo engine failed to run at full power the glider was unable to maintain height. The pilot flew a circuit into a suitable field, shutting down the engine on base leg but leaving it partially erect. He lowered the gear on final approach, but soon after touching down the gear collapsed. The undercarriage doors and underside of the fuselage were damaged, the wingtip section of the port wing broke off and the starboard spoileron was fractured. The CFI noted that the the GPS trace shows that the pilot overshot the turn onto final approach and that while turning to line up the airspeed reduced. The speed reduced further on final approach, possibly due to the distraction of lowering the undercarriage, and that combined with the additional drag of a partially deployed engine, as well as the upslope at the touchdown area, the glider may not have had sufficient energy to round out to a fully held off landing.

35 K-21 minor 09/05/21, 12:50 none/none 762
After the third winch launch of the day, the underside of the glider was found to have a puncture hole between the winch hook and the main wheel. The club suspect that the 20mm by 10mm hole had been caused by the rings after releasing from a winch launch. They had recently started using a Dyneema winch cable and allowing the cable to back release rather than releasing earlier under tension and the report speculates whether this allowed the rings to strike the underside of the fuselage.

36 ASW 19 substantial 12/05/21, 15:00 minor not reported
Heavy landing during which the glider was reported to have bounced several times on the hard runway. The engineering report noted an area of abrasion damage underneath the forward cockpit, as well as cracks in the rudder pedal fixture.

Incidents

18 SF 25c substantial 09/03/21, 10:00 – –
The TMG hadn't been used for almost four months so the pilot decided to run the engine on the ground for a while. Initially the engine wouldn't start so the pilot removed the lower cowling to clean and replace the spark plugs, after which the engine started normally. Although running at relatively low rpm, a gust of wind picked up the still-removed lower cowling and blew it into the propeller, damaging both.

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
20	ASW 20	none	10/04/21, 12:15	none	440

Heavy landing following winch launch failure. The pilot reports flying at about 50kts, still in the initial climb when the power failed. He pulled the release, lowered the nose and rounded out into the float when he reached for the airbrake lever. Unfortunately, he took hold of the flap lever and and added landing flap instead of opening the airbrakes. The extra lift ballooned the glider some 10ft in the air at low airspeed in a high drag configuration. The pilot was unable to prevent a hard landing. After the glider had launched, the launchpoint controller had radioed the retrieve truck driver to stop; the winch driver only heard the word "stop" over the noise of the engine at high power and had immediately stopped the launch.

22	Nimbus 4	substantial	15/04/21, 15:50	none	–

Ground towing incident. After landing, the pilot attached the glider to his car and towed it towards the parking area. While watching another glider land the pilot drove too close to the edge of the landing area and allowed the port aileron to collide with a windsock mast. As well as damaging the aileron the towbar snapped, allowing the glider to rotate further until a guy wire also cut into the aileron.

23	K-13	none	14/04/21, 14:30	none / none	–

ASI failure. The glider had been put back on to flight risk insurance and serviced. After a test flight the pilots reported that both ASIs were not functioning. The dynamic pressure tube was found to be kinked at both the front and rear ASI behind the instrument panel.

26	PA 25	substantial	17/04/21, –	–	–

Winch cable caught on the tug. The tug was taxiing back to the hangar behind a glider under ground tow on the downwind side of the 110-metre wide airfield. The winch cables were on the upwind side of the airfield. The glider P1 had briefed the launchpoint controller that the next flight would be a mid-height launch failure and the controller passed this on to the winch driver. Neither the tug nor the towed glider were visible to the winch driver when the launch started as both were in a dip in the ground. After the glider P1 pulled the release at about 500ft, the winch driver cut the power and allowed the cable to fall while waiting to see what the glider was going to do. By the time the cable started to be pulled in it had already lost a lot of height and, seeing that it was about to drop into the dip, the winch driver again cut the power and applied the brake. The cable fell across the port wing of the tug, snagging between the aileron and flap, and had enough momentum to groundloop the tug, damaging the the wing and the tailwheel assembly.

27	Grob Astir	none	17/04/21, 12:55	none	400

Aerotow take-off with airbrakes unlocked. The brakes opened at about 200ft ato and the tug pilot, noticing the reduced climb rate, radioed the glider pilot. The brakes were closed and the tow continued. The CFI reports that the pilot has been advised to continue using the old pre take-off checks as that is what the pilot has been used to for years and there would be less scope for confusion.

