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VOL. 72 NO.6

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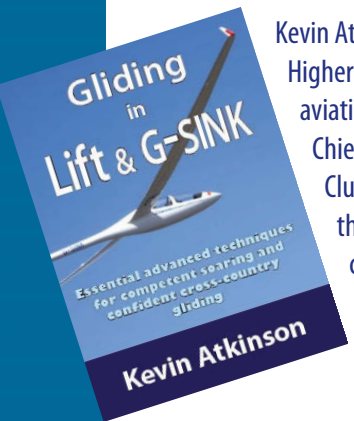
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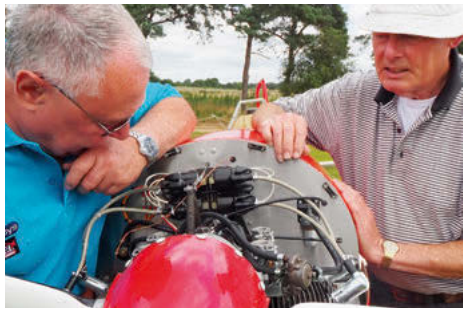


New A3 format is available along with the larger full size.

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http://www.flickr.com/photos/ronsmithphotography







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The **BGA safety team** explains how, if followed correctly, training will enable safe recovery from failure at any stage of a winch launch

MEMBER OF THE ROYAL AERO CLUB AND THE FEDERATION AERONAUTIQUE INTERNATIONALE

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DEC 2021/JAN 2022 VOLUME 72 No 6

EDITOR: SUSAN NEWBY
C/O BRITISH GLIDING ASSOCIATION, 8 MERUS COURT, MERIDIAN BUSINESS PARK, LEICESTER LE19 1RJ
EMAIL: EDITOR@SAILPLANEANDGLIDING.CO.UK
EDITORIAL TEL: 01763 246657



COVER STORY
Star trails: Tobias Barth took this image on a clear night in the South of France. He took about 50 individual pictures and combined them on a computer. See article on pp38-42. (Tobias Barth)

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

April/May 22
Articles, Letters, Club News: 4 Feb
Display advertisements: 21 Feb
Classifieds: 8 Mar

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British Gliding Association, 8 Merus Court, Meridian Business Park, Leicester LE19 1RJ
tel: 0116 289 2956
www.gliding.co.uk
email: office@gliding.co.uk
To advertise in S&G: Debbie Carr
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› The Juniors Winter Series returned in style after an 18-month break, with the first round held at the Long Mynd on 29-31 October. Stats include: 10 visiting two-seaters; 16 visiting instructors; 25 BGA gliding clubs represented, as well as two international clubs; and 60 junior pilots. There were 102 flights in a single day on the Saturday – that's one launch every four minutes for seven hours – and a total of 145 flights over the weekend.

› Essex & Suffolk Gliding Club are winners of the 2021 InterClub League. At the finals, held at Tibenham in early September, George White, George Green and Martin Lawson brought home the overall win. Individually, Martin came second in the Novice class, George took first in the Intermediate class and George finished second in the Pundit class.

› Congratulations to Carl Cox, winner of the 2021 Dan Smith Memorial Trophy. Second place went to Will Jones, with Graham Saw taking Bronze.

› Booker Gliding Club is being prevented from flying at Wycombe Air Park, home of 70 years, because of a commercial dispute, to which the club is not a party, between the airfield manager and the owner. During 2021 Booker flew at Chiltern Park, ideally suited for cross-country flying. Chiltern Park closed in September when the lease ended and, after a long search, Booker relocated to Abingdon. The airfield is officially designated as a 'training area' and belongs to the Army. It is close to the approach to Oxford and to the Class D around Brize Norton. There are, therefore, a significant number of hoops to jump through. CFI Richard Crockett and a dedicated team are managing the transition. Booker fully intends to return to Wycombe Air Park when the current dispute has been resolved, and will be moving to new facilities on the north side of the airfield.

› If you have watched the latest Bond film, *No Time To Die*, you will have spotted an aircraft with a close resemblance to classic V-tailed gliders, such as Schempp-Hirth's SHK. Skylaunch had a team involved in the production of the film, including what would have been winching the Aston Martin through a wall and a plane crash scene. All was going well and the winch was left at the studios ready for filming. Unfortunately, the new director came in and cut this scene and others the Skylaunch team had been working on.

› British Aerobatics has announced an Advanced Training Scheme to provide resources for the selection, training and development of talented aerobatic pilots to accelerate their advancement to unlimited level competition aerobatics. Glider applicants must have a BGA Gliding Certificate with Bronze and Aerobatics endorsements. Full details can be found at *www.aerobatics.org.uk/publications*

GAIN RADIO SKILLS

THE next BGA Flight Radio Telephony Operator's Licence (FRTOL) course begins on 1 February 2022, ***writes Andrew Watson***. This course provides full training for the licence pilots need in order to use most non-gliding VHF radio channels. If you'd like to participate, please register now (details below).

We're also recruiting experienced radio users to coach small groups of FRTOL students via Zoom; if you hold, and are confident using, any CAA-issued R/T qualification (including a FRTOL) then we'd love to have your help teaching this important skill to glider pilots. On the other hand, if you have a FRTOL but haven't used it much recently, you're very welcome to attend the course as a student, so that you can refresh your R/T skills ready to get cleared through controlled airspace during your epic cross-country flights next season.

The BGA course combines self-study video lectures and practice scripts, weekly interactive Zoom sessions (scheduled on Tuesday evenings from 1 February to 8 March inclusive), and small-group coaching (also usually conducted via Zoom). This repeats the successful formula of recent years; 92 graduates of the 2021 course passed the CAA FRTOL practical exam between April and July, with the CAA Chief Examiner rating the quality of BGA candidates as "very high".

The CAA FRTOL practical exam is based on a simulated cross-country flight, with the examiner successively playing the parts of Air Traffic Service Units that the pilot has to talk to en route. In past years this pretend flight had to be made in a powered aircraft, but the CAA is now giving candidates more choice, allowing glider pilots to make a simulated glider flight if they wish. BGA candidates in 2021 also participated in a CAA trial of online exams, again via Zoom, but this has now ended and for the moment all FRTOL exams are once again conducted in person. However, we're told that as a result of the trial, the CAA is likely to make online FRTOL exams permanently available within the next couple of years.

ICAO compliant

Despite the option to customise the practical exam for gliding, passing it still leads to an unrestricted, ICAO-compliant FRTOL that allows full use of the radio in any aircraft, including motor gliders or any other powered aircraft. The BGA course therefore also covers R/T procedures for powered flight.

There is no cost for the course, but you can expect to pay to take the exams and, possibly, also to get the licence. There is no minimum experience requirement, but if you do not yet have a Bronze badge (or equivalent CAA licence), you'll need to put in a few extra hours learning about air law and airspace classifications to Bronze standard. For more information on gliding R/T, see *Radio: Why it's good to talk*, pp16-19, *S&G* June/July 2021.

To sign up to take the course, or to coach, please go to: *http://www.ruskin.me.uk/bga-frtol-course/sign-up*



■ Lasham celebrated the huge success of the British Gliding Team's international competition results in 2021, including multiple medals. The team competed in the European Junior Championships in Lithuania and World Gliding Championships in France. (Photo by Paul Haliday)



Tony Segal conducted a full-size glider drop test in the hangar at RAFGSA Bicester in the late 80s. The test took two years to set up. Tony is seen, above, with a model of the glider test rig at his home. Below: Liz Segal kneels on the hangar floor indicating the estimated and actual impact point of the glider



Honour for safety advisor

DURING the 2021 OSTIV (International Scientific and Technical Soaring Organisation) Congress, a new prize category was created called the Antony Segal Award. This award is presented to the authors of outstanding technical and scientific contributions in the field of glider crashworthiness. The first two prize recipients were Lajos Fohlmeister and Till Lindner, both representing their Akademische Fliegergruppe in Braunschweig and Hannover.

Dr Antony Segal is a retired medical doctor and a long-term member of Lasham GS. His work has resulted in safety improvements in existing gliders and informed the development of new gliders.

Copies of Tony Segal's book *Glider Pilot Safety and Cockpit Crashworthiness*, reviewed in June/July 21, have now been sent out to around 300 pilots and safety officers around the world.

You can receive a copy, free of charge, by sending your name and POSTAL address to *tony.segal@btinternet.com*



Fran Roberts (back) takes the CAA's Sophie O'Sullivan flying at Hus Bos in the club's K-21B

Informative day for the CAA

THE CAA's Sophie O'Sullivan was delighted to have the opportunity to fly with British Gliding Team squad member Fran Roberts recently. Sophie, who is head of the CAA RPAS (Remotely Piloted Aircraft System) and GA Unit, and three colleagues visited The Gliding Centre following a meeting in Leicester with BGA vice-chairman George Metcalfe, CEO Pete Stratten and other members of the BGA staff to learn more about the BGA, gliding clubs and our sport.

Grand opportunity to boost skills

THE Royal Aero Club Trust has announced the start of the 2022 bursary awards scheme for young persons, providing financial assistance of up to £1,000 for those wishing to upgrade their existing qualifications. Applicants need to be 14-21; or can be aged up to 24 in the case of a follow-on bursary.

In previous years a significant number of those who were awarded bursaries have been able to compete in championship events and have been included among those who have been given the highest places in the events. Twenty-seven bursaries were awarded in 2021, including eight to glider pilots.

Full details of the rules of the scheme, as well as application forms, are available on the Royal Aero Club Trust website, *www.royalaeroclubtrust.org*. The closing date for applications is 31 March, 2022.

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		
Dan Smith	Dunstable	9-10/4/22

BIDFORD REGIONALS
25/6-3/7/22

HUS BOS CHALLENGE CUP
16-23/7/22

INTER-SERVICES REGIONALS
16-23/7/22

SHENINGTON REGIONALS
TBC

BOOKER REGIONALS
23-31/7/22

GRANSDEN REGIONALS
TBC

COTSWOLD REGIONALS
TBC

DUNSTABLE REGIONALS
30/7-7/8/22

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

SAILPLANE &GLIDING



Andy Davis
Competition flying



Paul Whitehead
SLMG



Howard Torode
Airworthiness



Derren Francis
Tugging



Mike Fox
Instructing



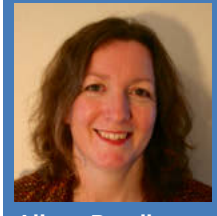
Dr Frank Voeten
Medical



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

A lesson for us all

IT WAS a rough day with a strong southerly wind, which is a complete crosswind at our airfield. Southerlies always bring much turbulence and massive sink. I was teaching crosswind circuits and landings to early-solo pilots, the conditions being too rough for them to fly solo.

In a tandem aircraft it's hard to see exactly what the student in front is doing. On this flight, the student had his mobile phone stowed in a side pocket but, as we discovered later, it was not zipped up.

The pupil was lingering on the upwind side of the airfield prior to the circuit but in lee of a local hill, with associated sink and turbulence. The glider suddenly rolled to about 120 degrees of bank, despite corrective action, and the pupil stabbed the stick forward to gain more airspeed. The stab was to minus 0.5G and his mobile departed the pocket, arced backwards over the canopy interior and, as normal G was restored by instructor, it landed on his leg and then on to the floor.

I could not reach the phone, and it was unsafe to undo the straps, so trapped it under my heel. The pupil was informed of his phone fate's. Pupil then started circuit on downwind side, but felt unconfident in the increased turbulence at lower altitude and passed control to P1 on the downwind leg.

I resumed control, but had to repeatedly slip the phone from one foot to the other across the floor as left or right pedals were needed. I dared not release the phone since, due to high airspeed required for full control in the turbulence, the glider was noticeably nose down and, since the floor therefore sloped forward, the phone could easily slip towards the pedals.

We did an abbreviated circuit (landing safely was the priority) and during the flare, with cockpit floor now more level, I resumed both feet on rudder for best drift correction. The glider slightly overshot the runway by 10 metres due to the high approach speed required to ensure adequate roll control –



we were quite keen to avoid a repeat roll event closer to the ground.

Miraculously, the phone screen, which had landed facing upwards, survived with only a light shoe imprint, not even a blemish.

On reflection, I was doing parts of a "Riverdance" act in the back seat, the activities quite unrelated to the frantic yet necessarily precise multiple foot actions per roll manoeuvre.

Morals of the story:

- Don't fly near the lee of ridges (I was testing the pupil's awareness/ability to plan the circuit) when low in strong winds.
- Ensure proper security of loose items – trust, but verify.
- Take ballet lessons so you have a light touch on errant mobile phones.

Coming soon: What is the crush strength of an iPhone?

Moral Dilema: Should I have stamped on it to make a memorable point about loose articles for the student? I had already told Bloggs that for safety I had to step on it, so like Schrödinger's cat it was already potentially dead...

David innes, Deeside Gliding Club

TRAILER TYRE BLOW OUT



I SUFFERED two separate trailer tyre blow outs on the motorway to and from Aboyne in September, and it was entirely my own fault. The tyres had substantial tread depth and were correctly inflated, with no visible cuts or cracks. Due to traffic my speed was well below the limit in both cases.

I had not considered the age of tyres, clearly marked on every tyre. The tyres (one pictured) that failed were 15 years old.

My trailer is a two-seater-sized single-axle Cobra, which behaved impeccably and never moved. The only symptom in both cases was greatly increased drag and lots of smoke.

The nearest pull off was almost 10 miles ahead, but changing a tyre on the motorway hard shoulder is not to be recommended, particularly the offside tyre. As well as warning triangles, I spread all my trestles and rigging gear back about 200m along the hard shoulder, and raised the lift top to bring the hazard warning lights nearer to the truck drivers' eyeline, but it was very frightening.

Julian Fack, Midland Gliding Club

The BGA comments: *Trailers don't usually cover anywhere near the same mileage as most cars. As a result, trailer tyres generally degrade from UV damage long before the tread wears beyond safe limits. Regular careful inspection and a regime of changing trailer tyres every five years or so makes sense.*

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 6 December

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RENEWED FOCUS ON FREE TIME

Andy Perkins looks forward to a year full of opportunity and how we can capitalise on people's renewed desire to enjoy the great outdoors and the ability of many to vary commitments and achieve a better work/life balance

THE YEAR ahead is full of opportunity for gliding. After some challenging years, the renewed focus on enjoying one's free time and the great outdoors is to our advantage. Many of those that were once beholden to the office at least five days a week are pushing back hard to see a balance of home and office-based working. This has had a marked effect on the way people view their work/life balance with many gaining flexibility to vary their hours of work dependant on other activities. If we can continue to adapt and evolve the way and times we train and offer launches, then hopefully we can capitalise on this renewed desire to go gliding and the ability of many to vary their work commitments.

Although I don't think we will achieve the life balance of airline pilots in the 1980s, we can at least aspire to such a regime! Several I know used to glide all day, fly to Glasgow early evening, scoff down a curry in the 'Wee Curry Shop' *https://www.weecurryshop.co.uk/*, sleep for six hours and then fly back to London first thing the following morning and be home in time to rig and fly from 10:00 with another 500km on the second day of work. A fantastic way to work...

NOW IS THE TIME TO LOOK AT WHETHER WE CAN DO THINGS DIFFERENTLY. WHAT HISTORICALLY MAY HAVE BEEN DISMISSED OUT OF HAND COULD NOW BE SEEN AS A FEASIBLE WAY OF DOING SOMETHING

Unfortunately, I don't see that being possible as a working regime for many, but I believe the changes that have occurred over the past two years mean that now is the time to look at whether we can do things differently. What historically may have been dismissed out of hand could now be seen as a feasible way of doing something. The last call with club chairmen highlighted many positives and increases in activity compared with two years ago. It has been incredibly hard for every club across the UK, but to hear club leaders talking about training instructors locally at their own clubs, running more expeditions, utilising club facilities for other activities, more soaring courses planned and using technology to connect with members to run ad hoc days when good soaring is forecast is refreshing and gives hope for the year ahead.

Social media is, of course, widespread. It means that we are more connected, but not necessarily better informed. The 'noise' on social media went exponential during the various lockdowns. This means that messages going out through social media might get missed in the noise unless you have a large presence and/or complex algorithms to get those messages seen. Used effectively, social media can be hugely beneficial. As part of 'BGA Fit for the Future', we are looking at how we can increase that presence for glider pilots and to attract the next generation of glider pilots. Please help us with this. Spread the word about what you enjoy about gliding across your streams using *#clubname #gliding*. By including *@discovergliding* the post should join up with BGA social media. We are starting a project working with several clubs to link together through social media channels to boost posts and the reach of messages. This, we hope, will enable us to widen the reach of gliding, which can only benefit greater understanding in the community about why gliding is good for young and old, and how our clubs play an important part in the local community. Building this presence and linking to prestigious events such as the Women World Gliding Championships in August 2022 provides gliding the opportunity to engage, diversify and grow participation.

WE ARE LOOKING AT HOW WE CAN INCREASE THAT PRESENCE FOR GLIDER PILOTS AND TO ATTRACT THE NEXT GENERATION OF GLIDER PILOTS

Finally, the sporting conference is almost upon us once again and this time we hope to enjoy this face to face! If you are free the weekend of 12 February, it would be superb to see you. It will have some fantastic gliders, equipment and people present. To that end, a great chance to get up to speed with the latest technology, information and, most importantly, to catch up with friends from within the sport. See you there.



Andy Perkins
Chairman
British Gliding Association
November 2021

BGA Sporting Conference 2022

Exhibition, Dinner and Awards

12th February 2022

The Belfry Hotel , Nottingham

Fit for the Future

Full Programme of presentations, including
Paul Bonhomme—6 x winner of the Red Bull Air Race

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Zulu Glasstek—showcasing the ASG32 Mi

Nav Boys—UK agent for DG Gliders

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Southern Sailplanes.....Fly-PYR Santa Cilla

join us at the Nav Boys stand throughout the day for
'Fast and Curious'
presentations from various exhibitors and guests

Accommodation can be booked direct with the Hotel on 0115 9739421 -

dinner tickets can be booked via BGA website

https://members.gliding.co.uk/events/sporting-conference-2022/

ROBERT TAIT

Robert is chairman of Highland GC. He's been gliding longer than he is old... his mother flew when she was pregnant with him. Winner of the 2020 UK Mountain Soaring Championships with Stuart Naylor, Robert's many gliding adventures include baling out after a mid-air collision

Age? I am over the half century now, 51 for my sins.

Marital status? I have been married for 25 years to Teresa, who I met through gliding, and we have three boys who are all grown up now.

Where were you born? Elgin, Scotland.

Where do you live now? Near Elgin, almost on the gliding club airfield at Easterton.

Occupation? Over the years I have had a number of occupations in various industries in the UK and in Africa: electronic engineer, quality director, flight instructor, but my current one is my dream job which I absolutely love. I fly a King Air twin turboprop for the Scottish Air Ambulance Service, hopping around Scotlands Island and mainland airports, as well as occasional trips down to England. Sometimes I want to turn the engines off, the wave is sooooo good!



When he is not gliding, Robert Tait's day job is with the Scottish Air Ambulance service flying a King Air twin turboprop. He says he often wishes he could turn the engines off when wave conditions are good

How and when did you start gliding?
You could argue I was born into gliding. Both my parents were glider pilots and my mother was flying when pregnant with me, so does that count as hours in my logbook? I was trained by my father and soloed on my 16th birthday at Dallachy airfield, home of the 10am sea breeze as it was right on the coast with no ridge. You sure learned how to scratch away off a winch launch there!

Which pilots most influenced you?
When I was younger, I read Douglas Bader's autobiography and was inspired with his determination to not allow anything to get in the way of his objectives. That attitude of always looking at the positives in any situation and then capitalising on them has been with me ever since. From a gliding perspective, it is one line from George Lee's book that has served me well throughout my gliding career: "You win by not losing". It has won me the UKMSC trophy more than once!

How many other family members glide?
Now, it is myself and my eldest son that fly regularly. Teresa occasionally comes up with me in our Twin Astir. My father retired from gliding a few years ago, having been a lifelong enthusiast and a Full Cat instructor, including a stint as CFI. My mother gave up flying when the family grew and took up too much time. My other two boys both went solo during short intensive courses, but have not been able to take up gliding due to lack of opportunity with their schools and studies.

Where and what was your most memorable flying experience?
Unsurprisingly, you can probably guess I have had quite a few in my time. There have been two or three memorable ones for all the wrong reasons and many more for all the

right reasons, but the one that really stands out was doing my 500km Diamond distance from my home site at Easterton because it was done the hardest way possible and it came off!

By hardest way possible, I mean it was done off a 1,200ft winch launch, in an Astir 77. Ridge into thermal at 10am, across the Cairngorm mountain range four times, all in thermal, latterly under an overdeveloped sky that eventually turned to rain for the last 50km home. I flew from isolated patch of sunshine to isolated patch of sunshine through the mountains. When I finally crossed the finish line at 'ahem' feet, seven and a half hours later, no one could believe I had done it as it had been unsoarable at the club for hours. The buzz I felt as I crossed that invisible threshold when you know you have it in the bag is something that will remain with me to my dying day.

What are your favourite gliding sites in Britain?

As chairman of the Highland Gliding Club, top of my list has to be my home club at Easterton. We get great soaring conditions and it is such a friendly close-knit club, I will always be happiest there. However, outside my home airfield, Aboyne is like a second home to me. It is a spectacular place to fly from and the majority of my most exciting flying has been done from there, mainly due to competing in the UK Mountain Soaring Championships for the past 20 years. I love Feshiebridge simply for its stunning scenery. Finally, beyond the Scottish border, I have many fond memories of a misspent youth during the Junior Nationals down at Bidford.

What are your favourite sites in Europe?

I have very little experience flying in Europe although I would very much like to remedy that. I did spend a long weekend at Jaca in the Spanish Pyrenees with my wife, flying a Duo Discus, a long time ago, which was fantastic. The downside to living way up in the North of Scotland is it is very expensive and time consuming to get to Europe which, with a growing family, made it difficult to afford.

What is your favourite site in the world?

Still Easterton, then Aboyne!

What is your favourite glider?

Tricky question. I loved flying the Scottish Gliding Association ASH25 until it was tragically lost in a field landing accident. From a handling perspective though, it is hands down the Duo Discus. Fabulous machine!



A proud moment for the Tait family when Ruari is sent solo at 14. Pictured with Ruari are (left to right) his mum Teresa, grandad Jim, granny Ruth, and dad Robert (Martin Knight)

Who do you admire most in the sport?

Goodness, that's a hard question. There are pilots, of course, but also those who work away in the background that keep our sport going. I think I shall plump for one of each if that's OK. As a Trustee of the BGA Planning and Environment Fund, I have the great honour of working with Diana King, who has dedicated most of her life to helping keep gliding vibrant and protected.

The pilot who I find most inspiring is John Williams, who has set the bar in wave flying now for years. If I could be half as good as him, I would be very happy!

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

Make sure you have a good crew and then go for it! It is much easier to break the bond with the airfield when you have the confidence of knowing someone is coming for you if you land out. Secondly, and most importantly, be absolutely consistent when landing on any runway on any airfield. You need to know you can safely land in a very small space, judging conditions accurately. Once these two are covered, it releases a lot of pressure from you during the flight to concentrate on soaring.

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

This was the last day of the UK Mountain Soaring Championships when I won

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them for the first time. I had borrowed an LS8 for the comp and we'd had a fantastic week of flying, I think it ended up that seven out of the nine days were comp days. Most were 1,000-point days, so it was a hard-fought competition with a variety of wave and thermal days. Following George Lee's mantra, I was consistently in the top five all week so ended up with a very marginal lead on the last day – it was all to play for.

The task, as I recall, was about 350km with good wave conditions in the northern sector, but light winds further south, making the turnpoint at Loch Tay tricky. Cutting a long story short, I fell out of the wave at Loch Tay and was down to about 700ft above ground looking at an ignominious field landing near Aberfeldy when I picked up the tiniest bit of rotor lift off the back of a ridge line. You know it is tricky when you find yourself having to remind yourself to breathe sometimes! I scraped enough to hop across the Tay Valley, reconnected with the wave and the rest was a romp home. I didn't win the day but did win the comp, which was hugely satisfying.

What do you always pack for a comp?
If you mean what do I think is most important to have with you for a comp, then it is my mobile phone. It has everything I need on it to get me round a task. I use XCSoar as my main navigation tool along with a good old fashioned map.

When not gliding, what do you do for recreation?
Cycling and running are favourites. In winter, skiing as well. One thing I have learnt in life is the importance of keeping fit!

What book are you reading at the moment?
Merchants of Doubt by Naomi Oreske and Erik Conway. I read all sorts of books, fiction and non-fiction, so will read anything that I find interesting. This choice was based on a book list that Elon Musk reads. It is about how big corporations with vested interests set about throwing doubt on things like climate change science, smoking and health, the ozone layer hole, etc. I think what Elon Musk is doing with Spacex, Tesla and his other companies is changing the world in inspiring ways, so was intrigued to read what he reads. I have just finished another book of his about the dangers of uncontrolled artificial intelligence development.



Robert is delighted to get his command unexpectedly early, and is now a fully fledged captain with the Scottish Air Ambulance Service

What is your favourite film?
Apollo 13. Filmed in the 'vomit comet' and not over dramatised, with ridiculous special effects. A great true story.

What is your favourite piece of music?
My favourite pieces of music change all the time as I don't have a particular genre, I just like what I hear. However, I do want one piece of music played at my funeral, hopefully many decades from now! That would be *Learning to Fly*, by Pink Floyd.

What would your motto be?
"Never say die." By this I mean never give up until all options have been exhausted. This applies in all aspects of life.

What's your next challenge?
I will at long last have access to a glider which will allow me to take on the wave giants in Scotland. John Williams and Sant Cervantes, watch out!

Proudest moment and most ashamed moment?
Proudest moment: Hugging my 12-year-old son after we had to bale out of our Twin Acro following a mid-air collision at 4,000ft. He had to jettison his canopy (he was in the front seat), release his straps, get out, open his parachute and land all by himself. I could not be prouder of him. He did incredibly well under extreme circumstances and we are both here to tell the tale, thanks to him.

Most ashamed moment: Putting my son in that situation. Something I shall forever regret and wish I could turn the clock back on.

I FELL OUT OF THE WAVE AT LOCH TAY AND WAS DOWN TO ABOUT 700FT ABOVE GROUND LOOKING AT AN IGNOMINIOUS FIELD LANDING NEAR ABERFELDY WHEN I PICKED UP THE TINIEST BIT OF ROTOR LIFT OFF THE BACK OF A RIDGE LINE

■ 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.

RETURN TO OMARAMA



Milan Kmetovics reports that this spectacular New Zealand location is now back in business for those seeking soaring adventure

I WAS a keen young competition pilot in my early 20s, flying a wooden ship in the Hungarian plains, when I first came across a short sequence from the New Zealand gliding movie *Windborn – a Journey into Flight*. I saw two gliders – an LS6 and a Janus CM – flying next to mountains in a fjord, along rock walls, and above waterfalls and lakes in a way I had never seen before. This seemed like a whole different dimension of gliding compared with what I was doing in Hungary. So then I carelessly promised myself that someday I would make such a flight and learn to fly in the mountains. All I needed was the chance.

Little did I know that I would eventually spend six years working for Glide Omarama in those beautiful mountains. Or that one day I would fly in the exact same fjord as in the movie and the two pilots from the film, Gavin and Justin Wills, would become my friends and mentors. Life can be unexpectedly exciting in that way, and when it comes for me to share this excitement, I tend to follow Arthur Brisbane's advice: "Use a picture. It's worth a thousand words." As a keen photographer I am definitely doing the picture bit, and I would also like to tell you the story about what happened recently in Omarama, in



almost a thousand words.

During my engineering studies, the professor explained a basic method of analysing mechanical structures: how to make a virtual cut on the object and how to replace the cut off part with the forces they represent to the system.

Now I like to analyse social structures and events in time with such a method, and I like to think this makes me understand our history and the motives of our ancestors better.

The dissection in this writing takes place in the beautiful town of Omarama, and it takes place just a few weeks before the Kiwi Covid Patient Zero started to feel a little unwell.

Before this slice in spacetime, there was a unique gliding airfield at Omarama, buzzing with life, professional glider pilots and instructors. There were tow plane sounds all day, and visitors from around the world. It was a special place with a spectacular soaring environment, and a well run, highly successful gliding business, running at its best.

Just at the place of the cut, there was rapid change: New Zealand shut its borders due to the global pandemic, Glide Omarama closed its doors due to a different pandemic – one of bureaucracy – and there were pilots locked away from their second homes and gliders, and instructors who got laid off. The biggest conglomerate of gliding knowledge and wisdom I have ever seen in one room evaporated to the corners of the earth – not to mention the evaporation of my rather comfortable gliding lifestyle.

Now on the other side of this slice – after a considerable amount of nothing interesting happening – there is an airfield regaining its life. Hope and joy are slowly returning to us all as youngsters master driving skills in the new winch's cable car. New instructors and pilots arrive, the Omarama Gliding Club begins to grow again, Glide Omarama reopens as a club, and I start up my own gliding business.

The forces I see acting now and keeping this structure together are the same forces of enthusiasm that kept our aviation forefathers forever rebuilding their crashed contraptions. It is these same forces that have kept our gliding movement alive, and have evolved it into a global community.

Such events in life often follow Newton's laws of motion, especially the first and the third of them. Many of us were following that third law – suggesting that Newton is the Machiavelli of physics – and not going to let bad things happen without the equal

Above: Looking down on the west coast of the South Island from the wave near Mount Cook

Facing page: Features of the glaciated valleys really show up near sunset. Cloud hills near Omarama

Below: Braided rivers – harmony is chaos – Ahuriri river

ALL PHOTOGRAPHS BY MILAN KMETOVICS





Flying the Ben Ohau wave. The colours of our lakes are surreal, almost as if there has been an accident in the local blue paint factory

* From Douglas Adams' series of books, *Hitchhiker's Guide to the Galaxy*



Milan Kmetovics started gliding, aged 15, in 1999 in his home country, Hungary. A competition pilot, he has represented his country and organised and directed three World Gliding Championships. Milan has accumulated 3,000+ hours of flying to date, around 2,000 in Omarama. He started Kahu Soaring in 2019.

amount of opposite force or reaction. A good number of people stepped up and did something actively, or supported those who did. Some were crazy enough to buy tow planes, some financed winches for the youth, and some began to build a club training system from the ground up. A few of us, with my former colleagues, formed a group to restart commercial gliding, but in the end I found myself alone in this pursuit. I got my commercial gliding pilot licence and other apparently important things, such as a class 1 medical, and I went into business.

