

SAILPLANE & GLIDING

VOL. 65 NO.1



HOW TO SPOT THE BEST THERMALLING DAYS

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MEMBER OF THE ROYAL AERO CLUB AND THE FEDERATION AERONAUTIQUE INTERNATIONALE



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COVER STORY

Dumping water:
Neill Atkins in
his LS8 (R4) at
2013 Shenington
Regionals. Does
water ballast make
your glider go
faster? Turn to p8
to find out.
(Damien Dyer)

DEADLINES

April/May 14

Articles, Letters, Club News: 7 Feb
Display advertisements: 21 Feb
Classifieds: 6 Mar

June/July 14

Articles, Letters, Club News: 8 April
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> UK pilots are invited to take part in the 46th Klippeneck Gliding Competition (1-9/8/14) at Klippeneck Glider Base, Denkingen (near Tuttlingen, Germany). The Klippeneck is the highest gliding field in Germany at 980m and European pilots regularly take part in this event, which often has over 100 competitors and 80 planes. The planned classes are: Standard, 15m, 18m, two-seater and Open. Register, from February, at www.klippeneck-wb.de

> A group of aviation enthusiasts are hoping to re-open an airfield in the Iberian Peninsula for the European gliding community. To determine the project's viability, the major gliding clubs in Europe are being contacted to gain a realistic forecast of the number of pilots that could have an interest in a second operational base from where to practice the sport all year round. The airfield is situated near the village of La Ilesuela, in the River Tietar Valley, south of the Cordillera Central. It is at the foot of the main mountain system in the centre of Spain and has no controlled or restricted airspace. Currently used as a maintenance base by a helicopter company, the airfield is unused for 98 per cent of the time. For more information, email laiglesport@gmail.com

> Nympsfield's 2014 coaching programmes will help you to challenge yourself and win. The coaches and dates are: G Dale, 5-11 May; Chris Rollings, 31 May - 8 June; and Andy Davis, 30 August - 7 September.

> Jay Rebbeck set a new UK Standard Class out-and-return and free out-and-return distance record on 25 May 2013 in his LS8-15. The 616.9km O/R from Lasham exceeds the existing record by more than 1km.

> US pilot Jim Payne scored a massive 2,486.37 OLC points with co-pilot Juan Pagano, flying a DG-1001M in Argentina on 29 December. Covering 2,700km, the average speed was 184.9 km/h.

> The BGA and its fellow airspace users in the GA Alliance had a busy month in December, responding to Southend with a vigorous opposition to the creation of a large volume of Class D airspace.

> The Guild of Aviation Artists' 44th Annual Summer Exhibition will be held at the Mall Galleries, The Mall, London from Monday 21 July to Sunday 27 July 2014. www.gava.org.uk

> Gliding featured in the Sport & Recreation Alliance's top 10 stocking fillers!

Scholarships to target post-solo development

THE Philip Wills Memorial Fund was established in 1968 in memory of the late BGA President, Philip Wills, to encourage "the promotion of sporting and recreational flying in gliders," **writes trustee Steve Lynn.**

The Fund achieves its objectives largely by making loans to clubs at favourable rates, to help them with capital projects such as the purchase of land or equipment. However, the trustees have a sufficiently wide brief to enable them

to provide a variety of forms of financial assistance to clubs and individuals, and have recently agreed to earmark funds for gliding scholarships specifically aimed at helping post-solo development in younger members, up to age 30. These scholarships will be by way of supporting flying fees to a maximum of £500 in any one year for applicants with suitable development ambitions. A maximum of 20 scholarships will be awarded in 2014.

Full details of the scholarships and an application form are at www.gliding.co.uk/bgainfo/pwmmf/news.htm

Applications for the 2014 year must be in by 15 March. The trustees' decisions will be made by 15 April, and will be at their absolute discretion, based on suitability of candidates and their intended course of post-solo development. Each application must be endorsed by the applicant's CFI.

Clubs will be expected to apply for payment of the scholarship award only once the applicant has incurred the award level of flying fees on appropriate post-solo activities.

1,000km is a first

TWO disabled pilots have flown a 1,000km FAI triangle, launching from the Gariep Dam in South Africa on 26 November, 2013. Polish pilot Adam Czeladzki and South African co-pilot Simon Smith (taught to fly by Scottish charity Walking on Air) completed a "tough but rewarding flight" in a specially equipped Duo Discus XLT. Congratulations on the first 1,000km FAI triangle flown by disabled pilots.