30	SF 25c	none	12/04/21, 15:55	none	330
	K-13	none		none	23

Near mid-air. The tug pilot in the TMG flew a left hand circuit to the south of the airfield, the K-13 a right hand circuit. The tug pilot had already seen the K-13 and while turning on to base leg assessed that being lower and further round the circuit he would be able to land and clear the landing area before the glider landed. After landing he moved to the north side of the airfield intending to turn round to backtrack to the launchpoint. While looking out before turning he was surprised to see that the glider had already landed and was close behind on his left. The glider pilot reports that he did not see the TMG in the circuit as he was focusing on his intended landing area. It was only after turning final that he saw the TMG overtake him below and tracking to his right so he moved to the left to land clear of the TMG. The duty instructor saw both aircraft turning final and assessed that the K-13 was approx. 75ft higher and 30m behind the TMG. The K-13 was fitted with a working FLARM, the TMG had a SkyEcho but no FLARM. The club are exploring their options on compatible conspicuity equipment and are also intending to fit radios and mandate downwind radio calls. See also Airprox Report 2021032.

31	Ventus	minor	29/04/21, –	–	–

While towing the glider using tow out gear, the pilot heard a noise from behind. Suspecting that the towing arm had come off he continued driving slowly forward to keep the car clear of the glider. Although clear of the tailplane, the crosswind swung the glider round until the inner aileron and underside of the wing struck the car. As well as damage to the aileron and wing trailing edge fairing, the pilot suspects that the force of the impact may have damaged the connection between the inner and outer aileron.

33	K-21	minor	20/04/21, 11:55	–	–

Cracked canopy. The rear seat pilot put his hands on the cockpit frame to aid in getting out of the glider. While doing so one elbow pressed against the canopy, dislodging a piece of the Perspex.

37	EuroFOX	none	11/05/21, 16:25	–	–

Tug upset by helicopter downwash during take-off. The mixed use airfield had two parallel runways. The powerful twin-engined helicopter had done several circuits and come to a stop on the main runway when the aerotow combination started their take-off. They were already airborne when the tug flew past the helicopter, about 50m from it. The tug pilot reports the aircraft being rolled and pushed to one side, the glider pilot saw the tug rolling to 45° and diverging off the runway so pulled the release and landed safely ahead. The tug was able to climb away but had to fly two circuits before it was able to land, several minutes after the helicopter had departed. Both the airfield FISO and the tug pilot had assumed that the helicopter was on the runway with the rotor not producing lift when the tug began its take-off roll; it turned out that the helicopter was hovering a few feet above the runway with the rotor producing significant lift and downwash.