The logical reasoning for this was similar to the one that attracts customers to The Restaurant at the End of the Universe*: If you have already made six questionable life choices, why not round it off, by starting a soaring business in the middle of a global pandemic? Season that with a bit of a CAA dispute and then, for an encore, name it after your previously great, but sadly failed, cafe business the "Kahu Cafe"!

Amazingly enough Kahu Soaring had a pretty good first year. It has become apparent that if one can survive with the borders



Local flight over the man-made Lake Benmore. Scenic place to turn a long final to Omarama

closed, the new world with all those kindly open borders might make Kahu Soaring and my mountain soaring courses even more popular. Once again there will be a viable and vibrant commercial operation serving overseas glider pilots wishing to enjoy the Omarama soaring experience.

The experience sells itself anyway: Omarama is a truly special place for gliding. It's not just the extremely high level of competence of the Kiwi pilots, it's not only the miraculous landscape, the bliss of available airspace, or the excellent landing options in form of farmers' strips scattered around the glaciated valleys, to my mind the real magic originates from the complexity and wonders of the unique soaring conditions; reliable days where thermal, ridge, convergence and wave soaring all occur readily, often on the same day.

Almost a year after after the sad closure of Glide Omarama, most of its fleet was up for sale. I had my eye on one of the Duo Discuses, which I really wanted to keep on the airfield as Duos are hard to come by, let alone the X version, and let alone in New Zealand. The glider, registered 'DD' , had the same registration as the Duo that Gavin Wills started Glide Omarama with. Hopefully, this was a good sign. Gavin gave me a very good offer, and kindly kept other interests away until I managed to sort out my financing. I am extremely grateful for his and other friends' support. Kahu Soaring now has wings.

I would like to thank all those who supported me in this journey.

I hope my photos will say the rest, and that they will be an effective invitation to you all so that you too will come and visit Omarama, once this virus thing is over(ish).

■ ***www.kahusoaring.nz***



Duo Discus 'DD' remains at Omarama



Aerotow retrieve from the Maitland strip, north of Lake Ohau. The Fatman is a perfect plane for the job

IT'S A BATTLE OF NERVES...



A toy from home reminds Sebastian Kawa that this is only a game and it is important to get safely back

Sebastian Kawa reflects on the impact of stress in gliding competitions



Flying over the Italian town of Bardonecchia

IN MANY sports, even those that are purely physical, you win with the head. Mental state, motivation, satisfaction with the result. You have to deal with your own psyche, which can push you to win but it can also paralyse you.

There are competitions that last a very short time, such as a ski jump, pole vault or gymnastics. In these, absolute peace, 100 per cent concentration at the moment is the key to a good result. Of course, it is a bit different in endurance events. Is it easier? For example, during a long-distance run, the reflexes at the start are not so important and you can calm down during the run. But pre-race stress reduces performance, disrupts training and rest.

Gliding competitions are specific in this respect, because they last a very long time. Physical performance is not so important, as the competition itself has more to do with chess than physical ability. However, you need to be fit enough to withstand two weeks of mental and physical stamina. We fly in hot or, for a change, frozen cabins, in conditions of hypoxia and potential dehydration whilst strapped in cramped and restricted cockpits.

Individual tasks take an entire day, during which we work constantly. We analyse the weather, topography, data from previous flights, we fly, and then, together with the rest of the team, we evaluate the flights. During the race itself, success depends on making the right decisions literally in seconds, followed by a nervous, long-lasting wait for the result. Just like in sailing, where we choose left or right tack, and then a random twist of the wind gives an advantage or we trail behind. There is always a big element of the unknown or unexpected to deal with. Experience, quick analysis of what you see and having learnt from previous mistakes helps best here.

Many of the competitors who feel less competent remove the need to make their own decisions. They fly stress-free behind the group. While they may get good results, they cannot learn that way. This tactical flying technique is enough until the pilot is left alone. There is no pressure, no decision and no stress associated with making one. A positive result helps in building self-

confidence and making decisions in the future. It also works the other way around when the memory of bad experiences paralyses and takes away the ability to make decisions in the next race.

Before a competition, we do not know what form we are in (unlike friends and spectactors, who always know better!). It is impossible to measure the lap time during training and count on the fact that in direct competition you will be able to summon even more strength. The obvious: the best piloting technique, knowledge of the terrain and a well-studied forecast are not enough if you have to take non-standard measures. The attitude to the race may not bode well. Too much emotion and ambition can outweigh reason, resulting in a poor situation. You can take too much risk and you lose, or even find yourself in a dangerous situation.

Unknowns

So, there are a lot of unknowns. Before a competition race, I feel as if I am facing an exam that will last many hours, spread over several days. Yet it is impossible to fully prepare because it is not known what topic material the questions will be from. Of course, not everyone competes for a podium position. I envy those who meet in the global company and have fun. This gives the freedom to make any decisions, the possibility of attacking in a risky way along the route. I do that, too, when I fly at local competition training events. I rarely manage to win then, because untested roads can be a dead end. But it serves for the future when others are flying as usual.

In low-level competitions, without pressure, we discover how lucky we are to be able to enjoy the views of mountain peaks in the clear air and the white pearls of gliders hanging among them. The task setters can also experiment on the routes, sending us into various traps, knowing that no one will be carried away by ambition and hurt themselves. It's easy to get to know the real competitors – they end up with no photo souvenirs.

Stress and fatigue mean that we limit our actions to a minimum, and cut off any unnecessary activities. High stakes change a lot, but not only in the air. We try to be prepared in the best shape for during the trial. It is about a state of calm readiness to race, self-confidence and willingness to act after a good rest. Too much emotion doesn't help. Both the positive ones: too much excitement and sudden actions, as well as the negative ones: reluctance, fatigue, experiencing and remembering unfortunate events. These happen constantly at competitions.

Because there is no way to further prepare, a calm and relaxed head is so important. Pilots need to relax as much as possible. They get a bit of sleep in their spare time before the race, which can often be seen during championships in all disciplines. These few minutes of a nap not only allow you to visualise the route with your eyes closed, but also allow your racing heart to calm down. In such a state, every effort during the preparation for the race is tiring, so we put aside analysis, minor works and settlements. This can be a very difficult situation, especially if it disturbs routine sleep patterns. Troubles, worries and little things – a bad meal, hot/humid climate, a noisy neighbourhood, neighbour's rooster – can disturb sleep. During a competition, both physical and mental pressures become accumulative.

Fortunately, the body has some endurance. In such a situation it may cope for two days, but eventually stress wins and the individual breaks down, becomes indifferent and collapses. The body finally needs enough rest and sleep to reset for action. We are happy if it happens in the evening.

If stress is winning, you need to quickly get your mind off glider activities and rest. A change is a good rest by taking light activities, playing games, reading a good

DURING THE RACE ITSELF, SUCCESS DEPENDS ON MAKING THE RIGHT DECISIONS LITERALLY IN SECONDS, FOLLOWED BY A NERVOUS, LONG-LASTING WAIT FOR THE RESULT



Below: Good support on the ground is vital, left to right, Tomasz Kawa and Stanisław Biela

WE HAVE TO CONTINUE TO FIGHT AMBITIOUSLY, BUT WE MUST ACCEPT THE FACT THAT WE MAY FAIL



Poland's Sebastian Kawa is the leading glider competition pilot in the world rankings of the FAI Gliding Commission. The current European 15m and 18m champion, Sebastian won his first medal in 1999 and has now has 34 medals, including 17 Golds from the Worlds.

book, going hiking, canoeing or cycling, for example. Some like to do this with team mates, others prefer to spend some time in isolation.

Playing or listening to music and singing helps, and it is certainly a great way to relax, although hardly anybody sings now.

It is also important not to overdo physical training, which can make us tired and lethargic, instead of feeling relaxed. Some like to drink in such situations, but this is a mistake. Temporary forgetfulness comes at the expense of bad sleep and reduced mental acuity for the next day. Alcohol has disappeared from the list of substances prohibited in sports and it is not considered doping (true, it does not help), but you cannot fly while under the influence for obvious reasons.

There are pilots who can overcome stress. Like a team that flourishes in a tournament, the competitor enjoys and learns to compete on the basis of good experiences. Others are overwhelmed with the expectation of a good result.

Not everyone likes leading the scoreboard, which acts as a beacon for envy. It is beautiful, but you can get weighed down by others' jealousy. A sports psychologist suggests various tricks and exercises, but your stubborn mind does not want to forget the problem. In such a burdensome situation, perhaps the only way to gain peace and effective action is to accept the possibility of failure! This does not mean giving up, we have to continue to fight ambitiously, but we must accept the fact that we may fail.

I like to be perfectly prepared for each day and I trust in a good result knowing that my flight was as good as I might realistically expect, without any known mistakes. I then calmly anticipate the next race day and am not discouraged by not leading from day one.

Preparation

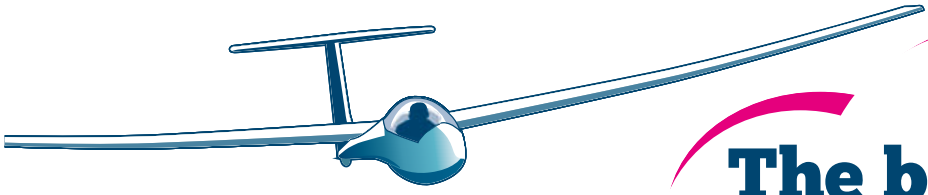
However, thorough preparation is not always possible. Not as thorough, for example, as Diedier Haus, who invested two years of his time, at least, perfecting every bit of Sisteron Grand Prix routes. This has probably changed the way everyone flies these sections now. Such preparation in foreign terrain requires several weeks of flying in competition, or a few weeks with a good partner in a way that enables different options to be compared.

After winning the 15m Class of the Worlds in Montlucon, I should have been going to the competition in Provence without any pressure. With a medal already won this season and with peace of mind, because it was clear to those who knew the circumstances that it was difficult to expect Gold. It is a game played on a foreign field and we do not have many advantages in it. Of course, there were comments that 'Kawa would win anyway', but the facts are that I didn't even qualify for the Grand Prix championship in Saint Auban. Many qualifying competitions were cancelled due to the pandemic, others interfered with work commitments, so the finals appeared in my calendar unexpectedly and without training. I last flew there in 2014 so I had lost familiarity with the area.

There were only a few regular pilots qualified in the top 20, so wildcards were sent to those with the best results in other competitions and ranking. In this group, even pilots who frequently visit Provence had not done this for the past two seasons, so the large contingent of French pilots had a huge advantage in knowing the area.

■ NEXT TIME: Sebastian continues the story of competing in the Sailplane Grand Prix Finals in Provence and reflects on how the AS 33 performed.





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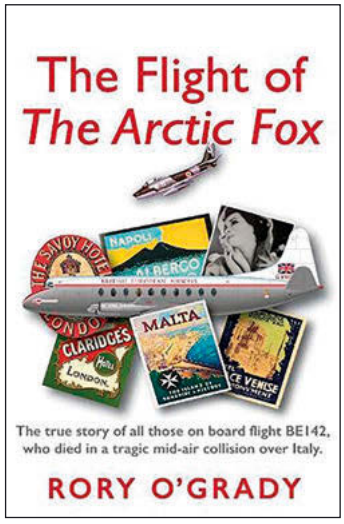
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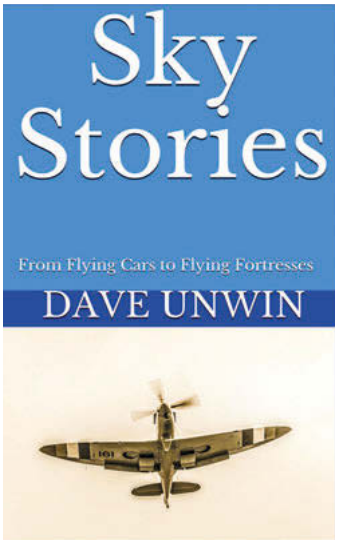


The Flight of The Arctic Fox: The true story of all those on board flight BE142, who died in a tragic mid-air collision over Italy, by Rory O'Grady

400 pages, paperback

Published by The Conrad Press, 2021

Amazon price – £11.99



Sky Stories, From Flying Cars to Flying Fortresses, by Dave Unwin

177 pages, paperback

Published by Pigs Might Fly, 2021

Available from Amazon and Transair Flight Equipment – £7.99

Also available for Kindle

THE FLIGHT OF THE ARCTIC FOX

THIS book is written by Rory O'Grady whose brother, Terry, died in the crash of BE142 on 22 October 1958 along with his four fellow crew members and all of the 26 passengers.

Why "The Arctic Fox"? Well the British European Airways Viscount 701c, G-ANHC, was named Sir Leopold McClintock, the Victorian explorer, who was known as the Arctic Fox.

Why the gliding connection? The captain of the ill-fated flight was Frank Foster, a leading British glider pilot at that time.

This book is very well written and incredibly well researched. As you'd expect, the collision over Nettuno, Italy, en route to Naples and then Malta, with an Italian air force F86E Sabre is covered in detail.

However, the majority of the book covers the lives of the five crew and 26 passengers, in several cases with considerable detail. Back in the 1950s, airline travel was very much the preserve of the rich and well off, those who could afford it – no Ryanairs or easyJets in those days! Accordingly, many of those on flight BE142 had interesting backgrounds and lives.

You couldn't describe this as a 'gliding book', albeit it has a key gliding connection with Frank Foster. It is, though, a good read as being, as I've said, very well written, amazingly researched for the personal details, and also well illustrated.

Glyn Bradney, Gliding Heritage Centre

SKY STORIES:

From Flying Cars to Flying Fortresses

WHEN the *S&G* editor told me she had a copy of Dave Unwin's new book *Sky Stories*, I jumped to borrow the copy.

Many will be familiar with Dave's flight test reports and occasional acerbic news columns in GA magazines. Those of us fortunate enough to know Dave are also aware of his supportive approach to most things to do with gliding.

The book is a series of true short stories, with each one describing Dave's experiences flying a particular aircraft type, including the K-6 and K-14. With a very accessible format that readers can dip into, I found myself working my way through all the stories by jumping back and forth to what I thought would be the most interesting aircraft.

Anyone hoping for a collection of flight tests needs to look elsewhere. Instead, and far more interesting for a book like this, a non-flying reader will quickly find out why flying is such an awesome and addictive experience. Those of us who do fly will empathise with Dave's descriptions of his perceptions and experiences of the magic and occasional drama of flight.

A great read for anyone remotely interested in flying, as well as for experienced pilots.

Pete Stratten, BGA

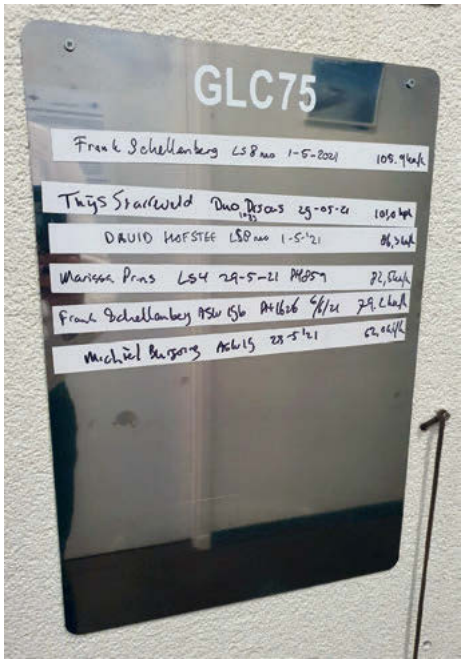
Why not treat someone – or yourself – with one of these books for Christmas? You might also want to consider Mike Fox's excellent book *Soaring Adventure: a guide for club pilots*, available from *www.navboys.com* for £25 plus P&P.


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GLIDER PILOT TO SOARING PILOT

Frank Schellenberg reports on a program used by his club in the Netherlands that encourages everyone to become a cross-country pilot in three easy steps



Proving Grounds uses a Top Gear style scoreboard with magnetic strips, celebrating the achievements of novices

PROVING GROUNDS is a Canadian program developed by some enthusiastic glider pilots, who felt that enabling people to fly cross-country is an important retaining factor within our sport.

When you start flying cross-country a whole new world of challenges opens up. However, training for your Cross Country Endorsement does not necessarily unlock your soaring skills.

How does Proving Grounds tap into this challenge?

Proving Grounds consists of three elements:

- Three club-specific tasks
- An automatic scoring bot
- Score board.

Three different tasks that vary in size and distance

They are club specific tasks, set by the club with assistance from the Proving Grounds team.

Task 1: The smallest one is a race task around your airfield and where you should always be in glide range of your field in a 1:20 glide ratio and, say, 4,000ft cloudbase.

With four to five turnpoints, the aim is to have a task length of around 50km.

As it should keep you within gliding range of your field you often don't need cross-country permission. But it does introduce you to a lot of the terminology of cross-country flying, navigation and turnpoints. It makes you use flight computers, set the task, get the feel for glidepath. So it will set you up to really leave the nest for the first time as soon as you get your club's cross-country permission.

Tasks 2 & 3: The second and third are larger tasks of about 100-150km where you will be taken out of the soaring range of your airfield. It's great if these tasks have a few similar legs.

As you know the basics from the race task it makes you comfortable to stay aloft. These two tasks take you over the hurdle of being out of gliding range. But as these tasks share legs, you will most probably find more than one thermal indicator (another glider) on your flight.

When completing the 150km task, you should be good to go on setting your own tasks. Alternatively, you are welcome to improve your speeds on the set tasks and make sure you keep a relevant spot on the scoreboard!

The scoreboard!

I am sure most of us have seen *Top Gear*'s 'star in a reasonably-priced car', where the time a celebrity took over one lap is placed on a magnetic scoreboard.

Well, Proving Grounds scoring works the same way! And the scoring is as easy as it can get with the scoring bot.

Scoring bot

This clever scoring bot has a few tricks in store for your club.

- It scores your flight. It gives you back the handicapped speed over your task flown.
- All it takes to get scored is emailing your IGC file to a club-specific email address.
- Results are there within the minute.

But it also is available for task preparation.

- Ask the bot for a club's task file and in a minute you will receive your club's tasks and turnpoints in CUP format, making sure you can easily add it to your club's or your own flight computer.

The bot does more than described, but these are the important elements for this article.

Wait for the magic!

When you mix these three elements:

- Flying your first task becomes easy. Task sheets are available, programming it in a computer is made with very little effort. And within most clubs it is easy to fly the task within the time constraint a club gives you when flying one of the club gliders.
- You get back your result instantly and can place it on the scoreboard. Discuss this result with other pilots over an evening BBQ. Challenge other pilots to beat your score,



The Proving Grounds kit contains everything your club needs to make this concept real

sharing the experience with others that flew the same task.

- Proving Grounds provides social validation and recognition for objectively small tasks, develops a soaring vocabulary and requires next to no administration from overburdened tenured members of the club.

What did it do for our club post-Coronavirus season?

- It enabled people to work on their cross-country currency within a set environment.
- It helped people get a feel for cross-country flying and, when completing our race task, getting the hang of it. And they wanted to beat their own time, flying the task multiple times. The short race task is by far most popular at the moment!
- Telling tales about it in the evening with a huge grin on their face.

Implementing Proving Grounds

One of our club members, Thijs Starreveld, has flown the small task and shares his story:

"LAST winter, Frank published three Proving Grounds tasks for our club. A local one of 60km, one of 105km and a big one of 153km.

My first time flying one of the tasks was when I had the option to fly our club's Duo Discus for 1.5 hours. At the time I didn't have my Cross Country Endorsement, which for the small task is not really necessary. I decided to fly with my "soon to be" wife, instructor and competition pilot, as leaving the second seat of a Duo unoccupied is a bit of a waste.

During the flight I experienced the following:

- The task is very feasible and in familiar territory. No complicated airspace situations and mostly within gliding range of your home base.
- You learn how to programme a task in your flight computer. In my case, an Oudie 2 and LXNAV LX8000.
- Your mindset changes immediately. You are no longer preoccupied with 'Oh, if only I can make it back home', but you focus on the next turn point. Very strange, but it really works like that!

When two flight computers tell you that you have reached a turn point, it is a good feeling. The message 'task completed' is even better!

In short, Proving Grounds was the ideal step for me to taste what cross-country flying is all about. I believe the two larger tasks are perfectly suitable as a cross-country instructional, or as a first solo cross-country flight. The small one can be done within an hour in the club's LS4 or Duo. Much more fun than gliding around aimlessly!

I learned a lot from flying the task and will go for the other two in the upcoming season. Who will join me? Or will you try to improve on the current rankings?

Frank, thanks for the organisation!"

■ *The Thermal Podcast* featured an interview with Patrick McMahon, one of the designers of Proving Grounds, in episode 15 broadcast last summer. You can listen to this at: *https://thethermalpodcast.libsyn.com*

WANT TO KNOW MORE?

Contact:

- Frank Schellenberg – *frank.schellenberg@gmail.com* – about the implementation within a European club.
- *https://soaringtasks.com/about/#contact* – about program info, how to get it at your club, prices.
- Website: *https://soaringtasks.com*

■ The Proving Grounds team includes: Patrick McMahon, Casey Brown and Christopher Gough (grandson of Andy Gough, multiple record holder and former member of the British Gliding Team)

Below: Frank introduces daughter, Julia, to gliding



Frank Schellenberg was raised on a glider field. He started flying at 15, soloing in 1994. Frank stopped when his kids were young, but picked up paragliding in those years. He now flies out of Military Airbase Gilze Rijen in the Netherlands with his club, GLC Illustrious. Frank holds an SPL with FI(S), TMG, glider towing. He has FAI Gold Badge with two Diamonds, and is still hunting for his Diamond height. He has flown in the Netherlands, Belgium, France, Germany, Sweden, Switzerland, Kenya, Zimbabwe and South Africa. Frank has owned a Skylark IIb, Jantar 48-3, ASW 20 and currently owns a share in an LS8-18.



Dunstable's HCV being flown by one of the club's keen young cadets, Grant Pottage, and towed by Trevor Mills, who took this photograph



VFR legally, but still dark until the sun eventually appeared over the Barmouth Estuary



At 3,000ft: Cader Idris – that bowl and lake were formed by a melting glacier, some time back!



Up at 11,000ft and heading north to Snowdon – my fourth time this season after three summer flights in three days from Aston Down (photographs by John McWilliam)

■ FIVE years ago I saw an article in *Sailplane & Gliding* by a Dunstable (London Gliding Club) member describing how much fun they had gliding from my old RAF haunt, Llanbedr, ***writes John McWilliam***. There we had practised hydraulic failure landings in the Gnats and they used to launch the Australian Jindivik targets for fighters to shoot at (like the one in Benalla Aviation Museum).

This year I rang London GC's Robin May and asked could another ex-RAF guy, Steve Noujaim, and I join their next expedition again, for the third time, in the country bumpkin category. He said yes – with reservations I'm sure...

Wave day, 8 September 2021

Robin briefed us on Tuesday 7 September that wave was likely, but best very early the next day. I was in the PIK and on the runway at 06:00hrs, ready to go as soon as VFR opened. It seemed very dark when I took off, followed by Steve in his ASH 31Mi, but I could just see my vario averaging 8.6 knots while still over the airfield. For sure that indicated good wave so a quick R/T call to Robin and the whole fleet of two dozen gliders took off ASAP, up into the sunrise and the wave. Several pilots experienced wave for the first time and thoroughly enjoyed the experience.

Once high enough, some of us ran north to Snowdonia and I continued along the North Wales coast to Great Orme's Head expecting (and eventually finding) enough wave from the south-east wind. I had missed the big climb hoped for at Snowdon and even my second run back there to retry it failed as the high wave clouds I saw wandered off. But no matter, the views were spectacular and RAF Valley Radar were very relaxed about all my movements – obviously nowhere near as busy as in my Gnat days!!

The photos show what a superb place Llanbedr is to glide. Steve and I were very lucky to be able share it with the good folks of London GC. Thank you.

■ 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*



Returning north towards Llanbedr, above Barmouth – its estuary and famous bridge being renovated



For extra interest, this home-built four-jet ultralight delta was doing fast taxying trials at the airfield



Llanbedr with its immaculate runways – so long that we operated from the intersection of the smaller ones in comfort (photographs by John McWilliam)



ADVISORY 22: NASTY BIG SUCKY THINGS

Ebeneezer Grimshaw reflects on lessons learned during a memorable flight from way back in his schooldays

BOOM! *"Bl**dy h*ll… what was that?!!"* A slow return of rational thought said it probably wasn't structural failure… more like ground fire! It had been a big hefty thump of a bang, but not like thunder. It seemed to come from below my venerable Slingsby T-21… hopefully 500 feet below. But it's not what you need as a nervous youngster flying an early solo… in an open cockpit with just a bag of bolts for company. Only later did I find out that it was the British Oxygen Company testing gas bottles to destruction. They had a special caged enclosure in a test centre the other side of the woods on our downwind perimeter.

I must have been about 17… and still at school… just. It was 1967, *Sgt Pepper* had just come out. The airfield was Challock on top of the North Downs in Kent. I was a tall, gangly, fresh-faced, over-eager kid. This was my second holiday course… which I'd seen advertised in *Air Pictorial*. I was determined to solo, come hell or high water. So when my parents started taking holidays in Europe I'd pleaded for gliding courses instead. And they were memorable. Every now and then a T-21 would dive down on finals with a figure yelling from the open cockpit: "*The sheep are out!*" and we'd all have to jump onto anything motorised to head them off before they started getting *ideas*. The sheep I mean… not the flyers. A flyer with *ideas* is bad enough. A huge flock of sheep with them stops you flying!

It's often said that one never forgets one's first solo, and it's true… but that's not the reason I'm reminiscing so blatantly here. All I'm doing is setting the scene.

Because what we all have in common… even Tupperware racers… are our memories of classic flights. The ones we never forget, no matter how long ago they took place.

Often something triggers these recollections and for me it was the account by Steve Schuler of his scary first solo flight in the April/May 21 issue of this illustrious magazine (*It's written in magic marker, pages*



42-45 – Ed). I read it with fascination. Steve detailed his first solo… in Florida… on tow… (Americans being twitchy about winch launches). He described how, soaring under a 'thunderhead', his first really good solo thermal became almost inescapable!

And I remembered… *I was in that situation once*.

There were certain differences. My flight was over Kent in 1967… not Florida in 1976. And my whopping cumulus was doubtless not as big as Mr Schuler's 'thunderhead' (never compete with Americans on matters of size*). I was just a teenager… still at school. I was on a holiday course at Challock and still under instruction. "*He's OK…*" my instructor told my dad, "*…except for his landings… which are kind-of controlled crashes…*"

Kent club members now might not recognise the airfield as it was then… a peculiar squared-off 'hour-glass' shape, due to a huge square tree plantation in the north-west corner… probably long since acquired and grassed over… I bet that was hard work!

Our course instructor was the amazing gingery Glyn Richards… and I often wonder what happened to him**. The Kent club sits on a tree-covered ridge, but we'd had little luck on it. On our third flight we tacked along westwards to investigate some murky lift that others had discovered. But as we got there and started climbing at last… the other gliders fled the scene! And this was despite us getting three or four knots up on the old Cosim green ball variometer… remember those? We got three knots, then four… then five... six.... *seven knots… in a T-21*! Hooray… this was great… decent lift… at last! Until about 3,000ft when I saw we were being sucked up into a huge grey 'dome' of cloud with edges going below us. Visibility was down to two miles and decreasing rapidly. Unlike Mr Schuler we didn't enter cloud accidentally… we had to do it deliberately.

This cloudbase 'dome' was weird and it slowly became obvious that it was caused by a massive updraft luring us 300 feet above the true base. Instructor Glyn said: "We need to get out of this," and pulled the spoilers full out. But T-21 spoilers are not great at the best of times… they don't normally need to be. Because a T-21 is more or less its own giant spoiler. So not a lot happened and we kept going up!

It was time to take drastic action. Glyn shoved the nose right down and flew round the edges of the 'dome', asking me to hang on to the spoiler lever as he tried to find some clear air without lift. *There was none!* We were now doing 70-plus knots in a barge of a T-21 with full spoilers and, by rights, we should be coming down like a ton of bricks. Maybe two tons of bricks. But I clearly remember still going *up* at 3 knots... scary! We obviously had to get out of this zone at any price. Glyn turned directly towards the wall of cloud surrounding us. He switched on the never-used turn-and-slip gyro, but a brief fumble revealed that someone had pinched the battery to power the transistor radio at the launch point!

"Never mind," said my unfazable instructor, "these girls fly themselves."

So in the end he just picked a heading and flew straight into the cloud... with me hanging on to the spoilers until my fingers went white. T-21 spoiler levers are not user-friendly. There was nothing but greyness. Slowly the lift turned to lovely sink! However, having no view was rather weird. Eventually peering over the side, I saw something!

"What is it?" Glyn asked.

"A tree."

"*Where* is it?"

"Down there." I indicated downwards.

"That's all right then!"

Eventually I could see a field. Then two fields. We were definitely right side up. How amazing… gliders, left with properly centralised controls and with full airbrakes and a light touch… they fly themselves! When we finally dropped completely out of the cloud I got a surprise. Instead of the Kentish fields I expected we were over a fair-sized town!

"Blimey.... that's not Charing!" I burst out.

"No, that's Ashford."

"But how did we get *here*?"

"Oh… we've… um… drifted a bit."

Glyn set a course to fly us back into

BY RIGHTS, WE SHOULD BE COMING DOWN LIKE A TON OF BRICKS. MAYBE TWO TONS OF BRICKS. BUT I CLEARLY REMEMBER STILL GOING UP AT 3 KNOTS... SCARY!