DATES

NATIONALS, REGIONALS AND OTHERS

World Grand Prix	Sisteron, France	9-16/5/14
Standard Class Nationals	Lasham	24/5-1/6/14
Open Class Nationals	Lasham	24/5- 1/6/14
Worlds	Rayskala, Finland	22/6-6/7/14
(unflapped & 20m two-seater)		
18 Metre Class Nationals	Hus Bos	5-13/7/14
Wenlock Olympian Gliding	Long Mynd	13-19/7/14
Worlds (flapped)	Leszno, Poland	21/7-10/8/14
Club Class Nationals	Dunstable	26/7-3/8/14
15 Metre Class Nationals	Tibenhams	16-24/8/14
Junior Championships	Lasham	16-24/8/14
Two-Seater Competition	Pocklington	17-24/8/14
UK Mountain Soaring Champs	Aboyne	31/8-6/9/14
Competition Enterprise	Nympsfield	28/6-6/7/14
Glider aerobatic competitions		
Dan Smith	Dunstable	5-6 /4/14
Gliding aerobatic nationals	Saltby	29/5-1/6/14
World Glider Aerobatic Champs	Slovakia	7-16/8/14
Saltby Open	Saltby	19-21/9/14

■ **BGA Conference and AGM, 1 March, 2014 at the Belfry Hotel, Nottingham**

LASHAM REGIONALS

24/5-1/6/14

SHENINGTON REGIONALS

21-29/6/14

WOLDS REGIONALS

5-13/7/14

NORTHERN REGIONALS

26/7-3/8/14

BICESTER REGIONALS

9-17/8/14

EASTERN REGIONALS

16-24/8/14

MIDLAND REGIONALS

26/7-3/8/14

INTER-SERVICES

9-17/8/14

DUNSTABLE REGIONALS

16-24/8/14

BIDFORD REGIONALS

23-31/8/14



VGC Chairman Jan Forster (right) presents Wally Kahn with the VGC Chairman's Cup at the Gliding Heritage Centre, Lasham, on 12 December 2013

WALLY'S DEDICATION RECOGNISED BY VGC

WALLY KAHN has been awarded the Vintage Glider Club Chairman's Cup in recognition of a lifetime contribution.

VGC President Nick Newton told Wally: "The VGC is particularly grateful to you for your efforts on behalf of Vintage Gliding especially your role in fundraising for the Gliding Heritage Centre, which has been very considerable; second only I believe, to Chris Wills' original legacy!

"We would also like to recognise the work that you have been undertaking with Peter Redshaw in scanning for posterity your library of gliding books and making this available through the VGC website. This will be a wonderful legacy, which is already proving very useful to many of us.

"Most important of all, however, is the way in which, over so many years you have enthusiastically dedicated yourself to helping the whole gliding community. You were very much part of that very special

generation which together, not only achieved so much in developing post-war gliding in the United Kingdom, but shaped the very sport that we can now take for granted today."

■ See p24, *A glider pilot generous*, for more details about the online library of UK gliding books and magazines.

Lottery funding to fit Flarm at Booker

BOOKER GC has been awarded £9,892 in the Sport England Small Grants programme.

The funding will be used to fit Flarm in its tugs and two-seater training gliders. The club's airfield is located at a 'pinch point' between controlled airspace sectors, with large amounts of transit traffic squeezed together. Fitting Flarm will improve flight safety for local flying and in the circuit.

Kronfeld memorial

BILL Kronfeld, a long time member of the Imperial College Gliding Club and son of famous gliding pioneer Robert, left £1,000 in his will to the Lasham Trust. The trustees have planted a memorial orchard of 20 fruit trees in memory of both father and son. Apart from the plaque in the clubhouse, this is the only memorial in the UK to the great man.

A naming ceremony is being held early in 2014 when Bill's wife, Helen, her sons and other dignitaries hope to be present.

Don Spottiswood

IT IS with sadness that we announce the death of Air Vice-Marshal Don Spottiswood CB. Don was chairman of the BGA between 1990 and 1996 and, up until his death, was one of the BGA Vice-Presidents. He was Chair of the Instructors Committee during the 1980s and, as well as being a competition pilot, was a past Executive Committee Chairman of the RAFGSA. Our thoughts are with his family at this time.

Financial help for enterprising juniors

TWO junior entrants have the chance to fly in Competition Enterprise this year at minimal cost, thanks to the John Fielden Junior Scholarship Award.

John successfully directed virtually every Enterprise, from its inception in 1974, until his death in 2002. It was always his desire to encourage younger pilots to follow his philosophy.

Applicants must be under 26 at the beginning of the competition. To apply, email jhart.jon@gmail.com

Enterprise is being held at Nympsfield (28/6 - 6/7/14). Visit places that perhaps you can only dream of with potential thermal, wave, ridge convergence and elusive sea breeze fronts.

www.comp-enterprise.co.uk



Brooklands Museum is the venue for the 2014 YES Aviation Education Conference

Youth and education conference

THE Youth & Education Support (YES) 7th Annual Aviation Education Conference is being held at Brooklands Museum, Weybridge, Surrey, on Saturday 5 April 2014 (10-4pm).

The programme will include information and guidance on a wide range of aviation-related activities for young and old and include careers advice and support, which is available through a number of established organisations.

Potential themes to be covered include: aviation career opportunities; bursaries and grants; cadet flying; gliding opportunities;

junior and student memberships; models and model flying with the BMFA; Scout Aviation Activities; and young aviator days.