BGA BADGES

No.	Pilot	Club (place of flight)	Date
Diamond Distance			
1-1324	J Bevan	Gliding Centre	05/06/2021
1-1325	Oliver Summerell	Bristol & Glos (Lasham)	05/06/2021
1-1326	Kristoffer Ahlner	Essex & Suffolk/ Imperial College	12/06/2021
1-1327	Carol Marshall	Dorset (Lasham)	05/06/2021
1-1328	George White	Essex & Suffolk	23/06/2021
1-1329	Oleg Rzhondkovskyi	Bristol & Glos (Dunstable)	23/06/2021
Diamond Goal			
2-2667	Gavin Summerell	Bristol & Glos	05/06/2021
2-2668	Lauri Pesonen	Cambridge (Nympsfield)	05/06/2021
2-2669	Colin Ashman	Rattlesden	12/06/2021
2-2670	Martin Davidson	Bath, Wilts & N Dorset	19/07/2021
2-2671	Mitchell Skene	SGU	12/06/2021
Gold Badge			
	Gavin Summerell	Bristol & Glos	05/06/2021
	Oleg Rzhondkovskyi	Bristol & Glos	23/06/2021
	Mitchell Skene	SGU	12/06/2021
Gold Distance			
	Gavin Summerell	Bristol & Glos	05/06/2021
	Robert Hubrecht	London	24/06/2021
	Colin Ashman	Rattlesden	12/06/2021
	Mark Albert-Recht	Deeside	12/06/2021
	Oleg Rzhondkovskyi	Bristol & Glos (Dunstable)	23/06/2021
	Martin Davidson	Bath, Wilts & N Dorset	19/07/2021
	Mitchell Skene	SGU	12/06/2021
	Neil Croxford	Stratford On Avon	22/07/2021
Silver Badge			
	Evan Skelhorn	SGU	09/04/2021
	Jack Vincent	Buckminster	05/06/2021
	Michael Boasman	Banbury	01/06/2021
	Eileen Scothern	Burn	08/06/2021
	Ewan Weston	Cranwell	12/06/2021
	Richard Peake	Bowland Forest	12/06/2021
	Thomas Chapman	Portsmouth Naval	05/06/2021
	David McKinney	Yorkshire	22/06/2021
	Krzystof Handzlik	Yorkshire	22/06/2021
	Thomas Thomson	SGU	22/06/2021
	Simon Ducker	Banbury	05/06/2021
	Gregory Weeks	Chilterns	05/06/2021
	Peter Gibbons	Rattlesden	23/06/2021
	Barnaby Wainwright	Portsmouth Naval	14/07/2021
	Nikolay Smirnov	Lasham	02/05/2021
	Simon Anthony	Gliding Centre	22/07/2021
	Thomas Benson	Essex & Suffolk	12/06/2021
	Martin Willcox	Derby & Lancs	16/07/2021
	Martin Howitt	Midland	21/07/2021
	Thomas Macgowan	Lasham	19/07/2021
	Luke Bishop	Booker	14/07/2021
	Charles Field	Lasham	21/07/2021
	Matthew Morrison	Shawbury	22/07/2021
	Matthew Morrison	Ulster	22/07/2021
	Thomas Curry	Lasham	04/08/2021
	Christopher Welch	Lasham	22/07/2021
Silver Distance			
	Evan Skelhorn	SGU	09/04/2021
	Anne Soltow	Lasham	05/06/2021
	Jack Vincent	Buckminster	05/06/2021
Silver Distance cont'd			
	John Elkington	Buckminster	05/06/2021
	Stewart Hills	Cairngorm	30/05/2021
	Scott Munnoch	Southdown	05/06/2021
	Alexander Horstmann	London	05/06/2021
	Michael Boasman	Banbury	30/04/2021
	Eileen Scothern	Burn	08/06/2021
	Ewan Weston	Cranwell	12/06/2021
	Brian Sutherland	Welland	01/06/2021
	Richard Peake	Bowland Forest (Hus Bos)	12/06/2021
	David Noble	Shalbourne	05/06/2021
	Humza Hamid	Chilterns	05/06/2021
	Thomas Chapman	Portsmouth Naval	05/06/2021
	Jonathan Edge	Oxford	31/05/2021
	Krzystof Handzlik	Yorkshire	22/06/2021
	Thomas Thomson	SGU	22/06/2021
	Gregory Weeks	Chilterns	05/06/2021
	Harry Entwistle	Midland (Saltby)	01/07/2021
	Andrew Frost	Essex & Suffolk	23/06/2021
	Shona Fenion	Southdown	05/06/2021
	Nikolay Smirnov	Lasham	02/05/2021
	Simon Anthony	Gliding Centre	22/07/2021
	Thomas Benson	Essex & Suffolk	12/06/2021
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	Peter Robson	Cotswold	16/07/2021
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	Michael Boasman	Banbury	01/06/2021
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	Simon Anthony	Gliding Centre	06/05/2021
	Martin Howitt	Midland	21/07/2021