* and never compete with Scotsmen on matters of drink!

** *Glyn was still flying at Kent GC until recently. Until his retirement Glyn had been manager of the Tiger Club at Damyns Hall Aerodrome for a good number of years, also instructing with them and leading their airshow display team. He still has a share in a vintage aeroplane and instructs on Tiger Moths - editor*



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/

RAINDROPS COMING AT YOU AT 70 KNOTS FEEL LIKE BULLETS... THEY HURT! BUT AT LEAST I COULD LET GO MY DEATH GRIP ON THE SPOILERS





■ All cartoons by Ross Martin

the headwind... fast. That's what I love about my fellow Brits… mountain climbers are exactly the same. No matter how desperate the situation, all you get are mild understatements: "*Charlie got into some bother here when his rope melted…*" or "*After the avalanche we thought we ought to modify the route a bit…*" I'm proud to relate that my instructor was equally British!

Then it started raining. I was wearing a splendid red woolly jumper knitted by my mum but not remotely waterproof. Worse, raindrops coming at you at 70 knots feel like bullets... they HURT! But at least I could let go my death grip on the spoilers... that was a relief. Slowly the airfield appeared. Glyn saw our headwind was now at right angles to our launch direction so he landed straight in.. across the field, bang in the middle.

"Out… quick… before we get soaked," he said. I thought this ridiculous… how could we not get soaked? But I'd reckoned without the genius of my instructor. He swung the huge high-winged machine round, so we had one wing into wind. Then he simply sat on the into-wind strut and motioned for me to do the same. This solved two problems simultaneously. It kept us out of the rain and it held the glider down in the gusts. A T-21 wing, though, is huge. Covered in taut, doped, canvas, it's a vast drum. The problem wasn't getting wet at all… it was getting *deafened*. I should have brought ear plugs!

After five minutes of thundering deluge the sound of an approaching tractor penetrated the din. It chugged into view driven by one of the chaps on my course. He too, had only a woolly jumper, and was completely… spectacularly… soaked to the skin. I've seen divers look less wet! His clothes sagged visibly and streams of water poured off his nose, his ears… and every single fold of clothing. He'd turned into a living sponge. What a sacrifice this poor chap had made! No wonder Britain's aeronautical history has been so impressive. No wonder we won the war. If this was an example of the kind of chaps we had on basic training, why, we'd be unbeatable! How had this sodden wretch managed to pull off such a noble, *sacrificial* act? What inner resources had he drawn on to come out to us in such appalling conditions? Was he some kind of Saint? Had they drawn lots back there in the hangar or… what?

The apparition spoke:

"*Do you want a tow back?*" The faint watery voice was hard to hear over the deluge.

Sitting in the only dry spot for half a mile Glyn said firmly: "Um… no thanks… we'll stay here for a bit."

There was a short but excruciating pause. "Oh," said the driver in a tiny voice... and slowly drove all the way back to the hangar.

Memory stops there… except I think there was an enquiry about the battery.

It was just one of those flights that remain ingrained in the memory for ever. Look what I learned in just 35 minutes:

- To heed warning signs when competent pilots run for cover.
- Never to soar in cumulus 'domes'.
- That gliders fly themselves if you centralise… pull the brakes… and stop panicking.
- That instructors are geniuses… total heroes! (This thought has since undergone modification.)
- That really, all things considered, it would be best to leave turn-and-slip batteries in the glider.
- That large raindrops, at speed, are like being machine-gunned.
- That a woolly jumper… even one of mum's best… is not really the right clothing for an open cockpit. Or a tractor.
- That even a mighty sacrificial act can be entirely wasted!

But most of all… I learned a healthy respect for huge great big dark-looming cumulus… whether they be thunderous or not! Not only will they pelt you mercilessly… they can suck you up, freeze you, electrocute you, deafen you, and deviate the ground wind in a most cavalier way. Sixty mph updrafts have been recorded. Forget cloud-flying greats like Wills, Piggott and Goodhart… they were clearly insane!

Grimshaw's advice is as follows:

1) Flee… 2) Check the wind… 3) Land… 4) Hold the wings down!

Strange… but I assure you… in this case totally reliable.

Ebenezer Grimshaw

PS: *If Glyn's still around… someone please tell him his efforts weren't entirely wasted!*

■ NEXT TIME: Flying different types

#10 CLIMATE CHANGE: THE ONE DEGREE EFFECT

IT USED to be called 'global warming', but is now referred to as 'climate change'. What effect will global warming and a one-degree centigrade increase in surface air temperature have on our future UK gliding weather? Of course, this coverall simplification of what will happen is only an estimated global average of temperature change, which hides the huge volume of regional and local variation of the fluid dynamics of our Earth's weather, so we need to look specifically at regional and local climate change.

Some will deduce that a one-degree centigrade increase will cause cloudbase to rise 300 feet and that the warmer weather in the UK implies more BBQ weather. Hooray! But, there again, perhaps not.

The weather of the 2020 and 2021 gliding seasons would appear to have been occasionally better than average, but not generally better. However, one swallow, etc. A cumulus cloudbase and associated thermal strength is largely dictated by the temperature contrast between the coolest overnight temperatures (dew points being reached indicated by wet grass in the morning despite no rain) and the afternoon highs.

Blue skies

Meanwhile, a reduction in air pollution and especially the huge lack of airline traffic over and to the west of the UK, which would normally generate sun-dimming high cirrus by lunchtime, has left clearer blue skies, giving cooler nights (as pollution acts as a blanket in much the same way as cloud), with warmer/hotter days resulting in some excellent weather. If only we could have flown more! Undoubtedly 2022 will give similar results.

However, the wind brings our weather and the winds of significance, the primary driver of what weather we receive, is driven by the jetstream at the tropopause. The tropopause average height over the UK might become some 300 feet higher. The areas where global warming has the most effect are at the polars and on their polar vortices. The variation in height of the tropopause over the North Pole will likely rise by thousands of feet, whilst ice/snow melt will have a significant effect on the

GMAD – Gliding Mathematics and Atmospheric Dynamics

Atlantic Meridional Overturning Current (AMOC). Overall, these changes will result in a greater mass of water in the warmer air and have a big influence on the jetstream wobble factor.

The statistical normal wind speed and direction of the jet streams will stray unpredictably, likely at times bringing a greater degree of unseasonal (poor/bad/windy/heat wave) weather. Even my routine jaunt to the southern Alps each April (prevented during the past two years due to Covid) has, in recent years, suffered from several days of uncharacteristic rain. Why?

It is worth noting that an overall one-degree centigrade rise will increase the amount of water vapour in the atmosphere by seven per cent, thus increasing the instability. That would be about an additional 2.49 million, billion gallons of water, to be dumped somewhere, but especially unpredictably over places with a temperate climate.

Humidity

This increase in humidity will make the atmosphere lighter, so for the same pressure gradients (high pressure to low pressure), all winds, including surface winds, will be stronger, which in turn will increase the evaporation rate in local areas. Yet even the most recent printed books on global climate change quite alarmingly make no mention of this simple application of physics.

So, the net effect of global warming by one degree is, stronger winds and heavier rainfalls/precipitation (new records, including combinations of windy/hot/dry/wet/cold and some unseasonal pleasant and unpleasant days.

Sadly, not an extended season full of stunning days, but cloudbase might occasionally be a little higher. So, whilst climate change is not necessarily generating an optimistic future for better gliding in the UK, the instability generated by the various changing states of water means it will be good somewhere!

Kevin Atkinson, Aim Higher lead coach

■ ***Next time: The pea flow experiment.***

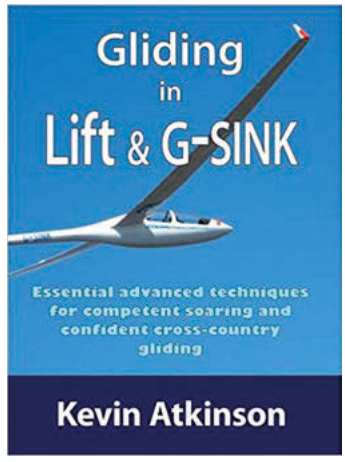


■ Aim Higher courses are held at clubs by arrangement, run either by Kevin or by club coaches briefed on the training materials and *S&G* articles developed by Kevin and Tony Cronshaw.

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*

EXPANDING HORIZONS



Members and friends of Women Gliding at the front of the Challenge Cup grid at Husbands Bosworth (Liz Sparrow)

Women Gliding is growing. Fran Roberts explains how you can improve inclusivity and help make the 2022 Women's Worlds a success

THE Women Glide initiative was started back in 2005. The founding goals were to encourage more women to start gliding, to provide support to those women already in the gliding movement, help women to build on their existing flying skills and have more fun, and encourage women to enter competitions.

Fast forward to today and Women Glide has been renamed Women Gliding, bringing the name in line with the British Gliding Association and Junior Gliding. Following several years of a women's coaching programme, we have spent the past two years focusing on a women's squad. The aim of the women's squad is to field a team of nine pilots at the Women's World Gliding Championships 2022 (WWGC2022), and to bring on the next generation of female pilots.

It has been a highly successful initiative – we've seen more women in competition this year than ever before, and more women have taken the top results. Women Gliding also has a new look, a new website (*https://womengliding.co.uk*), a very active Facebook group (*facebook.com/WomenGliding*), and many new members.

Membership of Women Gliding gives access to an online portal, which contains a library of resources from the past 16 years, recordings of recent webinars, and priority attendance at our events – plus the lively chat and Q&A on our Facebook page. Earlier this year Women Gliding held a very well-attended training weekend via Zoom. The presentations from that weekend are available via the members' portal. The training sessions covered everything from basic thermalling to racing and building confidence.

The next Women Gliding event will be the Women's Winter Weekend at Midland Gliding Club, 22-23 January 2022.



Avionic prize winners at the 2021 Hus Bos Challenge Cup. Left to right: Martin Clark, Russell Cheetham and Alison Mulder (Liz Sparrow)

Individual growth

The Women Gliding core team has also been working hard on the women's coaching programme for 2022, for which dates and events will be announced soon. The events will focus on individual growth from solo to cross-country pilot and beyond, and will be available to all Women Gliding members.

Membership is not just limited to women. It is open to anyone who supports Women Gliding's aim of increasing diversity in the sport. The Women Gliding goals are to inspire, to help people grow, and to provide a community to support female pilots.

In support of the aim to progress the goals of Women Gliding, we bid to host the Women's World Gliding Championships in the UK. Our bid was successful and the competition will be held at Husbands Bosworth, 13-27 August 2022.



Some of the female day prize winners during the Hus Bos Challenge Cup International (Liz Sparrow)

"Back in 2017 we were all sat on the coach returning from the opening ceremony at the Women's Worlds in Zbraslavice, Czech Republic. Whilst chatting we were toying with the idea of bidding for the Women's Worlds to be held in the UK," said Liz Sparrow, director of the 11th FAI Women's World Gliding Championships 2022. "I ended up directing because I knew from day one that I'd be totally immersed in the project. I really felt having the Worlds hosted in the UK would have an incredible effect on encouraging more women into our amazing sport. Our team is excited and ready to host the 11th FAI Women's World Gliding Championships."

The competition and its organisers are hoping to raise the profile of gliding in the UK and showcase Women Gliding. The dedicated competition website (*wwgc2022.co.uk*) has some brilliant resources available to all to promote gliding, including STEM videos for schools.

The organisational team for WWGC2022 has been looking at sustainable ways to support the sport and help clubs host events to become more visible locally. It is looking not only at how to grow relationships with local communities and government, but also how to make the move towards a zero-carbon competition. The team has also been working with the BGA Strategic Sponsorship Group on ways to provide real value for partners and sponsors, and to make competitions a fun public event, both in person and online.

We're creating practical reusable resources around these areas, and I'd love clubs and people across gliding, UK and worldwide, to steal the ideas that work. The ideas we're testing could work equally well at your comp or simply on an Open Day.

We'd love WWGC2022 to be a sport-wide event. Our project team includes people from clubs all over the UK. We're looking for additional volunteers – 'Championship Makers' to steal a name from the Olympics – to help make it an incredible event. If you or your club want to hear more, join the fun, or if you have ideas on how to make it even better, tell us at *https://wwgc2022.co.uk/contact-us*

■ A number of organisations and companies have provided invaluable support and sponsorship to Women Gliding and the WWGC2022 team. We're delighted to thank Avionic watches, Forbes Insurance, LX Avionics, Transair Flight Equipment, and Gigaclear. They are helping to make gliding a better, more inclusive sport – please give them your support. Some might well feature on your Christmas present list...

■ Avionic is our Official Time Partner. Avionic watches are handmade in the Swiss town of Solothurn; they radiate elegance and are practical for pilots and non-pilots alike. Find them at *https://avionicwatches.com/* and use code 'womengliding' to get 5% off any watch from the Avionic women's and men's ranges.

■ You can join Women Gliding and sign up as a member, or a free newsletter subscriber, at *womengliding.co.uk/join-us/*

■ The proceeds from membership and sponsorship go towards helping Women Gliding to inspire more women to start gliding, and to help those in gliding grow as pilots.

› *https://avionicwatches.com*
› *https://forbesbrokers.com*
› *https://lxavionics.co.uk*
› *https://transair.co.uk*
› *https://www.gigaclear.com*

■ With thanks to Philippa Mugleston and Liz Sparrow for their help in putting this article together.


Nora Van Genugten flying her first competition (Fran Roberts)



Some of the female competitors at the Club Class Nationals and Midland Regionals (Tom Bootyman/Avionic)

SANCTUARY?

Nigel Pringle reflects on a retrieve from hell (or should that be heaven?) when wife Ginny landed short of her Cornish goal

APRIL and May can bring the north-east polar winds that herald the arrival of our soaring season. Back in the eighties, one of the popular early season flights from Lasham was a 300km straight dash to Perranporth, on the Cornish coast. It was a one-way flight as there was little expectation of getting back again.

When I say popular, I mean popular with pilots, not the retrieve crews, but it was a flight that my wife Ginny had always wanted to do. The whole thing could be completed in a day provided the retrieve crews headed out as soon as their glider had left Lasham.

No one does this flight any more since, quite naturally, the ground crews began to complain.

Complaining didn't work for me that day. The north-east winds had arrived, but pressure was fairly low with plenty of lift although far too much cloud. Not the ideal day for it.

I gave Ginny plenty of helpful encouragement as she prepared for the flight.

"Are you sure this is a good idea?"

"Don't overshoot Cornwall otherwise the lifeboats will have to retrieve you."

Waste of time. She doesn't listen to me now, and she didn't then. I helped her strap into our LS4, watched her depart behind the tug and find her first climb, then went over to help with the trial flights. Might as well do something useful before she landed out.

I'd just landed from my third flight when the Tannoy crackled into life.

"Will the crew of Echo Lima Tango please report to the office?"

Charming. I had to "report" – no please or thank you, just get going. Retrieve crews were considered a necessary evil back then, loafing around the airfield and getting in the way until someone landed out.

However, this time I was happy with the retrieve. Ginny had landed in Dorset, somewhere near Sherborne, only a couple of hours drive from Lasham. She'd given good route instructions, including the meeting point where she would be waiting for me.

I was deep into Dorset when a herd of cows blocked the narrow lane. This was bad. I couldn't reverse with the trailer and I was driving Ginny's posh new Ford Capri (remember them?) with blue go-faster stripes and twin exhaust pipes. I pointed this out to the cows, but they were too stupid to understand and just pushed on past.

As it wasn't my car I had to do something to retain marital bliss. I got out and tried to push them off the bodywork. Top tip – don't try shoving half a ton of beef, it doesn't work. By a miracle, the car was undamaged although the trailer had a dent in the side. I could fix that later.

I drove on, weaving carefully from side to side as I followed the cow trail back. The road became a track as I neared the landing site.

There Ginny was, sitting on a gate making a daisy chain. She came over, looking at the car intently. Had I missed something?

"Have you driven through a farmyard? The car stinks," she said.

"Yes, but at least it's in one piece."

"Huh?"

"Oh, never mind. Where's the glider?"

"You can see it from here, look, past that building."

"I see it. By that farm building?"

"It's not a farm, it's a monastery."

I saw the joke coming up. "Did the monks object to your landing in their cabbage patch?"

"Yes. The head monk isn't very happy about it."

"Why not? And he's called an abbot, not a head monk."

"That's nothing to what he called me."

"Which was?"

"Fallen angel."

"Fallen angel?" I started to laugh. "At least he has a sense of humour."

"He said not to come back to the monastery

I WAS DEEP INTO DORSET WHEN A HERD OF COWS BLOCKED THE NARROW LANE. THIS WAS BAD. TOP TIP – DON'T TRY SHOVING HALF A TON OF BEEF, IT DOESN'T WORK



until you'd arrived."

"Well, come on, then. Let's get the glider stowed away then we can say hello to your head monk."

She'd found a perfect field with very new crop and had landed neatly between the crop lines. We dismantled the glider.

"Why's there a dent in the trailer?"

"A cow leant on it."

"Why didn't you push it off?"

"There was a whole herd of them."

"I'm sure you could have kept them off if you'd tried."

You see? That's what retrieve crews have to put up with. No gratitude whatsoever.

We closed the trailer and drove up to the abbey precinct. I knocked on the door. A grave old man wearing a brown blanket stood within.

"Ah. You will be this lady's husband. I am so very glad to meet you. I am Father Paul. And you are?" he said.

"I'm Nigel."

"But you are this lady's husband?"

"I am. Is that important?"

Even as I said it, I realised it probably was important. This was a society where women were excluded, especially if they arrived alone.

Father Paul had a kindly smile and twinkly blue eyes.

"You see, my son, we are not used to women here. We are vowed to a life of poverty and chastity, and a woman falling from the sky in an aeroplane tends to conflict with our philosophy."

"I imagine falling from the sky in an aeroplane could also lead to a life of poverty and chastity."

"Quite so, quite so. But now you are here you will take refreshment with us? Please come with me."

We followed Father Paul through the stone corridors to the Refectory. Three or four novices were chopping veg and preparing fruit. They looked up in astonishment as we entered.

"Brothers, be gone, if you please." They scarpered and our friendly abbot showed us around.

"This is where we bake bread, this is where we prepare herbs for our medicines, and here is a keg of our home-made wine…"

I suddenly became interested.

"Here, please try a glass."

Wow. I make my own wine, but this was better than anything I could produce.

"How do you make it?"

He told me…

"And do you sell this?" I asked.



"That is definitely stronger than usual!"

Cartoon by Ross Martin

"Oh no. We only give it away."

This was becoming a very good retrieve indeed.

"To the poor and needy, of course."

I tried to look poor and needy, but it didn't wash.

Father Paul escorted us back to the car, making sure we remained socially distanced from the monks working there.

"I do hope you have enjoyed your visit to our monastery, but if you choose to come here again, would you be so kind as to ring us first?"

This was addressed at me. I had the feeling Ginny would not be expected to accompany me.

I started the car and we drove out. I felt we were leaving a place where time stood still. We had briefly stepped into a way of life that was a thousand miles from the world of gliding.

What the monks had thought of a woman arriving out of the heavens in an aircraft with no engine would have made interesting reading, but we never got close enough to them to find out.

"We always seem to have an adventure when we land out, don't we?" mused the fallen angel. *"Anyway, it's your turn to fly tomorrow."*

"Yes, and d'you know what?"

"What?"

"I think I'll land in a nunnery."

A PLACE WHERE TIME STOOD STILL. WE HAD BRIEFLY STEPPED INTO A WAY OF LIFE THAT WAS A THOUSAND MILES FROM THE WORLD OF GLIDING

■ 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*

PRACTICAL EV FOR TOWING

Andrew Reid responds to a recent article on green hazards, with tales of towing successfully with his Tesla Model 3

THE Aug/Sept issue had an article about towing with EVs by John Watkinson (*Hazards of going green*, pp28-30). This is full of theoretical concerns, but is sadly lacking in quoting from practical experience. I'd like to try to redress the balance.

I am fortunate to own a Tesla Model 3 LR AWD (Long Range, All-wheel Drive). I suspect this is the most practical EV for towing available in the UK now, not least because Tesla have an excellent fast and reliable en-route charging network. The Model 3 seems to be becoming increasingly popular amongst glider pilots and there are numerous reports of people towing their trailers to the Alps and to the German glider factories without any of the dreadful problems that John envisages. The Tesla charging network makes long distance trips very practical. Typically, 50 per cent of battery capacity can be added in about 20 minutes.

According to the V5 registration document my car has a 'mass in service' of 1,931kg, a maximum permissible mass of 2,305kg and a maximum towable trailer mass, braked or unbraked, of 1,000kg. This is sufficient for pretty much any single-seater trailer, and some two-seater trailers as well. The combination weighs well under the 3,500kg that can be driven on a standard car licence.

John is worried about stability. My EV drives all the wheels and adjusts the power distribution automatically, modifying performance when in towing mode. I can honestly say that, apart from a slight reduction in the available acceleration, my car doesn't notice the fact that I am towing an 850kg trailer. The car is heavy at around two tons – but so are the SUVs beloved of many glider pilots. The heavy battery is under the floor so the car has a low centre of gravity and is very stable. Without thinking, I have to confess that I did hitch up, and tow, a 1,500kg two-seater trailer for 20-30 miles. Apart from a significant increase in power consumption, the car towed it very happily at up to 60mph.

The article states that *'in an electric vehicle, most of the energy goes into propelling the battery and very little is left for the payload. It follows that any electric vehicle capable of carrying a payload over a reasonable range would have to have a massive battery that would put the vehicle over the weight limit for most drivers…'*.

Andrew says he has yet to find a charging station without a convenient location to unhitch the trailer



Acceleration

I've already mentioned that my car and trailer can be driven on a standard car licence. My car has the power available to accelerate it from 0-60mph in 4.4 seconds (with additional acceleration available via a paid-for software upgrade should I want it!). Clearly, I have massive surplus power available for towing. There is a YouTube video of a Tesla Model S towing a two-ton boat trailer up a mountain pass in the US. It is effortlessly overtaking everything else on the road between the hairpins! Note that in Europe the Model S is not approved for towing, but they seem to be more relaxed about owner modifications in the US.

John states that 'the MAUW for EVs has been raised from 3,500kg to 4,250kg just to

allow such vehicles a range of 80 or so miles, less if fully laden'. I hadn't heard this, but where does this range come from? According to TeslaFi, a software service that closely monitors my car's performance, my range is now about 290 miles, down from 310 miles when new. That's a fair bit less than the advertised range of 348 miles, but few piston engine cars achieve the advertised mpg – in both cases they are based on unrealistic test cycles.

To be fair, the maximum range of my car can be achieved only by driving the battery from 100 per cent to 0 per cent, not something I've ever done in real life. In practice I'm happy with a useful range of around 240 miles – by which time I'm ready for a break to recharge myself, as well as the car! In 22 months and 27,000 miles of ownership, I've never been worried about running out of charge.

John believes that fuel-burning cars are not much affected by towing. That has not been my experience. I've found that fuel consumption increases by around 25 per cent when towing my glider trailer – almost exactly the same as the increase in power consumption I see in my EV. Hardly surprising really given that the extra drag incurred when towing is the same. John does not explain why he thinks that the energy consumption of the EV will be three times as high when towing a glider trailer. In real life it certainly is not.

Thanks to Covid I've done fewer expeditions than usual, but I recently did my longest trip yet with my trailer – up to the Borders Gliding Club and back from my home club at Banbury. For a number of reasons, my longest towing distance between charges was only 145 miles, with a drop in battery capacity from 95 per cent to 27 per cent. Based on that drive, the theoretical total battery range would be 213 miles (from 100 per cent to empty). In practice I would have been happy to travel down to around 10 per cent, giving about 180 miles, had a suitably located Tesla charger been available.

Fast charging is useful for longer journeys but is rarely used by EV drivers who can charge at home, very cheaply, off peak. I've done about 90 per cent of my charging at home mostly at 5p/kWh, 5 per cent at destination chargers at a variety of rates including free, and only 5 per cent at Superchargers en-route at around 30p/kWh.

John questions where the electricity to charge EVs is going to come from. The demand for electricity in the middle of the night is only about half of what it is during the peak periods. If we can meet peak demands, then there will be plenty of energy available to charge EVs off-peak. People forget that the average UK car travels only 20 miles daily, so it doesn't need much energy to top up.



Andrew has towed his glider from Banbury to Borders and back

The only real drawback I can see with my car for towing is its unsuitability for field retrieves over rutted farm tracks – ground clearance is poor. However, with more and more gliders having at least 'get you home' motors, this is rarely a problem and, in the worst case, I'm sure the farmer's tractor could be pressed into use.

Demand

I accept that at present there are not many EVs around capable of towing the sort of caravans we see being towed by large SUVs. However, I'm sure that EV manufacturers will be looking to fill that market niche and will be offering suitable vehicles. Tesla's Model X can already meet some of the demand with a tow capacity of over two tonnes. I think that most dinghies and their trailers will weigh a fair bit less than the average glider in its trailer so won't be the problem that John envisages.

Incidentally, the article mentions that a car with a trailer won't fit in a charging bay. Generally, this is true although I've yet to go to a charging station where there isn't a convenient location to unhitch the trailer whilst charging. I have, however, found one charging station on the A1 where, with a little ingenuity, it was possible to charge without unhitching by stopping in the adjacent lorry park!



Andrew Reid's first gliding flight was, aged 17, with the Venture Scouts at Lasham in a K-13. Over 50 years on Andrew has amassed about 2,600 hours, three Diamonds and an instructor's rating on the way (most of his instructing is being done in K-13s!). Solo flying is mostly in a Ventus bT in which he has had a share for over 20 years. Andrew was Finance Director of the Bicester Gliding Centre before the club was forced to leave Bicester last year. He is now chairman of the club whilst it is 'in hibernation', looking for a new site and new homes for its assets. Andrew now flies with Banbury GC. He holds a PPL and has a share in a Robin DR400-180.



PICTURE PE

Tobias Barth reveals the hard work required to capture his stunning images that feature in gliding calendars

IT ALL started at the Flugwissenschaftliche Vereinigung in Aachen (FVA 1920 eV), one of the German student aviation groups that have always enriched gliding with their innovative ideas. My studies suffered a lot during the summer months because of the sometimes very good gliding conditions – I just loved being in the air.

I did aerobatics and towing licences more or less on the side, but mainly I was (and still am) a cross-country pilot, who flies thermally through the landscape. Starting early in the morning, I use the last thermals to get home in the evening.

Even back then, I uploaded my flights on the website Online Contest (OLC), which is well known in gliding circles, but the joy of a great flight was quickly forgotten and with each passing day the



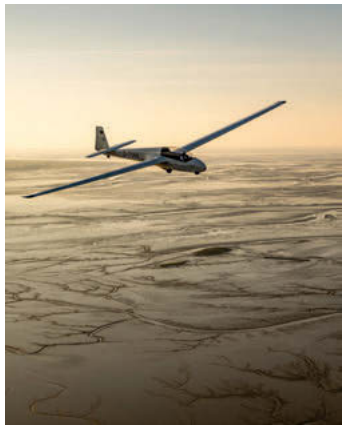
ERFECT



Above: A DG-400 positions itself for the next photo over the mountains of the French Alps

Main image on centre pages: Jon Gatfield's AS33 during a challenging photo flight in wave at 15,000ft in Serres, France

Below: K-13, with father and son, during a photo flight with the Stade club's training aircraft over the Wadden Sea, Germany



memories of these experiences faded faster and faster. Today I can look into my flight log and proudly see several entries of flights between 888km and 940km, flown in an 18m Class glider.

After my studies, life progressed unstoppably and job and family naturally also wanted to find a place in my schedule. Almost at the same time, in February 2015, I received a very exciting call from Mrs Siegle, who had taken over the 'Gliding Photo Calendar' from Claus-Dieter Zink, who died in 2010. She had seen some of my pictures of gliders that I had uploaded on the photo platform Flickr at the time and we got talking about a possible collaboration. These beginnings are now almost seven years ago and, in the meantime, the calendar is now filled with pictures from my camera.

I still remember the first flights with my beloved Nikon SLR camera. Completely euphoric, I landed to take a look at my first aerial photos as quickly as possible. Disillusionment came sooner than I had hoped. The average was about 500 to 1. Out of 500 pictures, only one had a complete image of an aeroplane without cutting off wings or fuselage – and it was still far from being really beautiful.

At that time I was in the process of getting the camera, which weighed up to 2kg and was mounted on the outside of the fuselage, approved with the help of EASA. Many hours of flying later, however, I discarded this elaborate plan because the yield of usable photos was simply too low. But from today's perspective, this setback was probably necessary in order to try completely new ways to get unique aerial photos of gliders.

I tried new options and possibilities to be able to fly and photograph at the same time with my Glasflügel 303 Mosquito. Some of them were a complete mess, others improved the image yield by maybe 400 to 1. The total loss of my Nikon during a landing towards the end of the 2016 season was harder to cope with and I was on the verge of giving it all up and going back to photographing flowers and bees.

After the first winter months, when the frustration had dissipated, I knew I really wanted to get back into photography! I began





to try out many different models from different camera manufacturers. From Nikon, Canon, Sony or Fujifilm, everything was there. In addition, of course, there were various lenses from fixed focal lengths to telezooms. I had easily exceeded the sum of €10,000 to finally find the perfect system.

To make a long story short: To this day, no manufacturer has a camera on offer that meets all my needs. So I actually shoot with two completely different systems from Nikon and Sony in parallel and choose the right one depending on the application.

Of course, good cameras help to capture the image the way you want it. But without the right light, or rather without the right weather, you take pictures that you never look at again afterwards. I made sure very early on that I had good photographic conditions. I check that the air on the day of the flight does not contain too much moisture, otherwise the horizon looks muddy and without accents. Conversely, a thermally active day is not necessarily suitable. Unfortunately, the cumulus clouds cast large shadows on the ground that I cannot and do not want to remove, even with intensive post-processing. So I search the sky for cloud holes to keep the shadows on the ground as small as possible.

If I fly at sunset, I have a very precise time window in which the take-off must take place so that I can photograph the model at the best possible time after the tow at the starting altitude. Of course, this varies a little depending on the climb performance of the tow plane.

The organisation of a single flight can take several months, sometimes even one or two years. First of all, I look for an appealing landscape for my aerial photographs. For this, I use illustrated books in printed form or well-known online portals. Of course, the right take-off and landing site for the glider is crucial, so unfortunately I always have to stay within the gliding range of the respective aircraft. If you add to the preparation the organisation of a tow plane and a small crew of helpers, the actual photo flight is only a fraction of the work that goes into many of my photos.

Besides the weather, of course, the

Above left: One of the few original Minimoas still flying

Above right: A "Salto" while training for inverted flight shooting

ORGANISATION OF A SINGLE FLIGHT CAN TAKE SEVERAL MONTHS, SOMETIMES EVEN ONE OR TWO YEARS. FIRST OF ALL, I LOOK FOR AN APPEALING LANDSCAPE FOR MY AERIAL PHOTOGRAPHS



Tobias Barth caught the gliding bug at the age of 12. Today he combines his two greatest passions: photography and soaring. Tobias has been flying for 31 years. His home club is 40km west of Hamburg in the town of Stade. Most of his flying is in Serres, Southern France

ALL PHOTOGRAPHS BY TOBIAS BARTH



■ You can get the Soaring edition of the 2022 Aviation Calendar from:
(UK readers) *www.bgashop.co.uk*
(Overseas readers)
www.aviation-calendar.com
It is available in both A2 and A3 formats.



Ventus 3 above Écrins National Park in the French Alps

flight technique is a factor not to be underestimated for my air-to-air pictures. In the meantime, I not only take pictures from my single-seater, but also from a Cessna 172RG, an Aviat Husky, a microlight or from a powered glider of the local flying club here in northern Germany.

As of the end of the 2021 season, more than 50,000 pictures of over 65 different types of gliders have accumulated on my hard drives.

Well, the sheer number says absolutely nothing about the quality of the pictures, but the average of really good pictures is currently around 10:1. For the pictures that could make it into the calendar beyond that, it is around 100:1, whereby not every very good picture automatically makes it into the next calendar.

Today, these pictures are my personal flight book. Pictures that, even after many years, can automatically put me in the shoes of every flight and relive the great moments and experiences. For me personally, at least, in a much more profound way than is possible on the well-known websites.

In 2022 there will be a new edition of the world-renowned photo calendar Gliding. Starting this year, two new photographers will cover the world of powered flight and hang gliding. So the new calendar will be called Aviation Calendar: with the editions “Soaring”, “Powered flight” and “Paragliding”. A truly excellent compilation that is not available anywhere else in the world.



Prototype Glasflügel 304 above Wadden Sea National Park



Akaflieg Munich prototype Mü22 at Idaflieg 2019 summer camp in Stendal



Tom Arscott



Jez Hood



Jake Brattle

1	T Arscott	**50**	**J White**	101	J Reed	**151**	**F Davies**	201	M A Hall	**251**	**H Morris**
2	J Hood	**52**	**D Williams**	102	P Rice	**152**	**L Brady**	202	B Payne	**252**	**R Torr**
3	J Brattle	**53**	**WChappel**	103	S Noujaim	**153**	**O Dale**	203	P McLean	**253**	**T World**
4	P Jones	**54**	**F Aitken**	104	J Arnold	**154**	**L Davidson**	204	R Roberts	**254**	**N Goudie**
5	D Francis	**55**	**C Hill**	105	O Rzhondkovskyi	**155**	**I Campbell**	205	C Gough	**255**	**A Parish**
6	S Eyles	**56**	**S Pozerskis**	106	S Hutchinson	**156**	**WHead**	206	S Armitage	**256**	**B Murray**
7	H Jones	**57**	**G Green**	107	R Witter	**157**	**MStephens**	207	J Sharp	**257**	**J Meyer**
8	A Davis	**58**	**R Bromwich**	108	M Burton	**158**	**C Scutter**	208	A Roch	**258**	**G Metcalfe**
9	L Wells	**59**	**A Truelove**	109	P Carter	**159**	**M Clarke**	209	H Harris	**259**	**B Spreckley**
10	I Macarthur	**60**	**G McAndrew**	110	P Baker	**160**	**H Ribeira**	210	L Finlay	**260**	**K Teagle**
11	G Dale	**61**	**G Stingemore**	111	A Balkwill	**161**	**S Lapworth**	211	G Hunter	**261**	**S Woolcock**
12	S Jones	**62**	**D Brown**	112	B Scougall	**162**	**C Bennett**	212	S Nock	**262**	**G Glazebrook**
13	F Sleigh	**63**	**J Pack**	113	N Tillett	**163**	**A D'Arcy**	213	A Jelden	**263**	**J Jones**
14	G Coppin	**64**	**G White**	114	K Payne	**164**	**R Ellis**	214	WParker	**264**	**P Eaton**
15	P Harvey	**65**	**M Birch**	115	M Webb	**165**	**D Hope**	215	R King	**265**	**J Gilbey**
16	C Starkey	**66**	**J Pack**	116	B Nicholson	**166**	**O Wheeler**	216	M Cobham	**266**	**T Brown**
17	K Tipple	**67**	**N Mallender**	117	G Smith	**167**	**T Chapman**	217	E Foxon	**267**	**C Corbett**
18	P Fritche	**68**	**A O'Keefe**	118	R Large	**168**	**D Briggs**	218	R Grieve	**268**	**P Atkinson**
19	T Pavis	**69**	**F Turner**	119	J Thompson	**169**	**J Nash**	219	M T Davis	**269**	**R Slater**
20	D Bromley	**70**	**A Farr**	120	C Curtis	**170**	**H Hingley**	220	W Brewis	**270**	**P Desmond**
21	R Hood	**71**	**M Fox**	121	M Newland-Smith	**171**	**D Rance**	221	B Fairston	**271**	**M Davenport**
22	T Milner	**72**	**M Clark**	122	C Mutricy	**172**	**P Wright**	222	D Findon	**272**	**A Ramsay**
23	H Inigo-Jones	**73**	**E Sparrow**	123	J Bridge	**173**	**M Wells**	223	S Brown	**273**	**N Perren**
24	I Evans	**74**	**J Otty**	124	A Mayer	**174**	**R Berry**	224	G Francis	**274**	**A Fordham**
25	F Summerell	**75**	**G Drury**	125	A Holmes	**175**	**M Gatfield**	225	P Stafford-Allen	**275**	**P Ruskin**
26	T Scott	**76**	**J Williams**	126	A Elliott	**176**	**T Macfadyen**	226	B Bradford	**276**	**J Best**
27	T Webb	**77**	**P Crabb**	127	D Palmer	**177**	**J Tonkin**	227	H Bloxham	**277**	**M Foreman**
28	S McLaughlin	**78**	**P Naegeli**	128	A Freeborn	**178**	**A Beatty**	228	O Constable	**278**	**P Hurd**
29	T Jenkinson	**79**	**P Kaye**	129	I Cook	**179**	**A Wallace**	229	O Sleigh	**279**	**J Bevan**
30	J Ewence	**80**	**T Davies**	130	C Luton	**180**	**B Kerby**	230	S Thompson	**280**	**M Bond**
31	R Cheetham	**81**	**M Smith**	131	A Sanders	**181**	**A Hippel**	231	R Robertson	**281**	**M Holden**
32	T Freeland	**82**	**C Marshall**	132	W Inglis	**182**	**D Crowson**	232	WBlackburn	**282**	**A Lucas**
33	N McLaughlin	**83**	**A Neofytou**	133	A Emson	**183**	**P Dolan**	233	J Ravenscroft	**283**	**M Oliver**
34	S Ell	**84**	**J Richards**	134	M W Durham	**184**	**M Stringer**	234	D Heslop	**284**	**J Clarke**
35	M Davis	**85**	**C Allen**	135	C Darlow	**185**	**S Platt**	235	C Gill	**285**	**D Langrick**
36	O Walters	**86**	**D Booth**	136	R Kalin	**186**	**R Fack**	236	A Gibbs	**286**	**R Hanks**
37	A Nunn	**87**	**T Robson**	137	S Codd	**187**	**O Metcalfe**	237	A Mutch	**287**	**C Marren**
38	R Browne	**88**	**G Thomas**	138	A Hall	**188**	**J Pring**	238	A Sampson	**288**	**K Stokes**
39	J Eccles	**89**	**D Campbell**	139	M Boydon	**189**	**A Langlands**	239	T Mitchell	**289**	**J Strzebrakowski**
40	A Mulder	**90**	**R Thirkell**	140	P Pentecost	**190**	**T Clark**	240	J Clark	**290**	**M Pike**
41	S Barter	**91**	**M Young**	141	B Hughes	**191**	**G Craig**	241	J Craig	**291**	**G Lyons**
42	J Tanner	**92**	**G O'Hagan**	142	K Reid	**192**	**S Astley**	242	A Landau	**292**	**L Bricknell**
43	T Fletcher	**93**	**F Jeynes**	143	P Freeland	**193**	**J Steel**	243	C Bessent	**293**	**M Robinson**
44	B Birlison	**94**	**H Joseph**	144	A Bridges	**194**	**R Welford**	244	J Stephen	**294**	**G Corbett**
45	J Roberts	**95**	**J McCoshim**	145	B Edkins	**195**	**K Ahlner**	245	J Beringer	**295**	**R Maisonpierre**
46	E Downham	**96**	**D Richmond**	146	O McCormack	**196**	**C Dawes**	246	A Tribe	**296**	**M Bailey**
47	M Cook	**97**	**M Coffee**	147	Atkin & Watson	**197**	**S Walker**	247	A Birkbeck	**297**	**H Hudson**
48	A Watson	**98**	**D Gardner**	148	R Arnall	**198**	**N Wedi**	248	R Pye	**298**	**S Roddie**
49	D Watt	**99**	**T Cook**	149	R Smith	**199**	**J Spencer**	249	P Jessop	**299**	**G Paul**
50	L Hornsey	**100**	**A Moulang**	150	D McCarthy	**200**	**K Barker**	250	C Cobham	**300**	**A Docherty**

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

THE RACING YEAR

Four pages of BGA-rated competition results start here – turn to pages 46 & 47 for the remainder. For the provisional 2021 Ratings List, please turn to page 43.

CLUB CLASS NATIONALS 2021
Hus Bos, 17-27 July

	Pilot	Glider	Points	Day 1	Day 2	Day 3	Day 4	Day 5	Day 6
1	Tom Arscott	LS7-WL	5200	2 (795)	2 (909)	4 (963)	1 (1000)	1 (571)	1 (962)
2	Jake Brattle	LS7 Neo	5105	1 (796)	3 (891)	8 (904)	2 (997)	6 (555)	1 (962)
3	Tim Milner	LS3	4689	15 (638)	11 (826)	7 (914)	10 (834)	7 (550)	3 (927)
4	Oliver Summerell	ASW 20C	4658	7 (719)	13 (812)	9 (903)	12 (812)	15 (513)	4 (899)
5	Shaun McLaughlin	Mini Nimbus C	4647	19 (616)	9 (835)	5 (956)	3 (908)	11 (532)	7 (800)
6	James Ewence	Discus	4633	12 (662)	17 (772)	2 (996)	11 (827)	14 (514)	5 (862)
7	Neil McLaughlin	Mini Nimbus	4630	15 (638)	10 (834)	6 (926)	4 (886)	8 (545)	6 (801)
8	Gerrard G Dale	ASW 24	4627	8 (712)	4 (878)	13 (815)	5 (885)	3 (568)	9 (769)
9	Alison Mulder	LS4a	4486	3 (784)	7 (847)	20 (748)	14 (784)	9 (541)	8 (782)
10	Timothy Fletcher	Std Libelle	4451	10 (685)	6 (855)	14 (801)	8 (851)	12 (525)	16 (734)
11	John Roberts	ASW 19b	4422	18 (617)	8 (841)	3 (991)	6 (875)	25 (331)	10 (767)
12	Claudia Hill	LS1 f Neo	4407	5 (735)	12 (820)	11 (836)	20 (714)	3 (568)	16 (734)
13	George White	LS1 f	4354	11 (675)	18 (746)	12 (819)	9 (839)	10 (536)	15 (739)
14	Mike Fox	LS4	4252	14 (654)	15 (795)	10 (882)	7 (865)	24 (345)	18 (711)
15	Ayala Truelove	Discus	4229	6 (722)	19 (739)	18 (780)	21 (707)	13 (520)	11 (761)
16	Greg O'Hagan	LS4	4108	13 (657)	20 (733)	1 (1,000)	15 (775)	29 (190)	13 (753)
17	Carol Marshall	LS7	3956	4 (749)	1 (917)	15 (790)	17 (724)	27 (252)	26 (524)
18	Oleg Rzhondkovskyi	Discus B	3953	22 (510)	14 (810)	16 (786)	23 (688)	21 (418)	14 (741)
19	Jeremy Pack	Std Cirrus	3824	25 (462)	16 (775)	19 (756)	19 (718)	20 (426)	22 (687)
20	Christophe Mutricy	Std. Cirrus	3819	24 (480)	22 (726)	23 (721)	18 (720)	17 (465)	21 (707)
21	Douglas Gardner	LS3a	3806	20 (578)	24 (605)	25 (656)	22 (701)	5 (556)	19 (710)
22	Benjamin Hughes	ASW 20	3799	23 (483)	5 (866)	24 (712)	13 (793)	15 (513)	29 (432)
23	Alistair Bridges	Std Cirrus	3723	26 (435)	21 (727)	21 (737)	25 (620)	19 (446)	12 (758)
24	Alistair Emson	Std Cirrus	3612	9 (688)	30 (362)	16 (786)	24 (627)	1 (571)	24 (578)
25	Peter Freeland	Mosquito B (w)	3489	17 (625)	25 (586)	22 (735)	16 (726)	30 (109)	20 (708)
26	Jeremy Beringer	Open Cirrus	2729	27 (363)	26 (518)	26 (494)	28 (472)	23 (375)	28 (507)
27	Kelly Teagle	ASW 20	2631	21 (541)	31 (282)	30 (321)	27 (476)	18 (464)	25 (547)
28	Alex Fordham	Astir CS	2597	30 (194)	28 (390)	27 (485)	26 (557)	22 (392)	23 (579)
29	Sally Walker	LS4	2092	28 (294)	23 (654)	28 (332)	31 (0)	26 (291)	27 (521)
30	Jane Nash	SZD 55	1741	29 (238)	29 (375)	28 (332)	29 (387)	31 (89)	30 (320)
31	Philippa Roberts	ASW 20	1359	31 (134)	27 (404)	31 (309)	30 (5)	27 (252)	31 (255)

20M CLASS NATIONALS 2021
Lasham, 21-29 August

	Pilot	Glider	Points	Day 1	Day 2	Day 3	Day 4	Day 5	Day 6
1	Steve Jones	Arcus M	4197	6 (384)	2 (564)	2 (783)	3 (899)	1 (1000)	2 (567)
2	Garry Coppin	Arcus T	3945	7 (350)	3 (548)	8 (698)	2 (901)	3 (981)	6 (467)
3	Tim Scott	ASG 32	3932	3 (440)	4 (516)	4 (760)	1 (905)	6 (865)	11 (446)
4	Owain Walters	ASG 32	3758	3 (440)	1 (582)	15 (594)	7 (767)	5 (909)	8 (466)
5	Edward Downham	Twin Shark	3541	1 (469)	11 (348)	11 (679)	6 (768)	9 (810)	6 (467)
6	Graham McAndrew	Arcus T	3462	12 (274)	17 (189)	1 (800)	4 (889)	8 (848)	9 (462)
7	Steve Pozerskis	Duo Discus XLT	3425	9 (332)	9 (404)	6 (705)	16 (497)	2 (990)	4 (497)
8	Tim Robson	Duo Discus T	3290	5 (402)	12 (321)	5 (751)	5 (813)	14 (588)	15 (415)
9	Rod Witter	Arcus M	3058	2 (468)	18 (0)	7 (700)	15 (509)	4 (936)	13 (445)
10	Bruce Nicholson	Arcus T	3020	17 (37)	8 (405)	9 (696)	11 (570)	7 (850)	9 (462)
11	Michael Boydon	Duo Discus XT	2936	14 (69)	6 (513)	14 (597)	10 (627)	11 (684)	11 (446)
12	Tony Moulang	Arcus T	2885	11 (277)	5 (515)	17 (565)	17 (453)	12 (630)	13 (445)
13	Jack Tonkin	Arcus T	2808	16 (38)	7 (484)	3 (775)	9 (724)	10 (787)	18 (0)
14	Chris Dawes	Arcus M	2736	13 (270)	15 (264)	12 (669)	14 (520)	16 (545)	5 (468)
15	Simon Holland	Duo Discus XLT	2674	10 (296)	14 (296)	13 (640)	13 (533)	13 (617)	16 (292)
16	Jon Arnold	Duo Discus XLT	2585	15 (66)	10 (372)	10 (685)	18 (356)	15 (547)	3 (559)
17	Eric Smith	Duo Discus XT	2451	8 (344)	13 (319)	15 (594)	11 (570)	17 (407)	17 (217)
18	Adrian Docherty	Duo Discus XLT	2141	18 (23)	16 (254)	18 (138)	8 (762)	18 (391)	1 (573)

INTER-SERVICES OPEN REGIONALS 2021
Keevil, 24-31 July

	Pilot	Glider	Points
1	Brian Birlison	ASG 29E	2540
2	Bob Bromwich	Ventus 3 FES	2485
3	David Bromley	Duo Discus XT	2456
4	Gwyn Thomas	JS1C	2323
5	Jon Arnold	Discus 2c	2202
6	Angus Watson	ASW 27	2179
7	Luke Dale	LS8	2000
8	Andrew Farr	Ventus 2cT	1946
9	Lee Davidson	LS8	1934
10	Timothy Clark	ASW 27	1924
11	Paul McLean	Ventus 2cT	1922
12	William Brewis	JS1C	1870
13	Jonathan Ravenscroft	LS8	1861
14	Paul Jessop	Duo Discus (w)	1810
15	Chris Marren	Duo Discus XT	1651
16	Robert Pye	LS8	1644
17	Paul Wright	Nimbus 2	1564
18	Andy Miller	HpH 304e Shark FES	1558
19	Alan Swan	Discus 2cT	1469
20	Carl Peters	Duo Discus XLT	1463
21	Ian Gallacher	Duo Discus (w)	1461
22	Ian Campbell	LS8	1040

INTER-SERVICES SPORT REGIONALS 2021

1	David Williams	Std Libelle	2231
2	Tim Davies	ASW 24	2048
3	Danny Richmond	Std Cirrus	2032
4	Daniel Palmer	LS4	1849
5	Richard Arnall	Janus CM	1847
6	Thomas Chapman	Std Cirrus	1813
7	Jamie Steel	Std Cirrus	1757
8	Oscar Constable	K-21	1666
9	Jonathan Jones	ASW 20	1535
10	Christopher Bryning	DG-505 Orion	1264
11	Michael Hunton	DG-200	1259
12	Tarlochan Marwaha	K-21	1147
13	Neill Atkins	Discus (w)	927
14	Barney Wainwright	Discus	0



Graham McAndrew in Arcus T (Max Kirschner)

The Competitions Calendar for 2022 is on page 5 – updates will be at *www.gliding.co.uk/bgainfo/competitions/news.htm*

18M CLASS NATIONALS 2021
Lasham, 21-29 August

	Pilot	Glider	Points	Day 1	Day 2	Day 3	Day 4	Day 5	Day 6
1	Philip Jones	Ventus 3TS	4408	3 (549)	2 (703)	9 (739)	9 (624)	1 (799)	2 (994)
2	Derren Francis	Ventus 3T	4383	9 (516)	1 (704)	5 (773)	3 (678)	5 (727)	7 (985)
3	Leigh Wells	JS-MD 3	4314	4 (528)	6 (624)	3 (783)	4 (676)	9 (709)	2 (994)
4	Kim Tipple	ASG 29 E	4079	5 (526)	9 (609)	12 (692)	14 (598)	11 (682)	10 (972)
5	Ian Macarthur	JS 1b	4031	34 (259)	18 (521)	2 (788)	2 (759)	6 (716)	6 (988)
6	Peter Harvey	Ventus 3T	4007	7 (521)	39 (396)	4 (775)	11 (617)	7 (713)	7 (985)
7	Richard Hood	Ventus 2cxa	3962	2 (550)	18 (521)	8 (743)	28 (476)	8 (712)	14 (960)
8	Tim Webb	Ventus 2cxa	3933	14 (433)	5 (638)	14 (652)	13 (616)	17 (637)	15 (957)
9	Russell Cheetham	JS-MD 3	3855	1 (558)	17 (523)	32 (513)	24 (529)	3 (738)	2 (994)
10	Stephen Ell	ASG 29 E	3810	10 (494)	23 (500)	7 (760)	15 (585)	31 (531)	21 (940)
11	Andy Davis	JS-MD 3	3807	8 (518)	9 (609)	6 (766)	32 (457)	32 (520)	23 (937)
12	Alistair Nunn	JS 1b	3799	11 (484)	4 (640)	18 (613)	28 (476)	15 (640)	18 (946)
13	Chris Starkey	ASG 29 Es	3784	19 (414)	8 (612)	11 (696)	1 (834)	14 (648)	31 (580)
14	Tim Jenkinson	JS 1c	3777	12 (458)	15 (528)	27 (524)	18 (569)	2 (745)	16 (953)
15	Steve Barter	Ventus 3T	3771	26 (342)	3 (696)	20 (606)	10 (623)	21 (609)	28 (895)
16	Matthew Davis	JS MD 1C	3697	18 (417)	21 (519)	30 (515)	21 (546)	10 (700)	1 (1000)
17	Gary Stingemore	AS 33 Es	3588	5 (526)	12 (549)	1 (791)	19 (568)	20 (610)	32 (544)
18	Jeremy Pack	ASG 29 Es	3570	33 (261)	21 (519)	13 (665)	23 (536)	15 (640)	17 (949)
19	Elizabeth Sparrow	ASG 29 E	3467	17 (420)	33 (431)	23 (571)	25 (525)	26 (578)	20 (942)
20	Patrick Naegeli	ASG 29 E	3438	21 (372)	29 (481)	35 (465)	8 (653)	23 (592)	29 (875)
21	Andrew Neofytou	Ventus 2cxa FES	3434	37 (234)	14 (531)	33 (491)	11 (617)	24 (589)	10 (972)
22	Iain Evans	JS 1c	3430	23 (363)	26 (492)	15 (636)	41 (315)	13 (652)	10 (972)
23	Howard Joseph	Ventus 2cxT	3397	26 (342)	23 (500)	16 (625)	39 (413)	27 (572)	19 (945)
24	Tony Cook	Ventus 2cxaj	3328	38 (152)	40 (377)	28 (521)	5 (675)	18 (631)	10 (972)
25	Simon Hutchinson	Ventus 3F	3257	31 (320)	20 (520)	30 (515)	37 (437)	30 (555)	24 (910)
26	Nick Tillett	ASG 29 Es	3168	24 (357)	7 (623)	16 (625)	7 (655)	12 (655)	36 (253)
27	Graham Smith	Ventus 2cT	3131	29 (325)	13 (538)	42 (368)	17 (578)	22 (599)	30 (723)
28	Chris Luton	ASG 29 E	3096	36 (249)	41 (343)	38 (448)	20 (566)	25 (585)	26 (905)
29	Andrew Hall	JS MD 1C	3060	32 (268)	15 (528)	19 (610)	22 (541)	41 (130)	9 (983)
30	Frank Davies	ASG 29E	3007	16 (426)	25 (493)	29 (519)	16 (581)	33 (507)	34 (481)
31	Mike Clarke	AS 33 Es	2972	35 (251)	36 (414)	25 (560)	26 (481)	35 (357)	25 (909)
32	Liam Brady	ASG 29 E	2937	20 (409)	37 (408)	24 (566)	33 (452)	40 (203)	27 (899)
33	Jason Eccles	ASG 29 Es	2604	15 (432)	31 (444)	37 (449)	38 (430)	29 (558)	35 (291)
34	Roy Pentecost	ASG 29 E	2583	28 (336)	11 (552)	36 (455)	6 (656)	38 (333)	37 (251)
35	Shaun Lapworth	JS 1c	2566	13 (452)	28 (482)	41 (411)	42 (281)	42 (0)	21 (940)
36	Martin Clark	JS MD 1c	2506	41 (7)	42 (322)	34 (467)	27 (477)	39 (240)	5 (993)
37	Richard Browne	JS 1c	2503	40 (62)	32 (432)	10 (733)	35 (445)	3 (738)	40 (93)
38	Bob Bromwich	Ventus 3F	2423	30 (323)	35 (429)	21 (594)	33 (452)	19 (623)	42 (2)
39	Chris Cobham	ASG 29 E	2366	22 (370)	30 (450)	22 (577)	40 (359)	28 (566)	41 (44)
40	William Murray	Ventus 3TS	2334	25 (347)	38 (402)	26 (557)	28 (476)	35 (357)	39 (195)
41	Mark Davenport	ASG 29 E	2265	39 (64)	34 (430)	39 (438)	28 (476)	35 (357)	33 (500)
42	Graham Paul	JS 1c	1970	42 (0)	27 (487)	40 (426)	36 (444)	34 (412)	38 (201)

15M CLASS NATIONALS 2021
Lasham, 26 June – 4 July

	Pilot	Glider	Points	Day 1
1	Andy Davis	JS-MD 3	1000	1 (1000)
2	Chris Starkey	ASG 29 Es	959	2 (959)
3	Richard Hood	Ventus 2cxa	950	3 (950)
4	Philip Jones	Ventus 3TS	858	4 (858)
5	Tim Scott	ASG 29	838	5 (838)
6	Matt Cook	Ventus 2a	833	6 (833)
6	Dave Watt	Ventus 2a	833	6 (833)
8	Derren Francis	Ventus 3T	681	8 (681)
9	Chris Curtis	Ventus 2cxa	631	9 (631)
10	Kim Tipple	ASG 29 E	597	10 (597)
11	Frank Davies	ASG 29 E	595	11 (595)
12	Nick Tillett	ASG 29 Es	581	12 (581)
13	Roy Pentecost	ASG 29 E	578	13 (578)
14	Steve Barter	Ventus 3T	545	14 (545)
15	Owen McCormack	Ventus 2a	328	15 (328)
16	Elizabeth Sparrow	ASG 29 E	284	16 (284)
17	Peter Freeland	Mosquito b wl	277	17 (277)
18	Chris Bessent	Ventus b	209	18 (209)
19	Philippa Roberts	ASW 20L	197	19 (197)



Finishing at Lasham nationals (Max Kirschner)

STANDARD NATIONALS 2021
Lasham, 26 June – 4 July

	Pilot	Glider	Points	Day 1
1	Steve Eyles	LS 8	1000	1 (1000)
1	Jeremy Hood	LS 8	1000	1 (1000)
3	Paul Fritche	LS 8	974	3 (974)
4	David Bromley	LS 8	972	4 (972)
5	Tom Arscott	LS 7 WL	968	5 (968)
6	Howard Jones	Discus 2a	937	6 (937)
7	Gerrard G Dale	ASW 24 WL	916	7 (916)
8	Francesca Roberts	LS 8	868	8 (868)
9	Nigel Mallender	LS 8	851	9 (851)
10	Oleg Rzhondkovskyi	Discus b	655	10 (655)
11	Ayala Truelove	LS 8	566	11 (566)
12	Mike Gatfield	LS 8	536	12 (536)
13	Jake Brattle	LS 7 WL	471	13 (471)
14	Jon Arnold	Discus 2c	468	14 (468)
15	Jon Pring	ASW 24	460	15 (460)
16	George Metcalfe	ASW 28	426	16 (426)
17	Ben Hughes	LS 8	351	17 (351)
18	Jane Nash	SZD-55-1	342	18 (342)
19	Alison Mulder	LS 4a	338	19 (338)



Nationals launch at Lasham (Jordan Bridge)

OPEN NATIONALS 2021
Lasham, 26 June – 4 July

	Pilot	Glider	Points	Day 1	Day 2
1	Ian Macarthur	JS 1b (18M)	1596	4 (937)	1 (659)
2	Peter Harvey	Ventus 3	1590	3 (946)	4 (644)
3	Steve Jones	Arcus M	1539	5 (897)	5 (642)
4	Iain Evans	JS 1c	1531	7 (880)	3 (651)
5	Tim Jenkinson	JS 1c	1502	6 (894)	6 (608)
6	Matthew Davis	JS 1c	1496	10 (844)	2 (652)
7	Richard Browne	JS 1c	1476	1 (1,000)	10 (476)
8	Russell Cheetham	JS 1c	1312	12 (815)	7 (497)
9	Gary Stingemore	AS 33 Es	1292	9 (857)	14 (435)
10	Graham McAndrew	Arcus T	1194	8 (876)	15 (318)
11	Alistair Nunn	JS 1b	1190	15 (712)	9 (478)
12	Liam Brady	ASG 29 E	1048	14 (773)	16 (275)
13	Shaun Lapworth	JS 1c	959	2 (959)	17 (0)
14	Ken Barker	JS MD 1c	858	17 (361)	7 (497)
15	Simon Hutchinson	Ventus 3F	842	16 (374)	12 (468)
16	Gwyn Thomas	JS 1c	839	11 (839)	17 (0)
17	Martin Clark	JS MD 1c	834	18 (358)	10 (476)
18	Mike Foreman	AS 33 Es	814	13 (814)	17 (0)
19	Graham Paul	JS 1c	443	19 (0)	13 (443)
20	Michael Boydon	Nimbus 2c	0	19 (0)	17 (0)