	Mark Wallis	Devon & Somerset	19/05/2021
	Thomas Macgowan	Lasham	19/07/2021
	Martin Duggan	Lasham	21/07/2021
	Luke Bishop	Booker	14/07/2021
	Aliaksei Pilko	Southampton Uni (Aston Down)	16/07/2021
	Thomas Curry	Lasham	04/08/2021
	Samuel Tabor	SGU	17/07/2021
Silver Height			
	Anne Soltow	Lasham	05/06/2021
	John Elkington	Buckminster	13/04/2021
	Stewart Hills	Cairngorm	30/05/2021
	Edward Jones	Lasham	07/05/2021
	Ian Orpe	Herefordshire	19/05/2021
	Daniel Hender	Devon & Somerset	29/05/2021
	Brian Sutherland	Welland	01/06/2021
	David Noble	Shalbourne	05/06/2021
	Humza Hamid	Chilterns	05/06/2021
	James Peat	SGU	17/06/2021
	Nicola Beretta	Seahawk	11/04/2021
	Sebastien Stichele	Southdown	12/06/2021
	Kevin Beale	Southdown	12/06/2021
	Max Fawcus	Borders	02/06/2021
	Krzystof Handzlik	Yorkshire	12/06/2021
	Gregory Weeks	Chilterns	05/06/2021
	Peter Gibbons	Rattlesden	23/06/2021
	Michael Woloschuk	Bannerdown	02/05/2021
	Nikolay Smirnov	Lasham	02/05/2021
Silver Height cont'd			
	Simon Anthony	Gliding Centre	06/05/2021
	Thomas Benson	Essex & Suffolk	07/04/2021
	Mark Wallis	Devon & Somerset	19/05/2021
	Matthew Morrison	Shawbury/ Ulster (Denbigh)	22/07/2021
	Aliaksei Pilko	Southampton Uni (Rivar Hill)	22/07/2021
	Hobie Bishop	Midland	19/07/2021
	Anthony Cresswell	Cairngorm	15/06/2021
	Thomas Curry	Lasham	04/08/2021
	Samuel Tabor	SGU	17/07/2021
	Tomasz Rusin	Yorkshire	26/07/2021
100k Diploma Part 1			
	Alexander Horstmann	London	05/06/2021
	Michael Boasman	Banbury	07/05/2021
	Kevin Beale	Southdown	05/06/2021
	Humza Hamid	Chilterns	05/06/2021
	Peter Gibbons	Rattlesden	12/06/2021
	Thomas Thomson	SGU	22/06/2021
	Gregory Weeks	Chilterns	05/06/2021
	Harry Entwistle	Midland (Saltby)	01/07/2021
	Andrew Frost	Essex & Suffolk	23/06/2021
	Paul Maddocks	Cairngorm	18/06/2021
	Paul Ogram	Rattlesden	23/06/2021
	Raymond Thompson	Lasham	23/06/2021
	David Rusbridge	Norfolk	23/06/2021
	Simon Anthony	Gliding Centre	22/07/2021
	Mitchell Skene	SGU	11/04/2021
	Luca Macgregor	Buckminster	05/08/2021
	Daniel Weston	Heron (Lasham)	04/08/2021
100k Diploma Part 2			
	Michael Boasman	Banbury	07/05/2021
	Paul Maddocks	Cairngorm	18/06/2021
	David Rusbridge	Norfolk	23/06/2021
	Simon Anthony	Gliding Centre	22/07/2021
	Luca Macgregor	Buckminster	04/08/2021
Cross Country Endorsement			
	Edward Jones	Lasham	08/06/2021
	Ellis Durden	Chilterns	05/06/2021
	Peter Robson	Cotswold	31/05/2021
	Trevor Stiff	Anglia	02/06/2021
	Simon Ginns	Anglia	05/06/2021
	Andrew Purvis	SGU	15/06/2021
	Humza Hamid	Chilterns	29/05/2021
	Brian Sutherland	Welland	29/05/2021
	John Rae	Stratford On Avon	19/06/2021
	David Fothergill	Chilterns	12/06/2021
	Max Fawcus	Borders	08/06/2021
	Mike Faxholm	Lasham	18/06/2021
	Peter Ward	Kestrel	12/06/2021
	James Peace	Dorset	30/05/2021
	Martin Hughes	Lasham	12/06/2021
	Christopher Puxley	Lasham	23/06/2021
	Richard McKinlay	Lasham	09/06/2021
	Thomas Curry	Lasham	26/06/2021
	Olivier Torres	Upward Bound Trust	16/06/2021
	Matthew White	Lasham	29/06/2021
	Malcolm Smith	Northumbria	01/07/2021
	Steve Whalley	Midland	19/06/2021
	Graham Bailey	Essex & Suffolk	08/07/2021
	David Haigh	Wolds	08/07/2021
	Peter Hill	Gliding Centre	09/07/2021
	Harry Reed-Waller	Oxford	11/07/2021
	Matthew Rands	Wolds	03/07/2021
	Sean Link	Cranwell	08/07/2021
	Ian Tooley	Buckminster	09/07/2021
	Duncan Gell	Dumfries & District	01/07/2021
	Krzystof Handzlik	Yorkshire	31/05/2021
	James Giles	Booker	05/07/2021