JUNIOR NATIONALS 2021
Aston Down, 21-29 August

	Pilot	Glider	Points	Day 1	Day 2	Day 3	Day 4	Day 5
1	Finn Sleigh	ASW 20	2290	1 (373)	4 (287)	1 (926)	1 (580)	3 (124)
2	Freddie Turner	ASG 29Es	2081	16 (286)	1 (307)	6 (856)	8 (509)	5 (123)
3	Henry Inigo-Jones	LS8	2074	5 (333)	5 (283)	2 (879)	4 (529)	19 (50)
4	Thomas Pavis	Discus 2a	2048	22 (254)	6 (279)	4 (870)	7 (521)	3 (124)
5	Clement Allen	Std Cirrus	2026	12 (291)	2 (291)	5 (862)	5 (525)	11 (57)
6	George White	LS1f	1992	4 (344)	9 (269)	10 (785)	3 (538)	12 (56)
7	Oliver Summerell	Std Cirrus	1991	20 (270)	7 (278)	9 (794)	6 (524)	1 (125)
8	Toby Freeland	ASW 20	1860	3 (351)	3 (288)	32 (525)	2 (576)	7 (120)
9	Jordan Bridge	Discus	1807	23 (247)	13 (250)	2 (879)	22 (362)	9 (69)
10	Alistair Emson	Discus	1807	2 (364)	25 (134)	7 (809)	12 (448)	14 (52)
11	Peter Freeland	Mosquito	1780	11 (301)	10 (266)	15 (679)	14 (413)	6 (121)
12	Ollie Wheeler	Astir CS	1661	8 (311)	8 (273)	29 (584)	9 (493)	36 (0)
13	Tom Chapman	Std Cirrus	1577	7 (316)	16 (229)	16 (673)	35 (234)	1 (125)
14	Kristoff Ahlner	Discus	1551	24 (243)	34 (0)	11 (783)	13 (440)	8 (85)
15	Benjamin Payne	ASW 20	1547	6 (328)	34 (0)	8 (805)	22 (362)	14 (52)
16	Holly Harris	Discus	1541	21 (262)	12 (262)	21 (619)	22 (362)	20 (36)
17	Martyn Cobham	Std Cirrus	1539	10 (309)	15 (231)	23 (586)	22 (362)	16 (51)
18	Jonathan Bradford	ASW 20CW	1526	28 (205)	11 (263)	18 (645)	22 (362)	16 (51)
19	Anthony Landau	Astir CS	1445	26 (231)	19 (213)	23 (586)	15 (410)	33 (5)
20	Henry Morris	DG-100	1423	27 (214)	14 (237)	23 (586)	22 (362)	21 (24)
21	Ben Edkins	LS8	1366	18 (274)	34 (0)	14 (688)	18 (382)	25 (22)
22	Archie Lucas	LS4	1340	28 (205)	26 (127)	19 (623)	22 (362)	23 (23)
23	Katie Stokes	Std Libelle	1318	25 (242)	27 (120)	23 (586)	22 (362)	29 (8)
24	Lewis Bricknell	Std Cirrus 16m	1316	13 (290)	34 (0)	31 (528)	10 (486)	26 (12)
25	Ben Hudson	Std Cirrus	1313	17 (285)	33 (7)	17 (649)	21 (365)	31 (7)
26	Kieren MacGregor	Discus	1303	28 (205)	22 (196)	23 (586)	34 (265)	16 (51)
27	Nik Smirnov	LS3a	1249	9 (310)	17 (224)	35 (275)	19 (381)	10 (59)
28	Luke Pike	Std Libelle	1237	35 (0)	21 (205)	19 (623)	17 (386)	23 (23)
29	Joshua Setford	DG-101	1234	19 (273)	17 (224)	13 (727)	40 (0)	28 (10)
30	Ben Jenner	Astir CS77	1194	13 (290)	23 (195)	34 (293)	22 (362)	13 (54)
31	Timothy Williamson	Std Cirrus	1181	35 (0)	20 (209)	23 (586)	22 (362)	21 (24)
32	Oskar Niessen	ASW 15	1178	31 (200)	31 (12)	22 (587)	20 (379)	36 (0)
33	Miles Porteous	LS7	1155	35 (0)	34 (0)	12 (739)	16 (404)	26 (12)
34	Ollie Sleigh	Std Libelle	1074	15 (287)	29 (30)	36 (274)	11 (476)	31 (7)
35	Ryan Millen	Astir CS	939	35 (0)	30 (14)	30 (563)	22 (362)	36 (0)
36	Harriet Gamble	K-6 E	747	35 (0)	23 (195)	38 (187)	22 (362)	34 (3)
37	Emma Burns	K-6 CR	478	35 (0)	34 (0)	33 (327)	36 (151)	36 (0)
38	Ben Hilsenrath	Std Cirrus	364	33 (10)	28 (73)	37 (259)	38 (14)	29 (8)
39	Luke Walker	Club Libelle	139	34 (8)	32 (10)	39 (109)	39 (10)	35 (2)
40	Declan Callan-Mcgill	Astir CS77	86	32 (62)	34 (0)	40 (0)	37 (24)	36 (0)



Nationals grid at Lasham, day one (Jordan Bridge)



Steve Pozerskis took second place at the Midland Regionals flying his ASG 29e (Alex Atkinson)

GRANSDEN GIN REGIONALS 2021
Gransden Lodge, 7-15 August

	Pilot	Glider	Points
1	Matt Cook	Ventus 2a	3480
2	Graham Drury	ASW 27B	3181
3	Rice & Heslop	Duo Discus T	2888
4	Bob Bromwich	Ventus 3	2751
5	Henry Freeborn	Duo Discus XLT	2744
6	Wendy Head	ASG 29E	2610
7	Carpenter & Beatty	Duo Discus	2486
8	Robert Welford	ASG 29	2415
9	Stephen Thompson	Ventus bT 16.6m	2202
10	Tony World	ASW 27	2045
11	Paul Ruskin	HPH 304 Shark SJ	1979
12	Philip Dolan	Ventus 2cxT	1931
13	Geoff Glazebrook	Ventus 3T	1901
14	Richard Maskell	ASW 27b	1805
15	Richard Maisonpierre	Ventus 2cxT 18m	1662
16	Julia Robson	Discus 2c FES	1588
17	Kenneth McPhee	ASG 29	1557
18	Chris Lewis	HPH 304 Shark SJ	1442
19	Adrian Lake	LS 6c	1412
20	Robert Vaughan	Discus 2CT	1274
21	Jeremy Davies	ASW 28-18E	1236
22	Paul Whipp	ASG 29	1221
23	Colin Smithers	ASH 25E	0

GRANSDEN TONIC REGIONALS 2021

	Pilot	Glider	Points
1	Henry Inigo-Jones	DG-300	1933
2	George White	LS1 f	1862
3	John Williams	LS8	1783
4	Neil McLaughlin	Mini Nimbus	1681
5	Andy Mayer	Std Cirrus	1506
6	Atkin & Watson	ASW 20CW	1452
7	Ben Hughes	ASW 20	1421
8	Team PZ	SZD 54 Perkoz	1396
9	Gordon Craig	LS4a	1331
10	Bob Grieve	LS8-15	1251
11	Ollie Sleigh	Libelle 201	1244
12	Peter Freeland	Mosquito B (w)	1242
13	Szymon Bartus	Discus b	1058
14	Mark Robinson	DG-500 22m	1045
15	Toby Freeland	Grob 103 Twin III	1015
16	Martyn Oliver	Std Libelle	972
17	Piers Rex-Murray	LS4	922
18	Rod Connors	Discus	909
19	Steve Wilkinson	PIK 20 D	893
20	Bruce Porteous	LS7	640
21	Katie Stokes	Std Libelle	592
22	Richard Carter	Std Cirrus	480
23	Tom Benson	Astir Jeans	301
24	Colin Knowles	Libelle	290
25	Nik Snirnov	LS3a	252
26	Graeme Cooksey	DG-300 Club	81
27	Paul Newman	DG-300 Club	18

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

MIDLAND REGIONALS 2021
Hus Bos, 17-25 July

	Pilot	Glider	Points
1	Russell Cheetham	JSMD3	5189
2	Steve Pozerskis	ASG 29Es	4945
3	Steve Barter	Ventus 3TS	4765
4	David Booth	JS1b	4546
5	Jason Eccles	ASG 29Es	4427
6	Paul Crabb	ASG 29	4266
7	Ken Payne	ASG 29E	4170
8	Mark Sanders	Arcus T	4088
9	Martin Clark	JS MD1c	3897
10	David D'arcy	LS4	3849
11	Richard Kalin	Ventus2cxt	3811
12	Phil Dolan	Ventus 2cxt	3737
13	Richard Large	Arcus T	3572
14	Brian Scougall	Duo Discus T	3357
15	Alistair Mutch	Discus 2ct	3314
16	Colwyn Darlow	LS10 ST	3266
17	Basil Fairston	Silent 2 Electro	3263
18	Guy Corbett	LAK 17at	3208
19	Jonathan Bevan	Discus2c FES	3203
20	Jerry Langrick	ASG 29E	3190
21	Greg Corbett	Kestrel 19	3173
22	Geoff Glazebrook	Ventus 3TS	2810
23	Mike Bond	DG-800A	2784
24	Nick Taylor	ASG 29E	2595
25	Clive Groves	DG-1000 T	2425
26	Alex Maitland	Vega	2341
27	Adrian Docherty	Duo Discus XLT	2287
28	John Strzebrakowski	LAK 19t	2129
29	Steve Wilks	Arcus M	1815
30	Dougie Wilson	Ventus CT	1270
31	Katie Stokes	Std Libelle	1234

DUNSTABLE RED REGIONALS 2021
Dunstable, 21-29 August

	Pilot	Glider	Points
1	Angus Watson	ASW 27	2627
2	Ayala Truelove	LS8-18	2599
3	Martin Smith	ASW 27	2422
4	John Reed	ASW 27	2277
5	Mark Burton	Arcus M	2275
6	John Thompson	ASH 31Mi	2207
7	Richard Kalin	Ventus 2cxt	2199
8	Hugo Ribeira	LS8-18	2116
9	Helen Hingley	HpH Shark (18m)	2094
10	John Spencer	ASG 29E (18m)	1981
11	Rupert Robertson	ASG 29ES	1833
12	Justin Craig	ASW 27B	1819
13	Geoff Glazebrook	Ventus 3T (18m)	1743
14	Andrew Sampson	ASG 29 (18m)	1580
15	Melissa Jenkins	Duo Discus	1469
16	Russell & Brown	LS6-18 W	1387
17	Paul Whipp	ASG 29 (18m)	1212
18	Geoffrey Payne	ASW 27B	1016
19	Stephen Williams	Ventus 2c (18m)	900
20	France & Hubrecht	HpH Shark (18m)	540
21	King & Stratten	ASG 29	261
22	Andrew Zuchora	Jantar 2B	43

DUNSTABLE BLUE REGIONALS 2021

1	Luke Hornsey	ASW 20	2327
2	Malcolm Birch	Std Libelle (w)	2288
3	Carol Marshall	LS7	2215
4	Jan McCoshim	LS8 (15m)	2210
5	Claudia Hill	LS1-f Neo	2006
6	Alex Hippel	Discus B	1783
7	Sally Walker	LS4 (15m)	1770
8	William Parker	Discus B	1768
9	Matthew Hall	LS6 (15m)	1737
10	Ashley Birkbeck	LS7WL	1537
11	Nigel Perren	Discus (15m-w)	1469
12	Philippa Roberts	ASW 20	1051
13	David Rees	ASW 24	689
14	Paul Gentil	SHK-1	619
15	Gary Cook	ASW 20	-1

COTSWOLD REGIONALS 2021
Aston Down, 21-29 August

	Pilot	Glider	Points
1	Will Chappell	LS8	2589
2	George Green	Discus b	2568
3	Alex O'Keefe	Nimbus 2	2511
4	Jordan Richards	Std Libelle	2394
5	Steve Noujaim	ASW 17	2223
6	Colwyn Darlow	LS10st	2027
7	Alistair Bridges	Std Cirrus	2013
8	Lee Davidson	LS8	2006
9	Chris Bennett	DG-400	1984
10	Paul Wright	Nimbus 2	1966
11	David McCarthy	Ventus b	1923
12	Chris Gough	Duo Discus XT	1848
13	Harry Bloxham	ASW 20	1747
14	Alex Gibbs	DG-300 (w)	1732
15	Phil Dolan	Ventus 2cxt	1635
16	Richard Slater	Ventus c	1617
17	Martyn Oliver	Std Libelle	1608
18	Jane Nash	SZD-55-1	1603
19	Miles Bailey	DG-200	1585
20	Peter Hibbard	SHK	1539
21	Jonathan Jones	ASW 20	1479
22	Ross Morriss	Kestrel 19	1264
23	John Ferguson	ASW 28E/18m	1140
24	Basil Fairston	Silent 2 Electro	1049
25	Geoff Williams	Std Libelle	930
26	Adrian Giles	DG200	908
27	Chris Tooze	LAK 17b FES	735
28	Lucy Wootton	K-6 CR	402
29	Paul Copland	ASW 19	327
30	Jon Wand	ASH 26E	0

BIDFORD REGIONALS 2021
Bidford, 26 June – 4 July

	Pilot	Glider	Points
1	Jason Eccles	ASG 29/18m	496
2	John Tanner	Duo Discus	493
3	Dan Brown	LAK 19/18m	472
4	Andy Farr	Ventus 2cT/18m	466
5	Paul Kaye	LS8T/18m	458
6	Frank Jeynes	Arcus T	450
7	Mike Coffee	LS10/18m	447
8	Andy Balkwill	LS8/18m	436
9	Tony Moulang	Arcus T	434
10	Richard Large	Arcus T	433
11	Ben Edkins	LS8/15m	422
12	Mike Stephens	ASW 27	421
13	David Hope	Ventus 2T/18m	418
14	Allan Wallace	Duo Discus T	415
15	Richard Roberts	Discus b	394
16	Walter Baumann	Discus	88
17	Basil Fairston	Silent 2	87
18	Kerby & Kerby	Duo Discus T	84
19	David D'arcy	LS4	68
20	Jon Wand	ASH 26E	34
21	Mike Stringer	ASW 28E/18m	33
22	Mike Entwisle	Mosquito	13
23	Bambrook & Bambrook	Arcus T	9
24	Garry Lewis	Ventus 2cx/18m	0
24	Rod Witter	Arcus M	0
24	Bill Inglis	Antares 18m	0

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

HUS BOS MAGENTA CHALLENGE 2021
Hus Bos, 7-15 August

	Pilot	Glider	Points
1	Russell Cheetham	JS MD3	1991
2	Jeremy Pack	ASG 29ES	1842
3	Martin Clark	JS MD1c	1777
4	Paul Crabb	ASG 29E	1775
5	Team HB1	Duo Discus	1677
6	Peter Baker	ASW 28E/18m	1604
7	Brian Scougall	Duo Discus T	1598
8	David Bromley	LS8-18	1555
9	Francesca Roberts	LS8	1484
10	Andrew Farr	Ventus 2cT/18m	1444
11	David Rance	JS1C	1441
12	Richard Large	Arcus T	1430
13	Julian Fack	Duo Discus T	1423
14	Jason Eccles	ASG 29ES	1311
15	Chris Bessent	Ventus 16.6m	1215
16	Richard Kalin	Ventus 2cxt	1212
17	Patrick Eaton	Ventus bT 16.6m	1168
18	Mike Bond	DG-800A	1164
19	David Crowson	Arcus T	1046
20	Tim Robson	Jantar 19m	1039
21	Ayala Truelove	LS8	1008
22	Alastair Mutch	Ventus 2cxM	993
23	Andy Parish	ASW 27	978
24	Jerry Langrick	ASG 29E	966
25	Chris Alldis	Duo Discus	838
26	Byrne & Gillanders	Discus 2c FES	823
27	Colwyn Darlow	LS10t	758
28	Dougie Wilson	Ventus ct	703
29	Neal Clements	Duo Discus T	642
30	Clive Groves	DG-1000/20m	432
31	Nick Taylor	ASG 29E	246

HUS BOS CYAN CHALLENGE 2021

1	John Roberts	ASW 19b	1437
2	Claudia Hill	LS1f Neo	1250
3	Alison Mulder	LS4a	1214
4	Carol Marshall	LS7	1129
5	Sally Walker	LS4	1104
6	Jane Nash	SZD55	1042
7	Sarah Platt	LS4b	1018
8	Simon Armitage	Discus Cs	1006
9	Gareth Francis	Mosquito	988
10	Ollie Wheeler	Astir CS	911
11	Nora Van Genugten	Std Cirrus	890
12	Chris Booker	LS1f	795
13	Basil Fairston	Silent 2 Electro	692
4	Richard Torr	Std Cirrus	625
15	Pete Goodchild	PIK 20D	562
16	Alistair Emson	Discus	532
17	Colin Metcalfe	Marianne	521
18	Kelly Teagle	ASW 20	386
19	Philippa Roberts	ASW 20	0

BOOKER REGIONALS 2021
Booker, 10-18 July

	Pilot	Glider	Points
1	Jim White	ASW27	2770
2	John Otty	ASG29/18m	2601
3	Denis Campbell	Ventus 2cxt/18m	2566
4	Howard Joseph	Ventus 2cxT 18m	2307
5	Robert Smith	ASW27b	2250
6	Nils Wedi	LS4	1987
7	Jan McCoshim	LS8	1870
8	Ashley Birkbeck	LS7wl	1850
9	Jeremy Gilbey	HPH 304S Shark FES	1819
10	William Parker	Discus b	1563
11	Steve Williams	Ventus 2c/ 15m	1534
12	Paul Field	Ventus 2ct/18m	1256
13	George Darby	Pik 20d	951
14	David Hamilton	ASW19	760
15	Martin Langford	LS6c-18	435

JOURNEY INTO INSTRUCTING

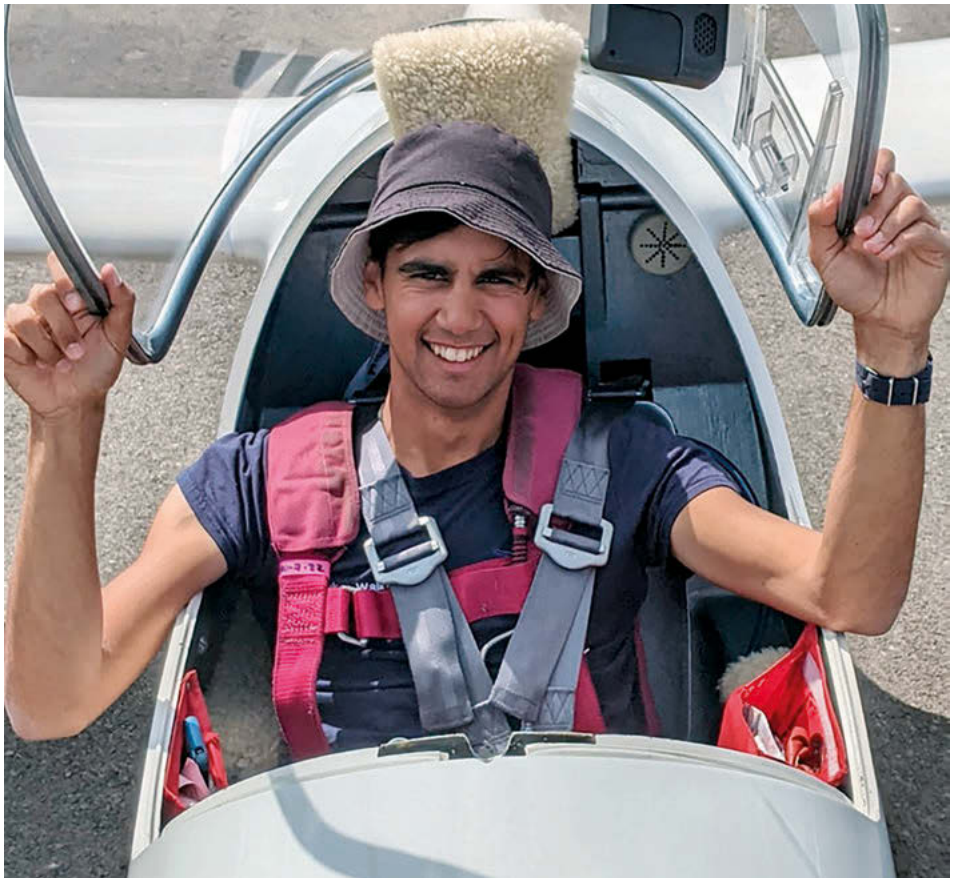
Luke Walker and Jake Matthews share their experiences of becoming an instructor

IN THE last issue, we followed Sam Coole's journey from newbie to instructor. Here, two other instructors share their experiences.

Luke Walker, Buckminster Gliding Club

DESPITE going solo in 2015, it was only in 2019 that I made progress with my gliding career. I began the year as a solo pilot and ended it having done my Bronze, XC, all three Silver legs and my Basic Instructor rating. Like so many, I went into spring 2020 with hope and optimism for another wonderful year. Oh well!

Voucher flights completely stopped so, with the exception of a few new members, I did little instructing. But I was watching our new members carry on learning with the 'grown-ups' and this made me want to be able to do more. The fact that several of our new members were juniors also highlighted the need for someone young (OK, youngish) on the instructing team.



Luke Walker plans to run mid-week flying groups at Saltby next summer

And so it began. I started training for the B module with my CFI Lyn Ferguson-Dalling in October 2020. It was a stop-start affair with two lockdowns getting in the way over the winter. Although we missed several weeks flying we kept ourselves busy. Briefings were practised over Zoom; meanwhile I practised the flying exercises using Condor and a copy of the BGA Instructor Manual.

When flying did eventually restart I enjoyed some solo flying before dual restarted, with six weeks to go until my C module. This was a particularly challenging time as poor weather combined with everyone needing annual checks meaning two-seater time was limited. We only just managed to complete the required exercises before heading away for the C module.

The C module itself was a nice day out to Dunstable. I was fairly nervous, given how rushed I felt the preparation had been. After a morning briefing with my coach we had a nice flight, which included a bit of soaring. It all went very well and I was reassured that I was on track for the D module. The next few weeks at Saltby were more relaxed, and we were able to complete the B module with time to spare.

Spinning

My D module was in June and was just down the road at Hus Bos. Us candidates were certainly put through our paces, with plenty of spinning and launch failures to work on. However, it was enjoyable, getting to experience a different club. Hus Bos did a great job accommodating the course and, despite difficult weather on some days, we had completed the course exercises by Friday.

On Saturday we had our tests, which were pretty nerve racking. I passed my test at the very end of the day, giving our course

a 100 per cent pass rate.

And so I went back to Saltby with my brand new instructor card and got on with instructing. One particular highlight so far was taking a 16-year-old junior pilot soaring in the club's Perkoz. With the exception of getting in the first thermal after the winch launch my P2 did the rest of the soaring, flying some nice thermalling turns before I directed him down a cloud street to Belvoir Castle. We got up to cloudbase at 5,100ft. After landing, I couldn't tell which of us had enjoyed the flight more!

I'm looking forward to what comes next with instructing. I hope to be approved to act as duty instructor soon and next summer I would like to run mid-week evening flying groups for those club members, like myself, who work. I'm also pleased to see that other members will be following, with several BI and Ass Cats currently in training.

Training

I would like to thank the Honourable Company of Air Pilots for helping to fund my training.

To keep it brief I must also mention:

- Lyn Ferguson-Dalling, for the many, many hours of B module training, without which this would never have happened.
- Andrew Roch, Simon Adlard and Ged Terry, for teaching me so much on the C and D modules.
- Mike Fox and Liz Pike, for both the admin support and the encouragement along the way.
- John Sentance, for making me a BI in 2019.
- The junior members of Buckminster and Loughborough Uni (LSUGC) for showing me the way with my Bronze and Silver and reminding me why I wanted to do my Ass Cat rating.

Jake Matthews, Seahawk Gliding Club

I WAS extremely grateful to receive a bursary from The Honourable Company of Air Pilots to help me achieve my goal of becoming a gliding instructor.

Gliding has been a huge part of my life since my first flight with the Air Cadets. I was thrilled when, at the age of 16, I was allowed to fly solo for the first time with 626 VGS at Predannack, Cornwall.

At 17, I was awarded a scholarship with the Fleet Air Arm Officers Association and joined my local BGA club at HMS Seahawk (RNAS Culdrose) in Cornwall. This opened my eyes to gliding and just how much potential there was within the sport. I have now flown several gliding competitions, as well as achieved my motor glider ratings, aerobatics, cloud flying and more.

I have always wanted to become an instructor to encourage more younger people to get into gliding. Seeing the average age of instructors increase with few younger people rising through the ranks, and being able to afford the cost and time needed to gain an instructor's rating and being able to give back to a sport I am passionate about, has really kept me motivated.

BEING ABLE TO GIVE BACK TO A SPORT I AM PASSIONATE ABOUT HAS REALLY KEPT ME MOTIVATED

Being able to make a positive impact within gliding to encourage younger people to achieve their dreams or experience something new with instructors of a similar age and outlook has really driven me to achieve the rating.

The D module was excellent in preparing us for the often-unpredictable world of instructing. The hosting club, The Gliding Centre, gave us all the resources we needed to help us achieve this module. Their friendly members and excellent training facilities enabled us to have a smooth week, despite some challenging weather.

Two BGA coaches guided us through the week and I cannot praise Simon Adlard and Ged Terry enough for their efforts and dedication to instructing.

With various classroom briefings and assessments of our ability to teach the more demanding elements of the syllabus, we were provided with useful hints and tips to help us in the future.

The week concluded with assessments of competency, which I passed along with the three other future instructors.

I plan to continue to hone my instructing skills and have already committed to assisting on various summer courses and development weeks, both with my home club and others. My next aim is to add an aerobatic instructor rating to my licence and, in the future, go for my full rated instructor rating, enabling me to potentially become a CFI in the future.

My thanks once again to The Honourable Company of Air Pilots for this opportunity, as well as the BGA and all those who continue to selflessly drive the sport of gliding forward.



Jake Matthews has a long-term goal of becoming a CFI

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

■ Turn to page 70 for a full list of all those achieving their instructor rating during 2021

WHO SHOULD BE DOING THIS?

THERE is a role to play for all current members, whether that is taking the time to say hello to a new face and ask them about their day, or to become a club ambassador.

Some members will have roles as instructors, others as ground trainers, others as new friends. Club leaders can set an example and encourage others.

What language should be used? The language that best suits the person receiving it given their background, stage of learning about their new sport and the context. When we talk to new members, we need to understand these factors and ensure there is something in it for them, or they may not take the information in.

COMMS (SIC) WITH MEMBERS IS THE THING THAT BINDS CLUBS TOGETHER AND ENSURES THAT PEOPLE FEEL LIKE THEY ARE PART OF THE GROUP

–Jon Hall, Chairman, Midland GC

HOW TO BRIDGE A BELONGING GAP...

HOW long does it take to stop feeling like the new kid? In gliding clubs with many priorities, how do we best welcome each new member? This is someone whose dreams to pilot an aircraft are now becoming reality; dreams so precious that they have invested time and money with the hope to make them come true in a matter of weeks – they can feel it now. Then what? The reality can often be far from dreamy... there is a gap between joining the club and feeling a part of things. That gap can set the tone for the whole duration of their membership. If people feel they are persisting despite the reception they receive (rather than because of it), then something is amiss.

Research previously reported reveals some key findings which seem obvious now. That they came as 'news' shows we may have been looking at things the wrong way. Firstly, instructors play major role in the sphere of influence for people learning to fly. For a new member, 'their club' is populated mainly by instructors and other people learning to fly. Secondly, the micro-barriers often put in place by many clubs and instructors. Some of these require new members to 'qualify' by demonstrating their keenness before people will believe that they are serious about gliding, ie before they can be 'accepted'. People are sensitive to 'acceptance' – we're social animals and only a few generations ago exclusion meant starvation. New members coming into our clubs will be wary because we are still hard wired to detect non-acceptance.

The research showed that whilst people join gliding clubs to fly, building social bonds swiftly is vitally important to success in this aim. Many clubs have been giving this specific attention. What has become clear over the years is that single initiatives, such as a mentoring scheme, often fail. People need a blend of resources. Club leaders meet on Zoom on Monday evenings to talk about club development. During recent sessions clubs have described techniques currently in use: welcome packs; induction calls on Zoom; induction day courses; ground training; using five-day courses to accelerate learning; ambassador schemes for social mentoring; training cards to measure progress. Most are works in progress, and that's fine because getting feedback is a vital part of resource development.

There are four aspects of this work that clubs are reporting as helpful:

Creating cohorts: cohorts support one another and accelerate their learning by sharing their experiences – there is something special about a group of people you learn with. This is visible with people who join a club at the same time, but we also see it on instructor training and so on.

Training and supervision: by helping people to feel their progress as they learn some of the very many skills required to operate safely in a gliding club environment, we can encourage an early sense of achievement, even though going solo is still an aspiration. We can celebrate these achievements in club communications.

Listening: listening to people as they join a club is insightful. We learn their expectations and aspirations; we hear about their experiences and ideas for improvements. We can document their needs for support and information.

Monitoring and evaluating: these are living, social systems – we should expect them to constantly evolve. It is only by doing these activities that we gain an understanding of what needs improving. Some clubs have a follow-up to the induction halfway through the year. They use the feedback to improve their systems.

Finally, it is helpful to take a step back and look at where the communication effort is deployed. Even in clubs with great conversion rates, 90 per cent of the people who try gliding will never come back. Ever. Every club member spends far more than the 90 per cent when they purchase their membership. They are by far the easier group to talk to and if we talk to them effectively so that they feel involved, they will keep coming back.

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

BGA CEO Pete Stratten looks at the challenges facing gliding

FUTURE FOCUS

CURRENT news on environmental issues is highlighting one of several global challenges that affect everyone. At a gliding club management and BGA organisational level, we're facing some interesting challenges brought about by a mix of the foreseeable, such as EU-exit, demographics, carbon reduction, airspace use and pressure on land development, and the unforeseeable such as Covid-19 and its potential to become a long-term issue.

Directional changes can take some considerable time to implement and usually result from the sum of long-term effort and adjustments to how we do things rather than some big bang approach.

In 2020, the BGA Executive Committee launched a piece of work, aligned with the BGA strategy, to review BGA support in terms of both quality and efficiency and to ensure that the BGA is prepared for future contingencies. Contingency isn't just about unexpected problems, of course. There are some reasonably clear indicators, for example those relating to demographics. The work was subsequently labelled 'Fit for the Future' and currently includes six topics:

- Advocacy (external engagement, etc)
- Contingency
- Discover Gliding (delivering gliding to newcomers)
- Flying risk management
- Introductory flying and instructing
- Marketing (external and internal).



Supporting the continued health and development of gliding

Many of these topics will result in outputs which we'll want to discuss with clubs as a way forward, and in turn will result in positive developments that further support the continued health and development, both of individual clubs and of UK gliding as a whole.

Maintaining pilot privileges

Turning to externally-driven change, leaving the EU and EASA appears to have resulted in several UK agencies having to take on more than they had prepared for. The CAA had nearly completed a multi-year exercise in becoming the UK arm of EASA when it suddenly found itself having to separate itself from EASA and take on all equivalent functions for the UK. Changing from auditor to regulator is a big step, which both the DfT and CAA are still working on.

Coming back to gliding, EU-exit has provided some flexibility in when, and even how, retained EU regulation is applied. The change in law that extends Pilot Medical Declaration use to all recreational pilot licences is a positive step. With GA pilot licensing being such a hot topic, the CAA has launched a two-year GA pilot licence review. As a result, the Sailplane Flight Crew Licensing (SFCL) rules that are now established in UK law are being delayed for a further two years, ie to December 2023. The BGA is closely involved; it is vitally important that the review does not result in any loss of long-existing pilot privileges that have been successfully incorporated into SFCL.

Airspace modernisation

As previously reported, the CAA's Airspace Modernisation Strategy v2, which includes lower airspace and drone integration, is about to go to consultation. This is likely to result in significant changes to routing, standards and procedures, which in turn means a lot of proposed airspace changes around many of the UK's airports. Clearly a very important subject and the BGA is working with other GA organisations and with others, including the CAA and National Air Traffic Services, to ensure our needs are understood and reasonably addressed. We'll all hear more in due course.

For all the latest news, please go to *https://members.gliding.co.uk/*

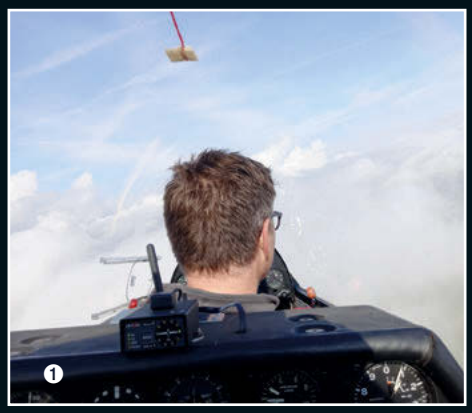
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■ Our thanks to all the photographers and to our *Club News* contributors for sending these in. If you'd like to submit your previously-unpublished photographs for possible inclusion somewhere in *S&G*, please email them to: *editor@sailplaneandgliding.co.uk*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





This page:
❶ Simon Leishman having a daily check ride. A set of large gaps eventually opened in the clouds, allowing a safe winch launch through them at The Park for a spectacular view (John Hull)

❷ Kestrel past member, Jane Skillicorn, was treated to a flight to celebrate her 80th

❸ October wave at Camphill (Liz Martin)

❹ Rattlesden's Sarah Lee choosing her inflight meal (Ian Godding)

❺ Bicester airfield looking spruce with the new runway layout. The airfield continues to host cross-country gliding at Bicester Soaring Group, using a powerful Pawnee 260 tug. New members welcome (Pete Stratten)

❻ Lucy Wootton takes Shenington Airfield landlord, Joe Gibbs, flying in preparation for the launch of Edgehill Gliding Centre

❼ Successful trailer clean-up at Dunstable (Dominic Miller)

Facing page:
❶ Burn's Dave Slocombe, pictured with Andy Roch, gains his Ass Cat rating at Dunstable

❷ Sunday fun at The Park (Rich Morris)

❸ Skylaunch's Mike Groves (right) with Stirling Melhuish at Devon & Somerset GC (Peter Smith)

❹ Classic thunderstorm near Lasham (Jordan Bridge)

❺ RSGC's K-21 and Red 1 are captured at the RAF Shawbury Families Day

❻ Ulster's latest solo pilot Brian McCory (centre) with instructor John Houlihan doing the honours, watched by CFI Michael Miskimmin

❼ Climbing between cloud layers during an introductory flight at Bidford

❽ Somewhere over the rainbow at Highlands (Adrian Morgan)

❾ Recreating a Saab promotional picture from the 70s at Rattlesden (Ian Godding)


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CLUB NEWS

AGC ANGLIA (WATTISHAM)
WWW.ANGLIAGLIDINGCLUB.ORG.UK
520739N 0005722E
CONGRATULATIONS to Lucy Clarke and Jonty Sharpe (resolo), Paul Field (single-seat conversion) and Airtrooper George Ward (solo). George needed only 10 launches, but has around 200 solo hours (fixed-wing powered planes and helicopters). Gwyn Thomas, Jerry Beringer, Lee Davidson and Peter Hibbard participated in the Open Class and Club Class Nationals, the Cotswold Regionals and the Inter-services Gliding Competition. We enjoyed an expedition to Essex GC, where Trevor Stiff and Simon Ginns attended their summer flying week. Thanks to EGC for the loan of a T-Hangar for the week and making us very welcome. Finally, congratulations to Steve Berry, Trevor Stiff and Simon Ginns on their SPLs.
Simon Ginns

AGC WYVERN (UPAVON)
WWW.ARMYGLIDINGCLUBWYVERN.COM
511712N 0014700W
WYVERN had a productive season: 72 Army personnel completed the five-day gliding foundation courses sponsored by the Army Adventure Training Group. We delivered a five-day course to Service Veterans through The Air League, hosted two training weeks for Royal Navy gliding, provided 60 Saturday trial lessons for Army Cadets and reintroduced gliding to the Empire Test Pilot School, with the ETPS CFI joining the club. Our juniors and early solos are keeping the instructors busy with type conversions. Wyvern Wings Task Weeks were reasonably successful and there was a strong Wyvern participation in the Inter-services, plus the Cotswold Regionals, where Will Chappell took the honours.
Paul Jessop

BANBURY (HINTON IN THE HEDGES)
WWW.BANBURYGLIDING.COM
5204355N 00118784W
AS AUTUMN arrived, we saw a bunch of first solos: well done to Mariusz Orlikowski, Richard Coles, George Gibb and Jim Shenton. After some years off, Tony Limb has renewed his Full Cat rating. Jacqui Sewell (after years of being badgered) and Mick Boasman are training to become BIs. An order has been placed for a new EuroFOX, possibly sporting the new 915 engine. October saw several of our members hunting Diamonds as they trailed up to Aboyne for a week. Congratulations to Peter Fincham, presented with the BGA Diploma for services to gliding.
Gary Newbrook

BANNERDOWN (RAF KEEVIL)
WWW.BANNERDOWN.CO.UK
511858N 0020631W
OUR Army course resulted in 224 launches over five days for nine Army personnel, with one solo and several others close. Meanwhile, club members continue to progress through the glider fleet. We welcome several new juniors learning to fly with us, replacing those moving on to education further afield.
Alison Arnold

BATH, WILTS & NORTH DORSET (THE PARK)
WWW.BWND.CO.UK
510742N 0021445W
NOTABLE task week flights were: Martin Davidson, Diamond goal; Keith Longden, Silver, five-hours and 100km diploma; Mark Smallwood five-hours and Silver height; Bill Prince, Silver distance; and visitor Ian Simmonds, Silver height, Silver distance and 100km diploma part 1. Julian Reynolds and Gavin McMullen continue instructor training and Patrick Naegeli, our Senior Regional Examiner, signed off 'C' modules for both. First solos for Harvey Partridge and Alan Bennett. We continue to operate both Ikarus and Pawnee tugs, on loan until our own Pawnee returns. EE is erecting a mast at the back of the field.
Chris Basham

BIDFORD (BIDFORD)
WWW.BIDFORDGLIDINGANDFLYING CLUB.CO.UK 520803N 0015103W
WE NOW have 15 junior members and every effort is being made to help their progress. Jordan Johnson joined this summer and quickly went solo. Ollie Packman has obtained his Bronze certificate. An expedition to Lleweni Parc was enjoyed by a group of members, where they had some good flights in wave and ridge. Our clubhouse has been transformed, thanks to a team led by Allan Wallace. A party was held in memory of Mark Conrad, who died early this year. His ashes were spread on our field.
Mike Pope

BLACK MOUNTAINS (TALGARTH)
WWW.BLACKMOUNTAINSGLIDING.CO.UK
515848N 0031215W
THE club was pleased to host expeditions during the season, including Oxford, Dunstable and Culdrose. Several intensive training weeks also proved popular. Our second hangar and Pawnee are nearing completion, improving operational resilience. A social evening with dinner is planned during October to celebrate a successful season. A Zoom call is also anticipated at the end of October for members to discuss committee plans for 2022. The club continues to run four days a week until the end of October, when we revert to weekend operations with good weather weekdays on an ad hoc basis. We plan to increase the number of flying days during the season next year.
Mike Codd

BOOKER (WYCOMBE AIR PARK)
WWW.BOOKERGLIDING.CO.UK
513642N 0004830W
BOOKER has again demonstrated expertise in relocating. We left Chiltern Park in September when the lease ended and are now settling in at Abingdon, pending our return to Wycombe Air Park. Members have erected a temporary hangar for the tugs and been busy filling holes in some of the grass areas, which can be used for landing when the runways are in use by other operators. Flying from a site easily six times the size of our home field is an interesting learning experience. On our last day at Chiltern Park, 15-year-old cadet Leo Sentinella flew at Dunstable and won the Dan Smith Memorial Trophy for aerobatics with an impressive 80.5 per cent.
Jane Moore

BORDERS (MILFIELD)
WWW.BORDERSGLIDING.CO.UK
553514N 0020510W
WE HAD a successful open week for members in August and held our first wave week, which, although not blessed with great weather, provided some excellent thermals enjoyed by many pilots, very late in the season. The club has purchased a Discus, fully kitted out with Oudie and oxygen, to encourage cross-country and wave flying for those pilots who have reached the necessary level of experience, but have not yet joined a syndicate. We have welcomed a good number of new members over the summer, which is encouraging, and it feels good to have some fresh faces around now that restrictions have been eased.
Beatrice Ashley

(Left to right): George Ward sent solo by Eric Hibbard at **Anglia**; BGA diploma presented to **Banbury's** Peter Fincham by Pete Stratten; Sarah Bellamy is sent solo at **Buckminster**; **Burn**'s Andy Kitchen receives trophy from George Rizk; Sam Batchelar sent solo by Matt Ellis at **Burn**







BRISTOL & GLOS (NYMPSFIELD)
WWW.BGGC.CO.UK
514251N 0021701W
AN AVERAGE summer in the end. Alex Gibbs became a BI and Ben Payne started his Ass Cat preparation. The committee continued to tackle several issues. The Bristol University gliders supported the BGA coaching effort at the Juniors whilst plans for this year's aerospace course flying were hatched. The Spirit of Aviation Charity flying recommenced. The prize-giving for last year's flying took place, with a new prize aimed at the best 'Non-Turbo' Open Ladder position going to Steve Eyles. Cadet Harry Cundy soloed, while Rob Cook and David Graham completed their Bronzes. The BGGC team came second in the Inter-club Final at Tibenham.
Greg O'Hagan

BUCKMINSTER (SALTBY)
WWW.BUCKMINSTERGC.CO.UK
524912N 04228W
WE CAN reflect on our summer with pride. Two new solos (Matt Cox and Sarah Bellamy), our chairman flew his 50km, Archie Buxton (Bronze) and a few Bronze/Silver sections were completed by new solo pilots. We had 15 new members join. Our cross-country and aerobatics courses were affected by the weather. Seven pilots went to the Junior Nationals and had a great time. Our Denbigh expedition took 23 pilots to the heights of North Wales and the expedition to Portmoak will have been completed by now. Our expansion area has been rolled and seeded. We plan to start public flying in October, hoping for mild weather so we can catch up.
Danny Lamb

BURN (BURN)
WWW.BURNGLIDINGCLUB.CO.UK
534445N 0010504W
WE HAVE gained 20 new members and flown a significant number of visitors. Nine of our members have achieved their basic aerobatic endorsement and taken part in an aerobatics competition. Andy Kitchen won. We plan to hold more aerobatic courses and any individuals or clubs should get in touch. Channel 5 have been filming for a series about Yorkshire which will be featuring us, probably in the New Year. Sam Batchelar soloed in September. Congratulations also to Dave Slocombe on his AI. Many thanks to Rufforth and Pocklington for help with field landing checks.
Neil Bale

CAMBRIDGE (GRANSDEN LODGE)
WWW.CAMGLIDING.UK
521041N 0000653W
AUGUST saw two competitions here. The Cambridge Regionals was directed by Finn Sleigh and his team. In the Gin class – h/c 101 and above – Matt Cook (Ventus 2a) was first, followed by Graham Drury (ASW 27B) and Rice and Hislop (Duo Discus T). In the Tonic class it was Henry Inigo-Jones (DG-300), followed by George White (LS1F) and John Williams (LS8). The club's Cloud Rally was run by Chris Lewis (director) and Bob Pursey (scoring). First in the Racers class was Robert Theil (DG-800S), followed by Wendy Head (ASG 29-18m) and Mark Lawrence-Jones (Ventus 2cT). First in the Funsters class was James Shaw (Vega T65D), followed by Wenshu Xu and David Jokinen (DG-300), and Ed Hellawell (Discus).
Chris Davis

COTSWOLD (ASTON DOWN)
WWW.COTSWOLDGLIDING.CO.UK
514228N 0020750W
IN AUGUST we hosted the Junior Nationals and Cotswold Regionals, with 70 gliders competing and grids of between 70 and 80 gliders allowing for club flying and training. With eight tugs, we were able to complete launching in under one and a half hours. Our thanks go to Matt Page and his team for an excellent event. Our summer courses with Sam Prin as instructor have proved very popular and we thank him for all his hard work. We've now purchased the equipment to cut our own grass, which has proved successful. We are currently considering the purchase of additional land to allow more hangarage and improved access the south end.
Frank Birlison

CRANWELL (RAF CRANWELL)
WWW.CRANWELLGC.CO.UK
530231N 0002936W
CRANWELL has been well represented at gliding comps. The RAF won the Inter-services. Cranwell's Tim Davies, Luke Dale and Jon Ravenscroft earned podium places, with Tim the highest placed Service pilot. Angus Watson was crowned champion of the Dunstable Regionals. Well done to all, including the ground crews. The club has been raising its profile at the RAF Waddington Families Day, and RAF Cranwell's 'Picnic in the Park'. Thanks to all who helped staff the displays. Alex Myers, Keith Campbell and Chris Harrington all soloed. We have a new AI, yours truly. BI and IFP training are ongoing. We did a Friday evening session with patients from the Defence Medical Rehabilitation Centre.
Ian Webb

DARLTON (DARLTON)
WWW.DARLTONGLIDINGCLUB.CO.UK
531444N 0005132W
OVER the past few months, we have seen some good flying days with the weather improving and members enjoying themselves. Congratulations to Josh Milner on completing his Assistant Instructor Rating and welcome to the instructor team. We give a warm welcome to John Greenacre on joining the club after taking part in one of our Silver courses. Our thanks to all club members who have supported our extra activities. An evening flying session of winch and aerotow launches was arranged by Raza Musa for his company after he enjoyed a trial lesson at Darlton; all his staff thoroughly enjoyed the experience.
Barry Patterson

DARTMOOR (BRENTOR)
WWW.DARTMOORGLIDING.CO.UK
503517N 0040850W
CONGRATULATIONS to John Smith on resoloing and following up with an hour soaring. We have new junior members joining, after a spell with very few. The new (ish) IFPs of Phil Hardwick, Gavin Short, Hugh Gascoigne and Dean Hitchen are settling in well and spreading the joy of gliding. By the time this goes to press we will hopefully be enjoying Dartmoor wave and our newly-qualified pilots will be chasing Silver heights this winter. All exploits will be available to see online using the new atom grid system at DGS (Brentor). The whole team continues to work on our site and gliders when able; thanks to all for your continued support.
Richard Roberts

DEESIDE (ABOYNE)
WWW.DEESIDEGLIDINGCLUB.CO.UK
570430N 0025005W
WE'VE had an extremely busy summer at Aboyne. First solos were made by Jack Deeth, Balthazar le Borgne, Robin Klaver and Daniel Gorrell. Malcolm Robertson gained his Bronze, Mark Recht flew his Diamond goal flight and Roy Wilson flew 555km via Callander and Tongue. Our instructor ranks are joined by

(Left to right): Winners in the Gin and Tonic classes of the **Cambridge** 2021 Regionals; Raza Musa enjoyed his trial flight at **Darlton** so much that he returned with all his company staff to introduce them to gliding; John Smith, happy to resolo in the sunshine at **Dartmoor**






Kieran McGregor, Brian Crouch and Steve Kenyon-Roberts (new Ass Cats). Iain MacDonald and Stephen Whybrow both became IFPs. We hosted the UKMSC in September, won by Alan Docherty and, as I write, we're in the middle of a busy wave season. Finally, thanks to Fred Pell, who stepped down after many years' service as our treasurer.
Steve Kenyon-Roberts

DENBIGH (LLEWENI PARC)
WWW.DENBIGHGLIDING.CO.UK
531239N 0032312W
AT THE time of writing, we are welcoming the first of our visitors for our wave season. We've had a successful year welcoming new members, and our motor glider trial lesson operation has also started. Come and base your glider with us over winter for our epic ridge and wave... extend your soaring season!
Chris Gill

DERBY & LANCS (CAMPHILL)
WWW.GLIDINGCLUB.ORG.UK
531818N 0014353W
CONGRATULATIONS to: Ed Mayson and Michael Carter (solo); Alex Oldham and Alex Green (AIs); Warwick Horne (for becoming an instructor coach); Stuart MacArthur (BI reinstatement post-sabbatical); Martin Wilcox (Silver distance); Anne Robinson (resolo); and finally, Mike Armstrong (third in a challenging Competition Enterprise at Milfield). We were well represented in the Aboyne MSC, with Peter Gray equal 6th, Mike Stephens 9th, and Chris Dawes 17th. We bid farewell, with thanks, to Alan Jolly and Nigel Aldred our midweek summer team and look forward to seeing them again. Kate Marlor-Gem has stepped down from the role of health and safety officer, and we thank her for her work.
Dave Salmon

DEVON AND SOMERSET (NORTH HILL)
WWW.DSGC.CO.UK
505107N 0031639W
CONGRATULATIONS to junior members Josh Batchelor, for converting to the Junior, and Dan Hender for Cross Country Endorsement. Stewart Henshall made swift progress to resolo and passed Bronze endorsement. Robert Lee, Chris Warnes and Josh Funnell have joined the IFP ranks to help our instructors. Many thanks to Mike Groves from Skylaunch for helping us get the winch back up and running quickly. Many members made use of the reduced price aerotows on whilst the winch was out. Team Eagle and DD3 competed in the Two-Seater Competition at Pocklington, with Team Eagle retaining the best wood trophy (with help from guest pilot Mike Armstrong) and DD3 came 4th overall.
Jill Harmer

DORSET (EYRES FIELD)
WWW.DORSETGLIDINGCLUB.CO.UK
504233N 0021310W
A TASK week was held in August, with members camping at the club and enjoying the Saturday night BBQ. The weather was favourable and much good soaring enjoyed; the highlight was 16-year-old Dominic Inman going solo. A junior meet took place at Eyres Field on 30 August, attended by 11 juniors from Bath, Wilts & North Dorset (the Park) and Mendip and Dorset clubs. The weather was kind and each attendee was given three winch launches. Over lunch, World Junior Gliding Champion Jake Brattle gave an inspirational video presentation of his journey from first solo to becoming champion. It was a most enjoyable and satisfying day for all involved.
Allan Powell

EAST SUSSEX (RINGMER)
WWW.SUSSEXGLIDING.CO.UK
505423N 0000618E
PROBLEMS with our Super Cub tug lasted longer than anticipated, but it's finally flying and most pilots are current on both winch and aerotow because we also had issues with our winch this summer! Our engineering team resolved the issues, but with our tug and winch problems we felt exposed if both failed again. To mitigate this, we decided to spend some funds and purchased a new Skylaunch. As a part of the capital investment program, we've also purchased a Grob 103 two-seater. Our flying program has continued to grow, and congratulations go to Corneel Koster (solo) and to David Cooper (BI).
Mike Jeater

EDGEHILL GLIDING CENTRE (EDGEHILL)
WWW.EDGEHILLGLIDING.COM
520507N 0012828W
MANY readers will be aware that Shenington Gliding Club (SGC) closed in autumn 2021. The good news is that a new organisation – Edgehill Gliding Centre (EGC) – was launched simultaneously on Shenington Airfield, and over 90 per cent of SGC members have transferred. By taking over ownership of fleet gliders, winch and tug, EGC will continue to offer winching and aerotowing, both at weekends and midweek. New members are already joining and we look forward to welcoming all our friends, including to the popular Shenington Regionals, which we hope to hold again in the near future. Look at our temporary website for news about this and other exciting developments.
Steve Tilling

ESSEX (RIDGEWELL)
WWW.ESSEXGLIDING.COM
520253N 0003330E
WE'RE nearing the end of a pretty good year. Our new members are progressing well and we've had four solos so far. Congratulations to Richard Thomas and Tom Harris, who recently soloed. Congratulations also to Callum Hitchings on Silver distance and completing his Silver. Callum also earned his IFP rating along with Bob Cassels, who has returned to instructing after a gap. Callum had a busy first day as IFP flying visitors from Sportability, who we welcomed back. Congratulations also go to Gary Shepherd on his Cross Country Endorsement. Silver distance for him soon too, hopefully. We hope for more good days and achievements.
Cathy Dellar

ESSEX & SUFFOLK (WORMINGFORD)
WWW.ESGC.CO.UK
515630N 0004723E
FLYING has been mixed with good numbers, but limited soaring: 1,050 launches in August and September compared with 714 last year. Multiple first solos, including junior members Alex and Kamil, and Cross Country Endorsements. Also, a small hoard of competition wins, including winning all three classes at Rattlesden ICL, top three finish at the Cotswold Regionals, sixth at Junior Nationals, culminating in the overall team cup at the 2021 ICL Finals. We held our annual aerotow weekend in September with lots of visitors. Our new lawnmower is brilliant and our new cable car is almost ready. We've got a new publicity officer and launched a fancy newsletter, sign up via our Facebook page.
Neil Oakley

HIGHLAND (EASTERTON)
WWW.HIGHGLIDE.CO.UK
573508N 0031841W
DUE to increased demand, we've added an additional training slot to the current three per weekend day and are temporarily

(First solos, left to right): Ed Mayson with Alan Jolly at **Camphill** (Peter Gill); Dan Hender (Ian Mitchell) and Josh Batchelor (Andy Batchelor) at **North Hill**; Richard Thomas (Callum Hitchings) and Tom Harris (Steve Rhenius), both pictured with **Essex** CFI Dave Hertzberg



ceasing taking on new students. Any potential students will be made associate members until training capacity becomes available. We recently ran the first of several RAFGSA Soaring Eagle adventurous training exercises, giving eight service men and women a week of glider training. Thank you to Deeside GC, who came to our rescue by hiring us their Pawnee to fill the gap left by the departure of our EuroFOX tug for major repairs. Tug pilot Toni Hausler has created a website to sell her "vintage travel poster style" prints of gliders, see *paulwiprints.com*
John Thomson

KENT (CHALLOCK)
WWW.KENT-GLIDING-CLUB.CO.UK
51123N 0004950E
AT OUR online AGM, Les Connolly returned as chairman. Stefan Bort stepped down as treasurer after many years' excellent service and Ian Sullivan stepped up. Mike Bowyer and Paddy Benham-Crosswell also stepped down from the board and John Reeves and Simon Harding have joined. Anne Ruglys returned as secretary. We thank all those who have served and welcome the new board members. Congratulations to Dave Crimmins and Simon Harding (won leagues 1 and 2 of our cross-country week). Congratulations to Luke Alexandre on going solo. Our courses and experience flights have been very popular this year and it's good to see the club running well after the various challenges we have all faced.
Mike Bowyer

KESTREL (RAF ODIHAM)
WWW.KESTREL-GLIDING.ORG.UK
511403N 0005634W
SEPTEMBER saw Kestrel welcome back former member Jane Skillicorn, who went solo with us in 1975. She enjoyed a glider flight to celebrate her 80th Birthday. Jane has certainly not forgotten anything according to her instructor, who was given a commentary of the flight as it progressed with Jane spotting other aircraft, reporting airspeed and variometer readings. The flight included a loop which Jane insisted on. It was a pleasure to fly Jane on this occasion and for all on the ground to see she still has so much enthusiasm for our sport. Jane was presented with a certificate of achievement and her logbook bought up to date.
Neil Armstrong

LAKES (WALNEY)
WWW.LAKESGC.CO.UK
570752N 0031549W
WE HAVE had an enjoyable summer soaring in wave, thermals and hill lift. Now we are back to more normal weather. Our usual trip to Le Louroux in France was cancelled due to Brexit and Covid. So, John Burdett arranged an expedition to Portmoak for the first week in October. Three gliders and four members are going hoping for a week of good soaring. Glider maintenance will continue when we get back, including the IS28.
Peter Craven

LASHAM (LASHAM)
WWW.LASHAMGLIDING.CO.UK
511112N 0010155W
THE 18m and 20m Nationals were a great success in August, with six flying days and a fantastic atmosphere. At the end of the competition Colin Rule, who has run the airspace side of Lasham competitions for many years, was presented with his well-deserved BGA Diploma for services to gliding. We celebrated the huge success of the British Gliding Team on their international competition results with a party on the clubhouse patio, including a celebratory cake. Sadly, in September our clubhouse was affected by a significant fire during the night, thankfully nobody injured. Our flying operations continue unaffected, but regular updates on the next steps will be provided via our website.
Jordan Bridge

LONDON (DUNSTABLE)
WWW.LONDONGLIDINGCLUB.CO.UK
515200N 0003254W
OUR Regionals was a great success, despite challenging conditions. Angus Watson (Cranwell) and Luke Hornsey (Halton) won the Red and Blue classes respectively. Details for the 2022 competition are available on our website. During September we held The Dan Smith Aerobatic competition, as well as expeditions to Denbigh and Llanbedr. These were enjoyed by all who took part. During October we had our annual trailer-clear-up day to keep our trailer rack clean, tidy and free of wildlife over the winter. We look forward to welcoming a new batch of BIs this winter to help us with the large backlog of public flying that we have missed out on recently.
Tom Pridgeon

MENDIP (HALESLAND)
WWW.MENDIPGLIDINGCLUB.CO.UK
511544N 0024356W
OUR AGM was well attended and constructive. The evening included a delicious lasagne from chef Paolo. We're still searching for a replacement for our K-13 to enable spin training to continue. In the interim we've been greatly assisted by DSGC, who've provided spin training for our members in their Perkoz. We hosted a group from the Gliding Heritage Centre at Lasham. The weather played ball with both ridge and thermal flying for all. They brought several vintage aircraft, including a Capstan. Some of our visitors had flown at Halesland back in the 60s and 70s with the Air Cadets.
Barry Hogarth

MIDLAND (LONG MYND)
WWW.MIDLANDGLIDING.CLUB
523108N 0025233W
THE Shrewsbury Food Festival was a great opportunity to promote the club. Our stand and the simulator generated a lot of interest and enabled us to sell a considerable number of experience flights. The RAF section of Shrewsbury School's Combined Cadet Force enjoyed their summer camp with a first solo flight by Tim Strebel, and Luke Williams going solo later. Congratulations to other newly-solo Mynd members, including John Matthews (resolo after 50 years), Rob Kronenburg (resolo), Jeff Cox and Ben Silva. At the Junior Nationals, Holly Harris had a very successful first year in such an event.
Steven Gunn-Russell

NENE VALLEY (UPWOOD)
WWW.NVGC.ORG.UK
522612N 0000836W
MOST news features younger members. Josh Titman converted onto the K-8 and the Junior. He continued with a Bronze duration, Silver height and is preparing for his Bronze skills test. Jasmine Day achieved her Silver height and Cross Country Endorsement. Ben Leavy-Howes did his first solo, followed by a second solo in September. Liam Ward achieved his Silver height in the K-8 and then converted to the Junior just after his 16th birthday. James Thomas rejoined the club after earning an Honours degree in aircraft maintenance. He's resoloed and converted to the K-8. We also welcome back Lewis Smith, who has resoloed. It's great to see ex-scholarship pilots returning.
Peter Valentine

(Left to right): solos for Alex Drew with instructor Andy, and Kamil at **Wormingford**; Andy Scudamore sent solo after training using the hand controls fitted to **Norfolk**'s K-21; stripping Daisy at **Oxford** (Azmi Rahman); John Shaye after his first solo at the **Scottish Gliding Centre**







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

CONGRATULATIONS go to Andy Scudamore on his first solo. Andy is a wheelchair user and we are delighted that he made use of our converted K-21. It's been a learning curve for both Andy and our instructors. We feel our investment in the conversion was entirely justified. Joshua Head has completed his Bronze and added his cross-country diploma as well. We hosted the ICL Final in September, although only one day due to the weather – it was keenly fought between the six clubs. Essex & Suffolk were the winners. At the time of writing, we have an expedition up at Aboyne with two Gold heights in the bag.
Adrian and Barbara Prime

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

AS WE reflect on the highlights, our juniors did great things. Henry represented OGC in his first Juniors, Ollie took advantage of the BGA's two-seater training at the Juniors and Amelia and Ollie made the most of Dave's cross-country coaching at Cambridge. Congratulations to Amelia on her Bronze exam, and to Peter Boulton, who completed his Bronze 21 years after starting. In shock news, 'Daisy', the old lady of our club, has been observed without her clothes, having a recover. For an old girl, she's in remarkable condition and she thanks our skilled members for the TLC.
Norman G Nome