BGA BADGES

No.	Pilot	Club (place of flight)	Date
Cross Country Endorsement cont'd			
	Christopher Young	East Sussex	14/07/2021
	Nigel Day	East Sussex	16/07/2021
	Tomasz Rusin	Yorkshire	20/07/2021
	Rolph Overvliet	London	22/06/2021
	Thomas Benson	Essex & Suffolk	23/05/2021
	Toby Runyard	Wyvern	13/07/2021
	Thomas Winterton	Seahawk	18/04/2021
	Tim Pearson	York	25/07/2021
	Amalia Maiden	Lasham	29/06/2021
	Matthew Homa	York	31/07/2021
	Claire-Louisa Conway	SGU	31/07/2021
	Christopher Gibson	Portsmouth Naval	01/08/2021
	Alan Watters	SGU	03/08/2021
	Joseph Tofts	Lasham	30/07/2021
	Richard Mitchell	Staffordshire	01/08/2021
	Edward Foster	Stratford On Avon	03/08/2021
	Steven Hitchen	Burn/York	24/07/2021
	Emma Lees	Bidford	08/08/2021
	Oliver Campbell	Burn	05/08/2021
	Ian Wildgoose	Cambridge	26/07/2021
	Robert Fenner	Lasham	06/08/2021
	Michael Wingenroth	Lasham	04/08/2021
	Richard Rose	Gliding Centre	11/08/2021

Congratulations to everyone listed achieving badges

MIKE HUTCHINSON (1930-2021)



MIKE Hutchinson, who died recently, was well known to the gliding community as the proprietor of 'Glider Instruments'.

Mike was born in Birmingham, grew up in North Devon and served with the RAF in Rhodesia as an instrument technician. After leaving the RAF he joined BEA, again as an instrument technician, and while working shifts at Heathrow in 1972 he began overhauling and repairing glider instruments.

Initially this was a part-time venture as he was still employed by BA (BEA had merged with BOAC to form BA), but as word spread about his high-quality work he quit the airline to concentrate on repairing and overhauling glider instruments in 1977.

As the citation for his BGA Diploma read, he "built a well-deserved reputation across the gliding community of being 'the instrument expert' for traditional instruments. His encyclopaedic knowledge and obsessive attention to detail contribute to the high quality of his work. He is still contributing his skills to the gliding community at an age when almost anyone else would be ready to retire and put their feet up."

Even after 'retiring', Mike continued to work, completing his final instrument overhaul only weeks before his death.

Initially a member of Booker, Mike and his family moved to Shobdon and he joined the Black Mountains GC, where he spent hundreds of happy hours aloft in either his Libelle '324' or sharing his knowledge from the cockpit of the Capstan or T-21. As well as being a fine pilot, Mike was also a keen cyclist and cycled from Land's End to John O'Groats at the age of 73. He even arrived at the BBQ to celebrate his 80th birthday on a bicycle, having ridden 80km to get there, and on every subsequent birthday an extra kilometre was added! A great character, he'll be much missed.

Dave Unwin, Black Mountains GC

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.

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Please remember that, if you are emailing text, your advert may not appear unless we have received payment by post or credit card by the deadline. The deadline for classifieds to be included in **Dec 21/Jan 22** is **5 Nov 2021**. Text: 80p/word, minimum 20 words (£16). Photographs: £6 extra. Box number: £3 extra. All prices include VAT.