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

OUR flying hours are almost twice that of 2020, despite indifferent summer weather. Intensive week-long courses resumed in July and August and a 'post-Covid bounce' of BI flights filled our online booking system through to October. Our new solo pilots have graduated to the single-seaters, and Luke has already successfully introduced one of the Astirs to a hitherto unknown farmer's field. The Husky has taken the strain through the summer, with onsite maintenance now under Graham and Thomas, whilst the Pawnee has undergone extensive overhaul. New fencing has been erected around the clubhouse, now we just need to iron out the bumps in the runways in the autumn.
Roland Pitch

PORTSMOUTH NAVAL (MIDDLE WALLOP)
WWW.PNGC.CO.UK
510858N 0013413W

BIG congratulations to Tom for his success in the Inter-services and Junior comps. He's also just completed his IFP rating. Chris G and Jim both converted to the Astir and Chris also flew the Discus. We had a good naval course, with 14 students getting an introduction into gliding. The weather was kind, with just one morning of unflyable weather. Happy birthday to Ben Bennet, one of our long-standing instructors, who turned 80. Jamie Steel's off to sea for a bit (some would say the best place for him) so we have Dave Howell taking over as centre manager. We are hoping Jamie leaves his LS3 trailer unlocked.
Lee Allinson

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

DESPITE the inclement weather we had a good turnout for our Open Day in August. We had over 400 visitors, managed 15 taster winch launches, sold lots of future trial flights and signed up eight new members. We also had the BGA simulator, which was kept busy – it had a queue most of the day. Work on the new T-hangar for our Motor Falke is well under way, we are hoping this will be complete before the winter. Other projects completed this summer are the winch launch light system and wifi at the far end of the runway. A big thanks to all members who have helped.
Gary Western

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

THE wave season is in full swing with many visitors, three pilots completing Tongue O/R flights in one day. One of the advantages that Portmoak has as a wave soaring site for less experienced pilots is our benign airfield and terrain. We have restarted our BI courses. Our teaching schedule is very full, and our instructors are working hard. On the solos front, congratulations to new member John Shaye. With the learning advantages of youth, many congratulations to Andrew Power, who soloed on his 14th birthday and Finn Roberts, who, from starting out fresh, went solo in a week. Evokes memories of our halcyon days.
Sant Cervantes

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

YOU may have seen the news item in the Oct/Nov issue (page 5) about our successful Ass Cat course in August. I should also have mentioned that Jake Matthews passed his D Module at Hus Bos in June. Since then, we've largely been battling the weather – not kind for our Friday, Saturday and Sunday flying slots. Nonetheless, we have made the best of every opportunity to fly introducing new members to the club. Our annual service development expedition to Upavon, courtesy of the Army GC, assisted by assets from Portsmouth Naval Gliding Centre from Middle Wallop, was also a great success with eight solos or resolos.
Chris Bryning

SHAWBURY (RAF SHAWBURY)
WWW.RAFSHAWBURYGC.CO.UK
527927N 0026575W

OUR first summer at Shawbury has been a fantastic time of achievement and five solos. Congratulations to Will Dean (BI rating), and to John Pickard (Bronze, five-hours duration and his Cross Country Endorsement). Well done to Colin Haynes (tug aerotow training) and to Nick Lewinton (renewed AI rating). We've enjoyed some fantastic soaring whilst further afield. Members participated in the Inter-services comp at Keevil. CFI Ian Gallacher provided an aerobatics demonstration at the RAF Shawbury Families Day, and the club also took part in some glider radar conspicuity tests at Shawbury. We now move to our winter schedule that sees flying on Sundays rather than Saturdays.
Geoff Catling

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

THE highlight of an indifferent summer was the club BBQ. Local MP Andrew Griffith presented the awards and made an enthusiastic speech praising the club, particularly for its encouragement of youngsters. The best young pilot of the year went to Merlin Otah in a fierce competition. Paul Isaacs, Graham Smith and Alan Barton have qualified as tug pilots, while Steve Tarry, Mike Jaworski, Jonathan Moore, Clive Bernard Pierre Van Der Stichele and Grant Kelly have all soloed. Kevin Beale completed his Silver and Scott Munoch flew a Silver distance. Christian Fresson and Seb Van Der

(Left to right): Andrew Power is sent solo at **Portmoak**; solo at **Shawbury** for Will Robinson; while John Pickard is congratulated on Bronze; **Southdown**' award for Merlin Otah; **Wolds**' Phoebe Buckley and Matt Rands with Jonathon Richardson (l) and Alan Rands







Stichele both earned Bronzes before gales swept away all opportunities for soaring here.
Peter J Holloway

SOUTH WALES (USK)
WWW.USKGC.CO.UK
514306N 0025101W
WE ENJOYED some good soaring, benefitting from the energy and enthusiasm of some new, younger members. Social activity included a couple of events, making good use of our permanent BBQ facility and our splendid club kitchen, with thanks to Simon France, and to Clare and Tony Hooper respectively for their much-appreciated catering in each case. Both events followed well-attended general meetings of the club, where members joined in enthusiastic discussion of our future club policy and priorities regarding our flying activities.
Stuart Edinborough

STAFFORDSHIRE (SEIGHFORD)
WWW.STAFFORDSHIREGLIDING.CO.UK
524940N 0021212W
THE season held numerous notable points. Jordan Marsh and Sam Lloyd have gone solo after a Covid-disrupted training period and many others had successes, including Andy Speed, who resoloed after 15 years. Our spectacular motor glider has been completely refurbished and is now set for the next 15-20 years of operation. We've upgraded our winch to Dyneema and have recommenced CCE and CFE flying. Membership is growing and our instructors have full student lists. The airfield is looking fantastic and, as I write, expeditions are gearing up for Millfield and Sutton Bank. We are planning excursions locally throughout the winter to sample the Welsh wave on our doorstep.
Graham Stanford

STRATFORD ON AVON (SNITTERFIELD)
WWW.STRATFORDGLIDING.CO.UK
521406N 0014310W
WE HAVE had a successful flying week and course week in August, despite the uninspiring weather. September has been a far better month with a return to summer and lots of soaring flights. Congratulations to Ben Edkins and Archie Lucas, who both competed in the UK Junior Nationals – first time for both of them and finishing a very creditable 21st and 22nd respectively. A great experience and I'm sure they will want to do it again in 2022. Congratulations also to Anastassia for going solo, and to both Andy and Rob for resoloing after many years away from gliding.
Andy Balkwill

SURREY HILLS (KENLEY)
WWW.SURREYHILLSGLIDING.CO.UK
511820N 0000537W
THE committee is working hard with some major projects, including recovering the hangar which we will hopefully get done early next year. We have continued to gain several new members, who are giving the instructors plenty to do. Unfortunately, we lost a valued instructor in Adrian Lyth, who moved away from the area. We wish him every success in his new life – you are welcome back whenever. Congratulations go to Phil Moore, Isaac Strand, Sam Matthey and Alan Stephens for all going solo.
Chris Leggett

ULSTER (BELLARENA)
WWW.ULSTERGLIDINGCLUB.ORG
550819N 0065753W
WE HAD a good late summer. Michael Shannon completed his Silver with a 126km out-and-return, and then extended locally to complete his five-hours. Although the VGC had to cancel its visit, Justin and Gillian Wills (plus hardies) arrived on Bellarena with Justin's Rhönbussard. The weather was a mixed bag, but the aircraft flew. The club has held a small function to celebrate 90 years of flying. At the event, the McKelvie Cups and several other awards were handed out. Finally, Brian McCrory soloed off aerotow having soloed off winch at Cotswolds two weeks before. Martin Magee completed both his Bronze and Cross Country Endorsement.
Michael D Miskimmin

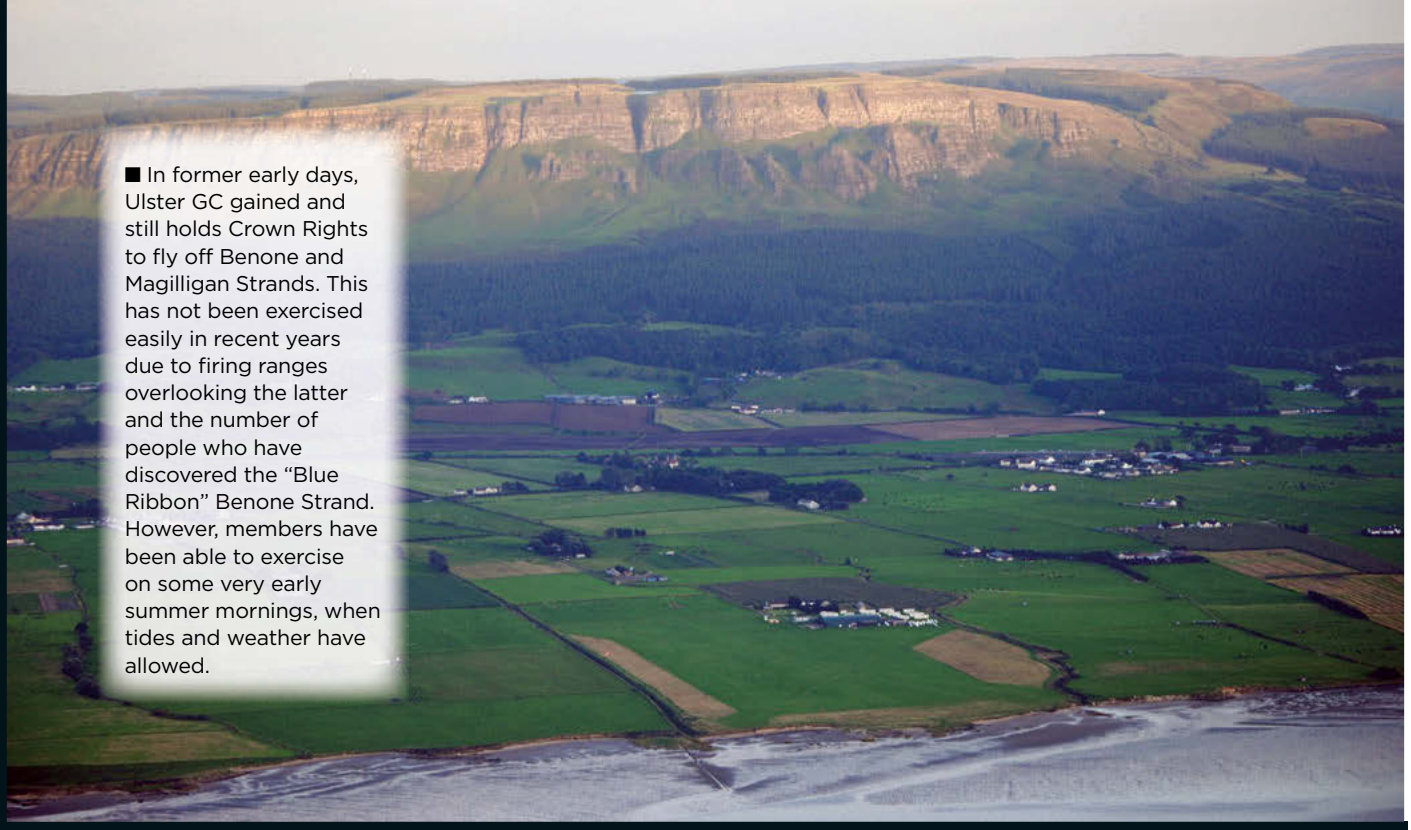
WELLAND (LYVEDEN)
WWW.WELLANDGC.CO.UK
522758N 0003430W
ALL IS well at Lyveden. Alister Bonafia and Ethan Williams are our latest air cadets to solo, and Joe Cornelius successfully completed his Bronze award. Our ex-chairman Dave Strachan (89) popped in for a cuppa and was coaxed into the air by Bob Rowland. They enjoyed a pleasant soaring flight together and Dave was declared rather competent considering his two-decade layoff. Richard Lovegrove is now ordained as Initial Flight Pilot, while Andy Burton graduated from BI to Ass Cat.
Andy Burton

WOLDS (POCKLINGTON)
WWW.WOLDS-GLIDING.COM
535532N 0004740W
THE 35th Two-Seater Competition was well supported by the competitors and our ground team (not by the weather). Junior cohort Fin Ledger, Phoebe Buckley, Matt Rands, Liam Bowring and Zak Sturdy impressed with their trailer washing fundraiser and have all made commendable progress towards their SPLs. Congratulations to Graeme Cooksey, now an AI. Sandy Lloyd liaised with local Duke of Edinburgh's Award organisation and we have approval to offer gliding as a skill at all levels. We thank Lloyd Finlay for his time as treasurer and seeing us through the recent difficult period for club finances.
George Morris

YORK (RUFFORTH)
WWW.YORKGLIDINGCENTRE.CO.UK
5357100N 00111332W
AFTER considerable disruption early in the season we have returned to some normality. We have a group of newly qualified IFP pilots, as well as several new younger members, many of whom have made excellent progress. Star of the show has been Tom Pavis, who followed up his success with the British Team by finishing 4th in the Junior Nationals. We've invited Kevin Atkinson to run his Aim Higher course here. This is an exciting opportunity for those looking to develop cross-country skills and we are looking forward to it.
Andy Carden

YORKSHIRE (SUTTON BANK)
WWW.YGC.CO.UK
541338N 0011249W
AUGUST began with Sarah Stubbs' first solo, but dismal weather made many days unflyable. Some challenging cross-country flights escaped local soaring, often with wave. A cracking wave day gave Dave McKinney his Diamond height. Sadly, our much-anticipated task week managed only two set tasks, which led to testing fun in our upgraded simulator and director Fred Brown winning his own competition! September delivered classic cross-country conditions. We made the most of it, including reinstating our Slingsby Rally. Lots of lucrative first flights and training, notably Toby Wilson becoming our latest Ass Cat.
Ken Arkley

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



■ In former early days, Ulster GC gained and still holds Crown Rights to fly off Benone and Magilligan Strands. This has not been exercised easily in recent years due to firing ranges overlooking the latter and the number of people who have discovered the "Blue Ribbon" Benone Strand. However, members have been able to exercise on some very early summer mornings, when tides and weather have allowed.

› CLUB FOCUS

ULSTER

AT A GLANCE

Membership:
Full £420, Family £470, Student £230, Junior £120

Launch type:
Winch/Aerotow

Club fleet:
DG-505, K-21 (with disability adaptions available), Astir CS Jeans

Private gliders:
15 + MG & SLMG

Instructors/Members:
5 (+3 BIs)/61

Types of lift:
Hill, thermal, wave and sea breeze

Operates:
Weekends, Public Holidays, Easter Week, second week in July, occasional weekdays in soaring season

Contact:
Clubhouse – 02877750301 (weekends and most Public Holidays)
www.ulsterglidingclub.org

Long and Lat:
550819N 0065753W

Radio:
Frequency: 118.685MHz
Flying in: PPR

what3words:
Dressy.Presented.Purely

ULSTER Gliding Club is based at Bellarena, Co Londonderry. Access is via a tarmac farm lane just on the south side of Bellarena village and is well signposted.

The site is situated on the shores of Lough Foyle; midway between Magilligan Point and the River Roe. It is very well drained having a sand sub-base and a large "sheugh" (open ditch) on the northerly and southerly sides of the site.

It nestles between the Donegal mountains, Lough Foyle and Binevenagh Mountain. Across the Lough is the Inishowen peninsula of Co Donegal RoI.

With prevailing winds, the ridges work for just below SW through W to N in 10kt or more. We can also get primary wave from NE through the compass to NNW all being generated by the province's own hills and mountains, or those of Donegal and, occasionally, the ending of wave from Scotland NNW to NE.

Thermals are generated from both the peninsula and our local hills, although in North to NE winds we can get the peninsula sea breeze by early afternoon so final glides can be 10-15 miles into a 5-15kt wind if the local hills are also affected.

The club was formed in 1930 and first flew in 1931 and, bar the WW2 break, has been in continuous flying, albeit it from several sites including Benone Strand.

We moved back to the north-west of the province in 1979, initially to a rented site just a mile further to the south of our now permanently-owned site.

Ulster is the BGA's most western club and is very welcoming of visitors from the rest of the UK, Europe and further abroad.

We have a comfortable new visitor centre/clubhouse with domestic cooking facilities. The caravans on site are for our club members, but we do have a few points for visiting flyers with electricity available. There are showers and additional toilets in a block behind our hangar.

In the early autumn, some members join the Dublin Gliding Club in a safari to fly on Inch and Fermoyle Strands in Co Kerry in the SW of Ireland.

Michael D Miskimmin

FAREWELL POEM

Bob Pirie shares some moving words to celebrate the life, or mourn the passing of, a glider pilot

IT IS always sad to have to say that last farewell, but the atmosphere at aviators' funerals or memorial events is sometimes elevated by a recitation of John Gillespie Magee's lovely poem, *High Flight*.

I could never aspire to create anything to match those beautiful words. However, as retirement approached after a lifetime of gliding, including many years teaching others to glide, it occurred to me that glider pilots deserved to have a farewell poem of their own. So, I wrote this little poem called *Final Glide*, which I am sharing with you now.

If you are a glider pilot, or have a family member or other loved one who is or has been a glider pilot, please feel free to use it in either spoken or written form when the time comes to celebrate that person's life – or to mourn their passing.

In offering you this poem, I ask two small favours. Firstly, please do not use it for commercial purposes and, secondly, if you do use it please consider making a donation to a charity such as Launchpoint, Aerobility or The Gliding Heritage Centre at Lasham.

Finally, you will notice that, because the poem is rather personal to me and gender specific, I have included some non-gender specific words which may be used as an alternative to verse five.

Setting the scene...

I had no particular occasion or location in mind when I wrote the poem, but, reflecting on this afterwards, I think there may have been a tiny element of subconscious Lasham 'bias', because that club has had such an influence on my life since I was a teenager. For example:

- Landing at dusk in K-8 153 after an aerotow retrieve from South Marston – in those days an airfield, but now a defunct car factory. The day's flying had ended and the airfield was deserted. But two club members emerged from nowhere and strolled over to help me put the glider in the hangar.
- On another occasion, after a long winter's day of instructing, and with the hangar packed, darkness had fallen and we all retreated to the clubhouse. Only then did I realise that I had left my kit (including car keys) in one of the K-13s at the back of the hangar, but I couldn't remember which one. Having prised the door open, I felt my way past the other gliders and started my search – aware of the darkness, the cold, the building's creaking metal cladding and the potential for becoming locked in.



Bob Pirie

Obviously, I have never experienced the sequence of events described in the closing verses, but surely no one who has been privileged to enjoy a life of gliding could wish for a happier transition to whatever comes next?

FINAL GLIDE

The clouds they are dispersing, the sun is sinking west.
The vario reminds me that the day has passed its best.

I've soared and scraped and scud-run using thermal, wave and coast.
But now the time's arrived for me to make that last approach.

My smoothest landing ever. Old familiar faces loom
to guide me cross the track to the hangar through the gloom.

All is still and quiet while the slumbering gliders snore.
But reverie is broken as they shut the hangar door.

Alone now in the darkness, I reflect upon the joy
that gliding has provided, since I was just a boy.

(Non-gender specific alternative to the previous verse)
Alone now in the darkness, so long since I was told:
"Go off on your own now – be a glider pilot bold."

The dark gets even blacker as I shuffle past the fleet,
avoiding fragile wingtips with my slowly chilling feet.

And then I am attracted by a piercing shaft of light,
which leads me through the back doors to a quite amazing sight.

The sun is shining brightly. Where has the darkness gone?
The cumulus is building – high time that I was gone.

A gleaming bird awaits me, a whispering tug 'longside.
"Up slack... All out..." requested, then I start my final glide.

There's an angel off my wingtip, who points the way we'll fly.
Then we soar and climb together to that goal beyond the sky.

Bob Pirie, September 2021

STARTING OUT



Nick Barnes reports on Dorset GC's junior training event

Above: Junior development at Dorset Gliding Club



Junior World Champion Jake Brattle

ON AUGUST Bank Holiday Monday, junior pilots from three counties converged on Dorset Gliding Club for a day of winch launching and ground schooling. Although the weather was cloudy and with a chilly northerly wind, the young pilots, whose ages ranged from 13-18, each had three flights during the course of the day.

After lunch they were given a video presentation and talk by World Junior Gliding Champion Jake Brattle, who took his audience through his journey from when he first soloed, at the age of 16, to when he won the Championships in 2019.

Many of our young pilots are starting out on the same path, and with the same ambitions. They eagerly arrive at the club each week and work towards the day when they will achieve solo standard and are allowed to fly on their own. During this time they will not only have learned to control the aircraft, but also the basic principles of flight, an understanding of air law, ground handling and launch procedures, all of which turns them into responsible young adults.

This is our third season of junior training. Last year we sent one young pilot solo and this year we have just achieved our second, with five others in the early stages of their training. They are all doing extremely well and looking forward to the excitement and freedom of the skies. The whole club and their parents can be very proud of their progress.

■ With thanks to Navboys, who sponsored the event and made sure each junior left the event with a Navboys bucket filled with gliding goodies. Another junior event is planned for 2022.



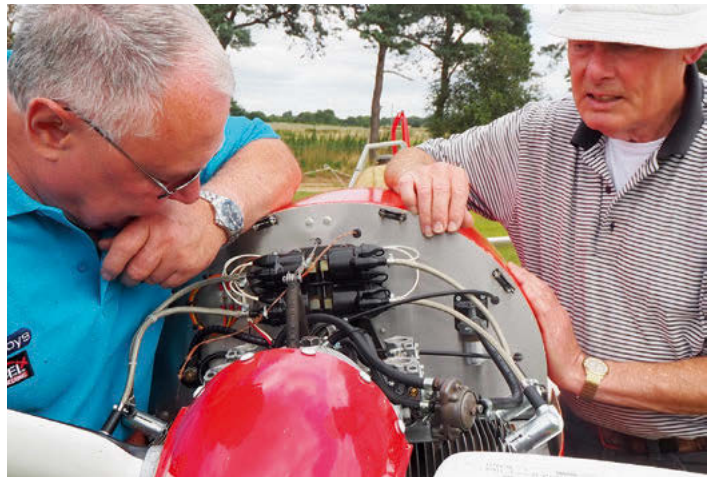
Nick Barnes, in the back, with Alex Haine



Dorset CFI Peter Molloy, back, with Ben Person (photographs by Charlie Waygood)



Justin Wills and the legendary Rhönbussard brought a touch of class to the Sutton Bank Rally



Pete Bunnage (left) and David Shrimpton agonise over the K-14's obstinate Hirth engine at the Whispering Wardrobes event

SOCIABLE FLYING

THE traditional VGC-linked rallies at Camphill (see last issue) and Sutton Bank provided a tale of two anticyclones – though it was all probably the same one, ***writes VGC President Andrew Jarvis.*** While Camphill was sweltering under blue skies, the Sutton Bank Rally, run in 2021 by an ever-cheerful Ian Pattingale, struggled with excess millibars, but ironically a leaden, overcast sky.

Early arrivals were rewarded with a decent day's flying on the Saturday, but then the murk descended until, magically, on the Thursday holes appeared in the overcast and wave was reported, caused by the north-easterly wind. I thought, 'forget austerity', and took a whole 2,500ft aerotow in Oly 463 BYE. Yes, the gentle wave lift was there and we eventually crept up to 4,500ft.

After landing, I felt so pleased with myself, until Mike Armstrong landed his trusty 463, having reached 6,500ft! The consolation was knowing that this rather humble glider had reached 11,000ft, admittedly shared between two flights. Mike promises that next year's Camphill Rally will be an Oly 463 event, as well as having the usual Capstan theme. A VIP visitor was Justin Wills with his famous Rhönbussard, which he then took on to the Bellarena vintage rally, substituted for the cancelled VGC National Rally.

Graham Saw surprised us by slipping in his Whispering Wardrobes Rally both to a new place (Chiltern Air Park) and a new date, mid-August. It was a very enjoyable and sociable event as always. I found it rather special to be flying near to the former home of our founder, Chris Wills, but his old house at Ewelme is unfortunately well inside the still-active RAF Benson control zone.

Ex-Lightning pilot Paul Field had a lovely flight in Graham's Petrel. David Shrimpton had a more stressful time: despite expert help from Pete Bunnage, there was an endless battle with the four carburetters and four spark makers on his K-14. My Oly partner, Mike Millar, led in a two-ship Fournier formation en-route from the Long Mynd to Ringmer. Lastly, Richard Moyse arrived like a flying doctor from Lasham to advise further on the sick K-14. Richard's vehicle was his Slingsby Sky! Not only that, but he successfully made it back to Lasham, and on a quite unpromising day. Who said vintage gliders aren't a practical form of transport?

Next year (that's 2022 in case you have Covid brain fog), we see the centenary of the Itford Hill Gliding Competition of October 1922. In 1972, the late Chris Wills organised a 50th Anniversary celebration of Itford, actually at nearby Firle Beacon. Graham Saw tells me that THIS – the 1972 event – marked the very start of the vintage gliding movement, at least in the UK. So we hope to run a celebratory VGC Rally from the closest club, which is now East Sussex (Ringmer), with as many historic gliders as possible. The provisional date is 26-30 September.

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
- UK Centenary Rally, Ringmer, 26-30 September (TBC)

- *www.vintagegliderclub.org*



The Dunstable Prefect in a carpet of wild flowers

THE GENTLE WAVE LIFT WAS THERE, AND WE EVENTUALLY CREPT UP TO 4,500FT

ACT WHEN THE LAUNCH FAILS

If followed correctly, training will enable safe recovery from failure at any stage of a winch launch

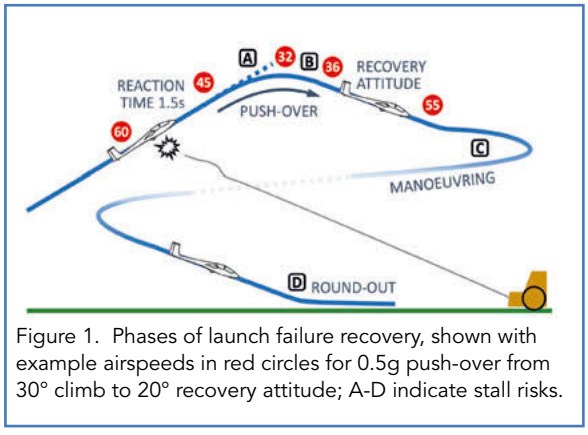


Figure 1. Phases of launch failure recovery, shown with example airspeeds in red circles for 0.5g push-over from 30° climb to 20° recovery attitude; A-D indicate stall risks.

■ For further advice on all aspects of winch launching, see the BGA Safe Winch Launching website [4] and section 16 of the BGA Instructor Manual [5].

[1] *Stop the Drop, S&G* (Feb/Mar 20) *https://tinyurl.com/flyright2124*
[2] *The Effects of Wind Gradient, S&G* (Oct/Nov 19) *https://tinyurl.com/flyright2125*
[3] *Safe Rotation, S&G* (Oct/Nov 20) *https://tinyurl.com/flyright2126*
[4] BGA Safe Winch Launching *https://tinyurl.com/flyright2127*
[5] BGA Instructor Manual, section 16 *https://tinyurl.com/flyright2128*

IN THE 16 years before the BGA's safe winch launch initiative of 2006, winch launch accidents to UK glider pilots led to over 50 fatal or serious injuries. Many of these were stalls or spins following a cable break or other launch failure. This was a pattern of accidents and injuries that had varied little since our records began in 1974.

New analysis of glider flight during and after a winch launch led to changes in training and a national campaign to educate pilots about the hazards and their avoidance. The 16 years since then have seen 70 per cent fewer serious winch launch accidents. Many of these were cartwheels following a wing-drop [1]. Serious injuries from accidents associated with winch launch failure are down by a factor of five.

Down – but not eliminated.

Four ways to stall the glider

There are at least four points during recovery from a launch failure when the glider can stall if the correct actions are not performed.

A,B: Recovery to normal flight. If the pilot maintains the glider's launch attitude after the cable breaks or the winch fails (A in Fig 1), the glider will slow down and, after typically just two or three seconds in the full climb attitude, stall. The high rate of descent and nose-down attitude mean that if the glider reaches the ground in its stalled state, substantial damage and often serious injury result.

The reliability of modern glider winches means that genuine launch failures can be rare and hence unexpected. The first action is therefore to recognise that the launch has failed. Sometimes, the pilot will hear or feel the cable breaking or releasing – though, especially with modern materials, such as Dyneema, even a break can be smooth. A progressive loss of winch power can only be detected by monitoring the glider's airspeed.



- ***Expect the launch to fail, and brief yourself on the eventuality before flight.***
- ***Monitor the airspeed for any power loss.***

Moving the stick forwards to lower the nose unloads the wings, reducing the stall speed, and reduces the rate of climb and consequent loss of airspeed; it also retains good control authority, and indicates to the winch driver that the power is inadequate.

- ***If the airspeed falls towards the minimum acceptable, begin to lower the nose so that, if the winch driver does not compensate, the glider approaches the normal gliding attitude with adequate flying speed.***
- ***If the launch fails, move the stick forwards immediately so that the glider follows a 'push-over' of much reduced or even zero g.***

The only exception is when the launch fails while the glider is close to the ground.

Action must be taken promptly: every half second counts. Note that it is rarely urgent to release what remains of the cable.

If the glider is returned to normal (1g) flight before adequate airspeed has been restored, it will again stall (B in Fig 1). The push-over must therefore be maintained until the nose is well below the normal gliding attitude. With the glider held at this 'recovery attitude', it will accelerate rapidly to a safe manoeuvring speed.

- ***Maintain the push-over until the glider has reached a recovery attitude.***
- ***Hold the recovery attitude until there is sufficient speed for the next manoeuvre.***
- ***Once a safe manoeuvring speed has been achieved, the nose may be raised gently to the normal attitude for that speed.***

The manoeuvring speed needs to take into account any margin for turbulence and wind

gradient [2]; your chosen approach speed will generally be a good target.

C,D: Manoeuvring. If the launch failure occurred well into the launch, your next manoeuvre could be a well-banked turn, in which the stall speed will be higher than in straight flight – and in the excitement of the moment it's easy to pull too aggressively and stall (C in Fig 1). If the turn is over-ruddered, the pilot can easily provoke a spin. Spins into the ground generally result in serious or fatal injuries. For this reason, unnecessary turns are not recommended.