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The BGA Club Development Conference online series:

- **Sunday 24 October, 9am - noon**
- **Saturday 27 November, 9am - noon**
- **Monday evenings, 7.30pm - 8.30pm**

BRITISH GLIDING ASSOCIATION

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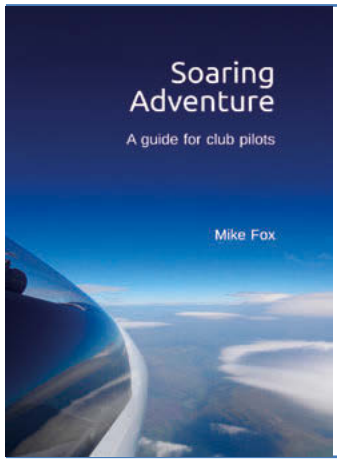






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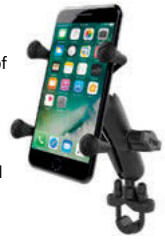
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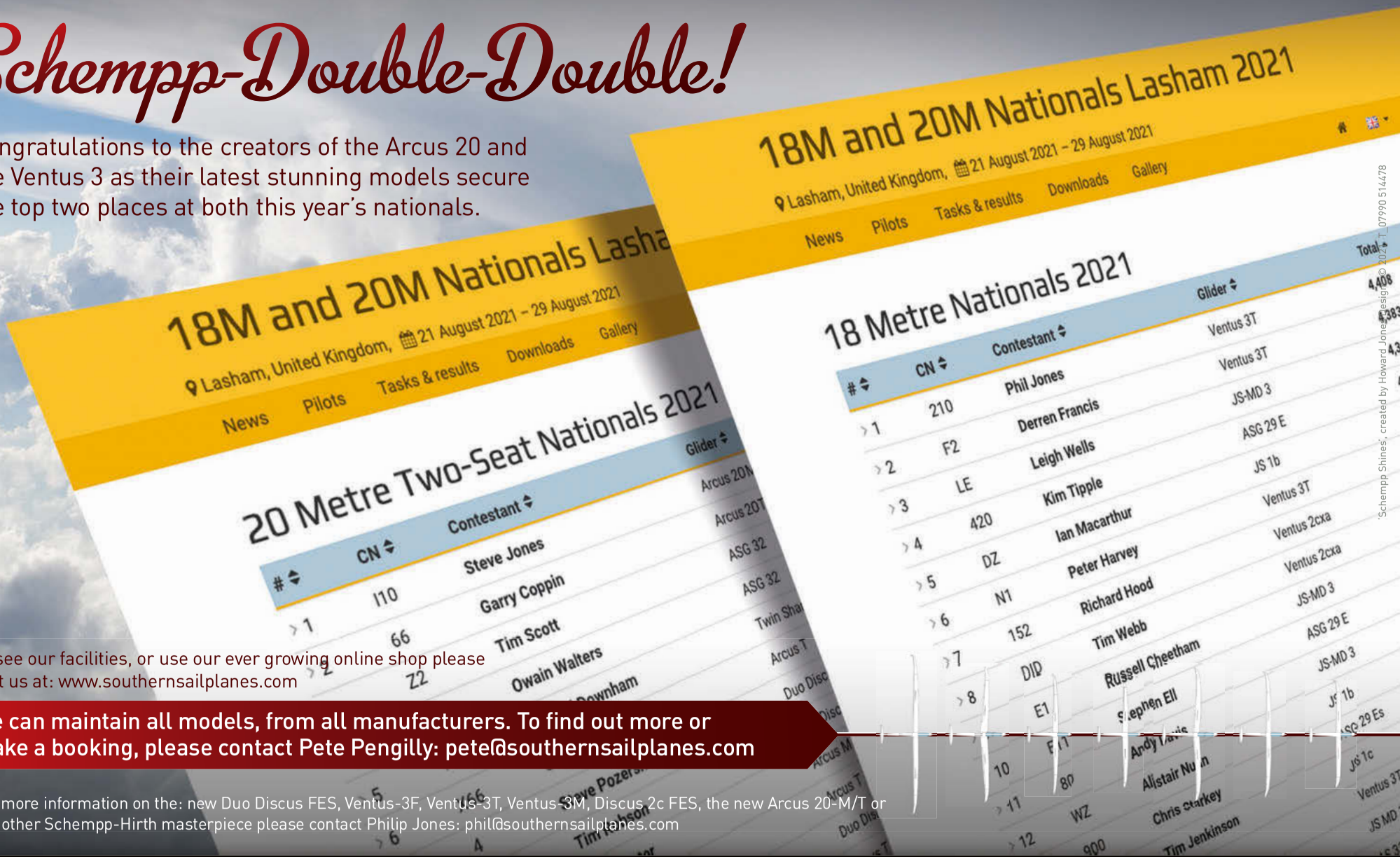
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