- *Land ahead if it is safe to do so.*

It can be difficult to judge the available space until the glider's attitude has stabilised.

If there is not enough space to land ahead, there will generally be enough height for the rest of the flight to be flown unhurriedly.

- *Manoeuvre carefully, monitoring airspeed and coordination.*

The final manoeuvre in any flight is the round-out which, like rotation at the start of a winch launch, requires extra wing lift to provide the centripetal acceleration [3]. If the airspeed is insufficient, the glider will once again stall (D in Fig 1), commonly damaging the glider and potentially injuring the pilot's back. It follows that recovery from a launch failure must leave the glider with both the speed and height to round out from the approach or recovery attitude without stalling.

Provided that the rotation was flown at a measured rate with adequate speed, the recovery attitude allows brisk acceleration to the manoeuvring speed without leaving the glider too great an angle through which to round out – even after a low launch failure.

Ultra-low launch failure

The above advice needs to be adapted for the case of an ultra-low launch failure, when there is insufficient height to adopt and recover from the usual nose-down recovery attitude. If the rotation has been approached correctly, the glider should still be close to the normal gliding attitude. The pilot's job is to make small adjustments to keep the glider flying until the held-off stage of landing.

- *Use the stick to compensate for any change of trim following the launch failure, and arrest any rate of climb.*
- *Lower the nose to as close to the normal gliding attitude as is possible given the height.*
- *Fly the latter stages of the approach, round-out and landing as normal.*
- *Avoid using the airbrakes unless you are sure you can deploy them without losing pitch control or causing the glider to drop to the ground.*

Launch failure training

A number of launch failure accidents have occurred when an instructor did not take over a poorly handled recovery in time. Since the margins with an ultra-low launch failure are very slim, these are taught only by demonstration – often as a simulation by closing the airbrakes in the float from a normal approach.

- *Instructors must take over immediately if a student does not respond correctly to a launch failure.*
- *Recovery from ultra-low launch failures is taught by demonstration only.*

Safe winch launching

UK glider pilots fly about 150,000 winch launches each year. Failures occur, but if followed correctly our training will let us recover safely from a failure at any stage of the launch. Recovery from launch failures can be practised at height, and instructors will be happy to help.

Tim Freegarde and the BGA safety team

PREVIOUS 'FLY RIGHT' ARTICLES

The Perils of Distraction (Apr/May 19)
Keeping Safe in Thermals (June/July 19)
Why It Is Good to Think Ahead (Aug/Sep 19)
The Effects of Wind Gradient (Oct/Nov 19)
A Fun but Safe Introduction (Dec19/Jan20)
Stop the Drop (Feb/Mar 20)
Avoiding Upset (Apr/May 20)
Backroom Boys (June/July 20)
Cockpit muddle (Aug/Sep 20)
Safe rotation (Oct/Nov 20)
Cockpit remedies (Dec 20/Jan 21)
Covid currency (Feb/March 21)
Eroded margins (April/May 21)
A good lookout (June/July 21)
Trouble with turbos (Aug/Sept 21)
'Hopefully' is not an option (Oct/Nov 21)

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



BGA accident/incident summaries

AIRCRAFT Ref	Type	Damage	Date, time	PILOT Injury	P1 hours
40	LS8	minor	01/05/21, 15:30	none	39

Pilot landed safely in a field, but was surprised by the noise and deceleration. While rigging the glider back at the airfield, some abrasion to the underside of the nose was noticed, as well as some minor damage to a winglet leading edge.

41	LS4	substantial	01/05/21, 15:00	none	1640
42	Discus	substantial	01/05/21, 15:00	none	841

Both gliders lost undercarriage doors after passing through an unseen fence during a field landing. The two were flying a club task in challenging conditions when a field landing at the turnpoint became necessary. The Discus was the first to land in an otherwise suitable field and the pilot reports contacting the wires while rounding out; the LS4 followed about 30 seconds later and the pilot felt the glider contact the wires during the ground run. Both pilots report that their gear doors were damaged as the wire separated them from the glider. The fence consisted of three 2mm solid steel strands between 1-2 feet above the ground and was effectively invisible from more than 50 metres. Photographs show a typical electrified fence set-up, they also show no discernable difference in the surface of the ground either side of the fence, rendering the fence even less visible.

43	Grob 103	substantial	28/05/21, 13:00	none/none	785

Landing groundloop. After seeing another glider fly underneath while on final approach, the P1 chose to land long. As the glider approached a pole at the edge of the field the pilot raised the wing to avoid it, but this started the groundloop. The underside of one wing was creased, the rudder split and the tailplane mounting bent.

45	EuroFOX	substantial	29/05/21, 11:40	minor	499

Nosewheel detached during landing. After a gentle touchdown on the grass runway, the aircraft started to slow but during the ground run the nosewheel detached from the nosewheel strut, the nosewheel fork dug into the ground and the tug tipped over the nose on to its back. The top of the fin dug into the gound so deeply that it later took three people to pull it out. The pilot was able to undo the straps and exit the tug unaided, but suffered some bruising. The propeller, spinner and nose gear were all destroyed, the wing struts were bent and the club suspects a full structural survey may write the aircraft off. An examination of the wheel and fork showed that the axle bolt was still securely in place in the wheel and that the nosewheel fork had no signs of damage to the axle mounting holes, suggesting that the nosewheel had not been properly attached before the flight. The wheel had been removed to replace the tyre during its annual maintenance only a few days previously. Paint smear on the axle bush suggested that when reattaching the nosewheel the axle bolt had not been fastened through the holes in the nosewheel fork. Instead, it appeared that the axle bolt had been tightened enough to compress the nosewheel fork and pinch each side of the fork between either side of the axle bush and the inside of the nosewheel spat.

46	Grob 109	substantial	28/05/21, 16:30	none/none	60

TMG crashed soon after take-off. The P1 and passenger were aware that on their two most recent flights they had used the full length of the airfield to take off. Although they put that down to lack of headwind, and this time there was a 10 knot headwind, it was decided that the passenger would drive to a nearby gliding club with a longer runway and the P1 would pick him up from there. After doing the pre-flight power checks the TMG would not move, even when using full power. The P1 considered this was because the TMG was on a grass upslope so shut down the engine and pushed the TMG to a flat, paved part of the threshold and was able to take off, although using more runway than anticipated. During the short flight, the P1 put the propeller into the coarse setting and later back to fine pitch for the approach and landing at the gliding club. While pushing to the fuel pumps some water was seen dripping from the drain holes of both wings, but after an investigation no more water was seen or heard so it was assumed that this was just some residual rain coming out. The passenger was a TMG instructor, but on this flight the same P1 was to be the handling pilot. Both pilot and passenger reported that the take-off run was sluggish with poor acceleration; the P1 even checked that the airbrakes were locked shut. The P1 expressed his intention to abort, but the passenger assessed that there was insufficient room ahead to stop and that the TMG had now reached take-off speed. The passenger took control and was able to take off. The TMG climbed a little, but then started to descend. While turning to land in a field, a wing hit a tree, yawing the aircraft which then dropped nose down to the ground about 1km from the gliding club. The canopy opened during the impact, enabling the P1 and passenger to exit uninjured. Both wings were broken, the fuselage snapped and there was damage to the engine and spinner. The BGA accident investigator assessed the wreckage at a nearby maintenance facility a few days later. He found the carburettor heat control to be in the hot position and stuck there, suggesting that it had been applied before the impact. Damage to the spinner held one propeller blade stuck in the coarse position, the other moved freely. After comparing the actual take-off performance for the first flight with the data from the pilot's operating handbook, the investigator noted that the TMG was underperforming the published data by a substantial margin. He mentions the importance of monitoring acceleration during take-off in aircraft with low power to weight ratios and picking a point on the airfield to make a go/no go decision that leaves room for the aircraft to stop safely.

BGA accident/incident summaries *continued*

AIRCRAFT Ref	Type	Damage	Date, time	PILOT Injury	P1 hours
48	Discus	substantial	13/06/21, 12:55	none	9,000

Winch launch cartwheel. The wind was light and there was no significant crosswind component. The duty instructor reports that the wing went down early in the launch, there were calls to stop the launch, but the glider cartwheeled before the winch driver could stop the winch. The pilot was uninjured, but the glider fuselage snapped, the forward fuselage and cockpit were damaged and the canopy broken. The pilot had noted that the grass seemed longer than normal and had asked the wingtip holder to make sure that the wings were held absolutely level for the launch. The report points out that it is the pilot's responsibility to release before the wingtip touches the ground, but also acknowledges that the grass was longer than recommended. It notes that a three-week cutting cycle is normally sufficient, but that recent wet and warm weather had aided growth. Nevertheless, the club had been winch launching safely the previous day and earlier on the accident day.

49	LS8	minor	09/04/21, 14:30	none	1,500

Wheel-up landing. The pilot had been regaining currency in the club K-21 and this was the first flight in the LS8 for some time. The pilot forgot to retract the wheel after launching and subsequently raised the undercarriage as part of the pre-landing checks after returning from a cross-country flight. There were some minor scratches and grass stains left on the underside of the glider.

50	Grob 103	destroyed	13/06/21, 12:40	serious/serious	not reported

Winch launch failure training accident. AAIB investigation.

54	ASW 20	minor	12/06/21, 15:35	none	52

Aerotow launch failure. After encountering turbulence soon after take-off, the pilot got out of position relative to the tug and pulled the release at about 10-15ft ato. The pilot recovered from the launch failure, but it wasn't until after the glider floated at low speed and low height over the perimeter track and over a crop field that he cracked open the airbrakes. The glider settled onto the crop, yawing slightly and may have damaged the undercarriage by landing with some sideways drift.

56	K-21	substantial	26/06/21, 18:00	none/none	2500

Wingtip caught in heather while holding off. This was to be the last flight of the day for this glider and the pilots had intended to land on a crosswind runway so that the ground run ended near the hangar. After turning final, the pilots noticed another glider had stoppped in their intended landing area so they elected to land short. The P2 was the handling pilot and had allowed the airspeed to fall slightly below the nominated approach speed. The glider continued on a steep approach, undershooting the threshold markers before the downwind wingtip caught in the heather bordering the undershoot area. The glider yawed through 180° as it crashed, breaking the fuselage in half and damaging the tailplane. The P2 was an experienced visiting pilot and had shown good piloting skills before the accident. The P1 had been supervising airfield operations for most of the day before this flight and the report suggests that fatigue may have contributed to the P1 not taking control after the approach deviated from the desired profile.

Incidents

38	SF 25c	minor	18/04/21, 09:00	minor	–

The TMG was being pulled out of the hangar by two members using webbing straps connected to the undercarriage legs. One of the members caught his shoe under the wheel spat, the momentum of the TMG pushed him over and the wheel ran over his calf, breaking the wheel spat and bruising the member's leg.

39	DG-300	none	11/05/21, 13:00	none	179

Control column grip came off during an aerotow. The glider flew through some turbulence at about 40ft ato and the g-forces lifted the pilot's hand, together with the grip, completely off the control stick. The pilot was able to grab the stick and regain control, releasing at a safe altitude before replacing the grip. The pilot reports that the grip is a simple interference fit on the tube and that prior to the flight the radio would receive, but not transmit, suggesting that the wiring to the PTT button had been compromised.

44	EuroFOX	none	29/05/21, 12:20	none	–

Engine failure during aerotow. During the fourth tow of the day, at about 100ft ato the engine started to lose power, the engine rpm dropping by 200 before recovering. The pilot checked that the fuel boost pump was on and that the fuel was on and feeding from both tanks before turning towards a downwind leg. After straightening out, the tachometer was varying between 4,800-5,400rpm, but the combination was still climbing. The tug pilot waved off the glider at 500ft ato before landing back on to the airfield. An investigation revealed two loose spark plugs; however even after tightenening these the problem persisted, but only while towing. The aircraft was taken offline for some more thorough maintenance, including replacing all the spark plugs and disassembling and cleaning the carburettors. Again, the problem persisted while towing. The fuel filter was then replaced and a new mechanical fuel pump fitted, after which the club have had no further problems.

47	DG-303	none	07/06/21, 13:30	none	2100

Tow rope detached from the tug soon after take-off. The glider landed ahead, but had to groundloop to avoid running off the airfield. The operation of the recently-fitted reconditioned release was tested before the flight and the rope reattached. The club speculates that the ring at the end of the rope may not have been properly attached in the release or, more likely, that the spring in the release may not have held the release closed.

Continued on p68

BGA accident/incident summaries *continued*

AIRCRAFT Ref	Type	Damage	Date, time	PILOT Injury	P1 hours
51	Junior	minor	13/06/21, 09:45	–	–

A K-21 glider had been left at the launchpoint still attached to a tow vehicle. Another member stepped into the vehicle to move it, not realising that a glider was still attached, and the K-21 struck and damaged the fuselage of the Junior.

52	K-6	minor	05/06/21, 10:00	–	–

Glider wingtip hit the parked winch while being towed. The wingtip was damaged and the lower rear fuselage around the tailskid was also damaged as the glider was yawed off the towing arm.

53	K-21	none	14/06/21, 14:00	none/none	1494

Overspeed during aerobatics. After rolling to inverted, the pilot chose to pull through to erect flight. His passenger noted that the pull seemed to take a while and that the ASI registered more than VNE during the pull through. The report points out that the pilot was not current at advanced aerobatics and the pilot intends to fly with an advanced aerobatic instructor before practising any rolling or inverted figures again.

55	K-13	none	02/06/21, –	none/none	–

Airbrakes opened at about 200ft ato during an aerotow. The brakes were quickly closed and the launch continued. Both pilots had carried out pre-flight checks, including the airbrakes, and asserted that the brakes were closed and locked before the launchpoint helper attached the rope. The P1 thinks that the over centre lock may have been stiffer than expected.

57	–	–	16/04/21, 11:00	none	–

Staff winch driver trapped hand in spinning winch rollers while rethreading the cable. The club have several cable rethreading tools, but none were available at the winch at the time.

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.

PHILIP WILLS MEMORIAL FUND

SUPPORTING GLIDING IN THE UK

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

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

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

We look forward to hearing from you.

In conjunction with the
BRITISH GLIDING ASSOCIATION

The BGA Team and General Information

BRITISH GLIDING ASSOCIATION

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
Anthony Smith

Treasurer and Company Secretary
Anthony Smith

HQ

Tel: 0116 289 2956
office@gliding.co.uk
www.gliding.co.uk

Chief Executive
Pete Stratten *pete@gliding.co.uk*

Office Manager
Debbie Carr *debbie@gliding.co.uk*

Accounts
Peter Bishop
accounts@gliding.co.uk

Administration
Lizzie Pike *lizzie@gliding.co.uk*
Luke Walker *luke@gliding.co.uk*

FAI Badges Officer
Basil Fairston *basil@gliding.co.uk*

Chief Technical Officer
Gordon MacDonald
cto@gliding.co.uk

Airworthiness Quality Manager
Keith Morgan

Magazine Editor
Susan Newby
editor@sailplaneandgliding.co.uk

Performance & Development

Competitions & Awards
Alan Langlands

British Gliding Team Manager
Graham Garnett

Development
Dave Latimer
devcomchair@gliding.co.uk

Development Officer
Alison Randle
alison@gliding.co.uk

Junior Gliding Centre Support
Yvonne Elliott

Operations

Safety
Tim Freegarde

Airspace
Pete Stratten

Instructing
Colin Sword

Training Standards Manager
Mike Fox
mike@gliding.co.uk

Motorgliding
Paul Whitehead

Technical
Howard Torode

Sailplane towing
Derren Francis

Examiners

A number of BGA and CAA authorised examiners are appointed via the BGA to support club activity. For information, please refer to *https://members.gliding.co.uk/flying-information-and-resources/examiners/*

Safety Guidance

Safety guidance is available at *https://members.gliding.co.uk/bga-safety-management/*

Medical

BGA medical requirements are available at *https://members.gliding.co.uk/laws-rules/medical-2/*

Airworthiness Inspectors

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

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 and booking are available at *https://members.gliding.co.uk/courses-seminars-and-events/*

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

Information for glider pilots
Information including news is regularly updated at *https://members.gliding.co.uk/*

BGA Office Contact Details
8 Merus Court, Meridian Business Park, Leicester, LE19 1RJ
tel: 0116 289 2956 email: office@gliding.co.uk

BGA BADGES

No.	Pilot	Club (place of flight)	Date
Diamond Badge			
859	Christopher Fox	Staffordshire	13/08/2021
Diamond Goal			
2-2672	Michael Boasman	Banbury	23/06/2021
2-2673	Colwyn Darlow	Gliding Centre	07/04/2021
2-2674	Mark Albert-Recht	Deeside	24/09/2021
Diamond Height			
3-1883	David McKinney	Yorkshire	13/08/2021
3-1884	Christopher Fox	Staffordshire (Lleweni Parc)	13/08/2021
Gold Distance			
	Roger Wilson	Bidford	05/08/2021
	Michael Boasman	Banbury	23/06/2021
Gold Height			
	David McKinney	Yorkshire	13/08/2021
	Geoffrey Burtenshaw	Southdown (Lleweni Parc)	17/09/2021
	Sammy Venables	London (Llanbedr)	08/09/2021
Silver Badge			
	Amalia Maiden	Lasham	18/07/2021
	Nathan Godding	Rattlesden	04/08/2021
	David Price	Shenington	04/08/2021
	Ian Simmonds	Dorset	21/07/2021
	Alexander Phillips	Shenington	04/08/2021
	Peter Farrimond	London	04/08/2021
	Olivier Torres	Banbury/ Upward Bound Trust	04/08/2021
	Aliaksei Pilko	Shalbourne/ Southampton Uni	22/07/2021
	Keith Longden	Bath, Wilts & N Dorset	19/07/2021
	Callum Hitchings	Essex	18/09/2021
	Sammy Venables	London	08/09/2021
	Harry Entwistle	Midland	07/09/2021
Silver Distance			
	Amalia Maiden	Lasham	18/07/2021
	Nathan Godding	Rattlesden	04/08/2021
	David Price	Shenington	04/08/2021
	David Spragg	Shenington	03/08/2021
	Martin Capps	South Wales	04/08/2021
	Guy Hitchins	Midland	16/07/2021
	Ian Simmonds	Dorset (Bath, Wilts & N Dorset)	21/07/2021
	Alexander Phillips	Shenington	03/08/2021
	Peter Farrimond	London (Lasham)	04/08/2021
	Donald Roberts	Wolds	03/08/2021
	Olivier Torres	Banbury	04/08/2021
	Aliaksei Pilko	Shalbourne/ Southampton Uni (Aston Down)	26/06/2021
	Keith Longden	Bath, Wilts & N Dorset	19/07/2021
	Callum Hitchings	Essex	18/09/2021
	Irvin Hunt	Wolds	20/09/2021
	Ian Orpe	Herefordshire	20/09/2021
	William Ollis	Upward Bound Trust (Shenington)	04/08/2021
Silver Duration			
	Amalia Maiden	Lasham	31/05/2021
	John Jennings	Buckminster (Hinton-In-The-Hedges)	04/08/2021
	Alexander Phillips	Shenington	03/08/2021
	Peter Farrimond	London (Lasham)	04/08/2021
	Nicholas Smallwood	Bath, Wilts & N Dorset	19/07/2021
	Olivier Torres	Banbury	04/08/2021
	Nigel Blatchford	Kent (Shenington)	04/08/2021
	Keith Longden	Bath, Wilts & N Dorset	19/07/2021
	John Pickard	Shawbury	28/08/2021
	Benjamin Moate	Lakes	18/07/2021
	Anthony Cresswell	Cairngorm	07/09/2021
	Archie Buxton	Buckminster (Denbigh)	24/09/2021
	Sammy Venables	London (Llanbedr)	08/09/2021
Silver Height			
	Callum Evans	Cranwell	05/06/2021
	Amalia Maiden	Lasham	31/05/2021
	Jasmine Day	Nene Valley	04/08/2021
	Ian Simmonds	Dorset (Bath, Wilts & N Dorset)	21/07/2021
	Alexander Phillips	Shenington	04/08/2021
	Peter Farrimond	London	04/08/2021
	Nicholas Smallwood	Bath, Wilts & N Dorset	19/07/2021
	Elliot Apperley	Cotswold	05/09/2020
	Martin Duggan	Lasham	22/07/2021
	Keith Longden	Bath, Wilts & N Dorset	19/07/2021
	Benjamin Moate	Lakes	18/07/2021
	Sammy Venables	London (Llanbedr)	08/09/2021
	Andrew Beaumont	Dartmoor (Nympsfield)	20/09/2021
	Harry Entwistle	Midland (Saltby)	07/09/2021

INSTRUCTORS: CLASS OF 2021

Basic	
Nicola Beretta	05/05/2021
Richard Lucas	03/06/2021
Rossman Wolf	03/06/2021
Luca Macgregor	11/06/2021
Matthew Morrison	16/06/2021
Charles Hickling	16/06/2021
Evan Skelhorn	02/07/2021
Patrick Fowler	05/08/2021
David Brown	20/08/2021
Neal Shead	27/08/2021
Sean Link	07/09/2021
David Cooper	10/09/2021
Emma Burns	16/09/2021
Assistant	
Peter Harvey	27/04/2021
Paul Waghorne	14/05/2021
Jonathan Jenks	21/05/2021
William Dean	28/05/2021
Tim Martin	04/06/2021
Jamie Dickson	04/06/2021
Matthew Robert	04/06/2021
Kenneth McPhee	04/06/2021

Assistant cont'd	
Jonathon Richardson	11/06/2021
Craig Scott	11/06/2021
Sam Coole	16/06/2021
Ranald Porteous	16/06/2021
Jonathan Hill	16/06/2021
Ross Craney	18/06/2021
Luke Walker	29/06/2021
Jacob Matthews	29/06/2021
Samuel Hepburn	29/06/2021
Lee Allinson	29/06/2021
Nicholas Blake	02/07/2021
Peter Bagnall	09/07/2021
James White	09/07/2021
Kieren Macgregor	09/07/2021
Stephen Kenyon-Roberts	09/07/2021
Holly Harris	20/08/2021
Robert Harris	20/08/2021
Brian Crouch	07/09/2021
Josh Milner	10/09/2021
Graham Smith	10/09/2021
Paul Isaacs	10/09/2021
Alan Barton	10/09/2021

Alexander Oldham	22/09/2021
Gavin McMullen	22/09/2021
Andrew Burton	23/09/2021
Ian Webb	23/09/2021
David Slocombe	28/09/2021
William Wilson	28/09/2021
Martin Phillimore	28/09/2021
Graeme Cooksey	08/10/2021
Wenshu Xu	14/10/2021
Richard Peake	28/10/2021
Benjamin Jenner	28/10/2021
Full	
John Roche-Kelly	26/05/2021
George Green	29/06/2021
Walter Baumann	29/06/2021
Robert Cray	02/07/2021
Robert Pye	30/07/2021
Alexander Gibbs	16/09/2021
Paul Wright	16/09/2021
Brian Marsh	23/09/2021
Dawn Hadlow	24/09/2021
Simon Smith	08/10/2021
Andrew Lucas	28/10/2021

BGA BADGES

No.	Pilot	Club (place of flight)	Date
Silver Height continued			
	Matija Krkovic	Nene Valley	31/08/2020
	Joseph Tofts	Lasham	16/04/2021
	David Sissons	Darlton	04/08/2021
	Finlay Ledger	Wolds	01/09/2021
	Martin Bennett	Devon & Somerset	29/05/2021
	Jamie Stokes	Bannerdown	05/06/2021
100k Diploma Part 1			
	Luke Walker	Buckminster	04/08/2021
	Nathan Godding	Rattlesden	11/08/2021
	David Spragg	Shenington	04/08/2021
	Lucy Wootton	Shenington	04/08/2021
	Ian Simmonds	Bath, Wilts & N Dorset	21/07/2021
	Alexander Phillips	Shenington	03/08/2021
	Martin Hayward	Cotswold	04/08/2021
	Olivier Torres	Banbury	04/08/2021
	David Price	Shenington	04/08/2021
	Paul Kavanagh	Lasham	21/07/2021
	Robert Cobb	Gliding Centre	04/08/2021
100k Diploma Part 2			
	Luke Walker	Buckminster	04/08/2021
	Olivier Torres	Banbury	04/08/2021
	Paul Kavanagh	Lasham	21/07/2021
	Robert Cobb	Gliding Centre	04/08/2021
Cross Country Endorsement			
	Martin Magee	Ulster	15/08/2021
	Anthony Hogg	Seahawk	18/07/2021
	Peter Whitehead	Bowland Forest	11/08/2021
	Keith Bate	Black Mountains	22/08/2021
	Shaun Sanderson	London	18/08/2021
	Paul Knight	Lasham	20/08/2021
	Stephen Morris	Lasham	20/08/2021
	Charlie Lawes	Trent Valley	29/07/2021
	David Johnston	York	13/08/2021
	Ian Godding	Rattlesden	23/08/2021
	Finlay Ledger	Wolds	28/08/2021
	Ollie Seaward	Southdown	30/08/2021
	Sheridan Chaffey	Herefordshire	31/08/2021
	Terry Hardy	Essex & Suffolk	05/09/2021
	Gary Shepherd	Essex	01/09/2021
	Joshua Head	Norfolk	29/08/2021
	David Richardson	Derby & Lancs	02/09/2021
	Garry Johnson	Buckminster	07/09/2021
	Russell Attwood	Midland	21/08/2021
	Philip Lord	London	15/09/2021
	John Pickard	Shawbury	05/09/2021
	Christian Fresson	Southdown	15/09/2021
	Jasmine Day	Nene Valley	19/09/2021
	Jamie Stokes	Bannerdown	19/09/2021
	Andrew Evans	Yorkshire	13/09/2021
	Richard Walker	Northumbria	16/09/2021
	Luke Burks	Essex	29/09/2021
	David Wilde	Essex & Suffolk	24/09/2021
	Barry McKiernan	Wolds	26/09/2021
	Daniel Hender	Devon & Somerset	25/09/2021
	Matija Krkovic	Nene Valley	26/09/2021
	William Burry	Essex	03/10/2021
	Stanislas Bory	Shalbourne	07/07/2021

DAVID GORDON WEST (1927-2021)



GORDON was born in Lincolnshire and spent most of his life in the area. He joined the ATC and managed to fiddle a ride in a Lancaster test flight from Binbrook during a 'little local war' between 1939-1945.

Gordon always wanted to be a pilot, but the need to earn a living prevented this.

He married Eva in the early 50s and they remained devoted to each other until her death in 2019. Gordon bought a hotel in Mablethorpe and made a success of it. When he sold it and retired, aged 60, he bought a residential caravan in the leisure park outside our airfield to improve his golf.

Gordon came for a trial lesson at the gliding club and never touched his golf clubs again. He progressed to a Silver C and basic instructor. He'd had shares in the Oly 463 and Slingsby Venture. He did a PPL and bought shares in a Piper Cherokee.

Gordon was club chairman, a role for which his business acumen was ideally suited. On retirement from that role he became club president. Of late, he was an occasional visitor.

We miss Gordon and send our condolences to Shirley and Peter.

Dick Skerry, Lincolnshire Gliding Club

DAVID WHITE (1932-2021)



DAVID White's career was as a manager in the electricity industry. During his spare time, he was a keen rugby player until the 1950s when he saw the light and joined the, then, Halifax Gliding Club.

He went solo during a course run at Perranporth. Unfortunately, the Halifax site was unsuitable as it was small with stone walls that couldn't be moved – then electricity pylons arrived! So, he and a group of others joined Doncaster Gliding Club. John Stirk, an Instructor there, recalls that his first flight with David was in July 1961.

David was a most competent solo pilot and, in March 1968, John made him an assisted rated instructor. He took over the supervision of the workshop at Doncaster with Bernard Wilson from the late 70s and they, together with help from Roy Schofield, continued when the club moved to Burn in 1983.

A reliable instructor, David also flew his own gliders – an Olympia, K-6CR, Libelles and Kestrel – and, after completing a MGPPL, the club Falke.

In 1991, the club made the first of several visits to German clubs, where we were welcomed. A highlight was flying at Oerlinghausen with Ingo Renner. David was a German speaker so made the most of these visits – gaining information about Tost winches, one of which the club ultimately bought and which gave launches up to 2,000ft. David always had a dry sense of humour and kept everyone entertained on these visits.

He also learned Greek and the ukulele, which he played with a ukelele band and in Burn pantomimes. He crewed for his son, Martin, for many years in gliding competitions.

David had a heart bypass in 2001 and a hip replacement and, unfortunately, these health issues ended his flying career.

He was a valued and enthusiastic member of our club and he will be missed.

Neil Bale, Burn Gliding Club

MIKE EMBERSON (1954-2021)



MIKE, or more correctly Dr Michael Emberson BEM, who died recently after being taken ill on our airfield, came to us as a quiet man.

He eventually eased out the information that he had a PhD and a BEM. An ex-Para, he took his PhD in English literature. Mike could recite Shakespeare quotes on any subject. He was also a respected expert on modern slavery.

Such was the humility of the man, all this information had to be dragged from him. Mike was a dedicated glider pilot and was on the verge of going solo when he was taken ill.

He was always first to volunteer for work days and was great company. Mike took over the job of managing our trial lessons and did this with charm and good humour.

He will be greatly missed and our condolences go to Valerie and his family.

Dick Skerry, Lincolnshire Gliding Club

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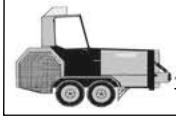
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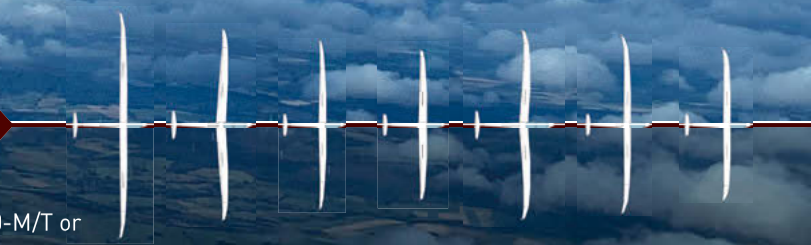
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