There is no charge for the event, but normal museum entry will apply. The museum hosts the only accessible Concorde in the South-East of England.

YES works with LAA clubs, leading industry companies, local education authorities, schools and universities to encourage and inspire young people to take part in all sorts of aviation activities.

To register an interest in attending, please email captainluck@hotmail.com

INSPIRING WOMEN TO GLIDE

WOMEN Glide (UK) holds a series of events to encourage pilots to keep flying over the winter months and further develop skills.

Gliding is a sport where men and women compete on equal terms, **writes Liz Sparrow**, but because there are so few women in gliding there is a real need for role-modelling and encouragement to ensure women fulfil this potential. And so Women Glide (UK), formerly the Women's Development Initiative, was set up to get more women doing more gliding. WGUK are working to:

- Get more women flying competitions
- Develop a women's squad and training programme to raise standards and win more medals
- Cascade to the wider women pilots' community to raise the profile, confidence and expectations of women gliding in UK.



Women Glide (UK) holds regular events, such as the Lasham women's meeting in early December (Liz Sparrow)

Go to our Facebook page, Women Glide (UK), where women across the UK (and the world!) get involved, take part in events and help build the community. This is where the chat happens and where we are delighted to meet and support women new to the sport or new to the community.

Our website www.womenglide.co.uk has lots of reference material and is in the process of being developed into something that will underpin the WGUK aims and objectives. That's where you can find our Manifesto – exactly what we're doing and how we are going to change the Gliding World.

You can't beat actually meeting up and, as ever, we're running events through the season. The winter programme will finish with a fanfare at the Mynd the first weekend in February. The Compette and other events are being planned through summer 2014; we're excited to be organising the first ever(?) National Women Go Gliding Day in 2014 – this builds on the success of the Girls Get Gliding days at London GC and Bicester Birds and so on. We hope your club will take part in National Women Go Gliding Day. At the time of writing, we're asking for the best date to hold this – please give WGUK your suggestions via our website.

So if you're feeling slightly lonely out there, get in touch! It's great to be part of WGUK and there's always help and advice on offer when you need it. We're hoping to offer mentoring and training for up-and-coming pilots.

And now the sting... There is no 'THEY' as in 'They offer mentoring and training' – it is 'WE' who do this – so if you want to help get more women doing more gliding, please join in. The more volunteers we have, the more we can offer to other women pilots. See you up there!

Planning to fly in France in 2014?

BRITISH pilots planning to fly in France this year need to watch the BGA website over the coming weeks for news on licence requirements.

Europe Air Sports President David Roberts is in touch with a colleague at the DGAC (the French civil aviation authority) in Paris to clarify the licensing situation, particularly as regards those with a new EU LAPL(S).

France has delayed transitioning its own pilots to EU FCL licences until 2015 and some French clubs have been reported as refusing to accept British

pilots with a LAPL(S), and particularly the LAPL medical, ahead of the French transition. Latest information is that this is only partially correct. David's DGAC contact is optimistic any problems will be overcome.

David has asked for an official DGAC statement to clarify everything so we can fly in France this year with either the LAPL(S), SPL, French national GPL and French Class 2 or EU Class 2 medical, or under the long-standing 'equivalence' arrangements in place before EASA appeared on the scene.



This photograph of the ASH 25 in 1989, which appeared in Mike Bird's article, was taken by Tony Hutchings

■ WE THANK Geneviève Franquet of the Strasbourg Club, France, for this magnificent picture (above) of the late ASH-25 number 13. It was first flown at Dunstable in 1988, acquired by the Strasbourg Club in 2004 and featured in Mike Bird's article *Gentleman's Conveyance* (pages 44/45, August/September 2013).

Geneviève writes: "This 'gliding feather' flew over the Vosges Mountains, the Jura, the Black Forest, and of course the Alps (where this photograph was taken). We also accomplished some superb flights from Provence to Mont Blanc, the Matterhorn, all the way to the source of the Rhone and beyond! We have now replaced number 13 with a new sailplane. Its demise was sad, but the seriousness of the injuries sustained by the two pilots (in July 2011) was even harder on all of us."

Up the 'piano' wire

WITH reference to Mike Fox's reply to Mark Hope's letter in the last *S&G* (*Falling out of sync*, p7, Dec 13/Jan 14), Andreas Gliding Club on the Isle of Man still uses piano wire, purchased periodically from Cotswold Gliding Club from stock left over from years ago when Cotswold launched using the reverse-pulley method. This wire is more resistant to stony runways.

Robin Davenport, Isle of Man

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

7 February

SAILPLANE & GLIDING



Andy Davis
Competition flying



Andy Miller
SLMG



Howard Torode
Airworthiness



Derren Francis
Tugging



Mike Fox
Instructing



Dr Peter Saundby
Medical



Andy Holmes
Winch operating



John Williams
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



TO WATER OR NOT TO WATER?

Does water ballast make your glider go faster? Tim Macfadyen looks at the pros and cons of water in a variety of gliders

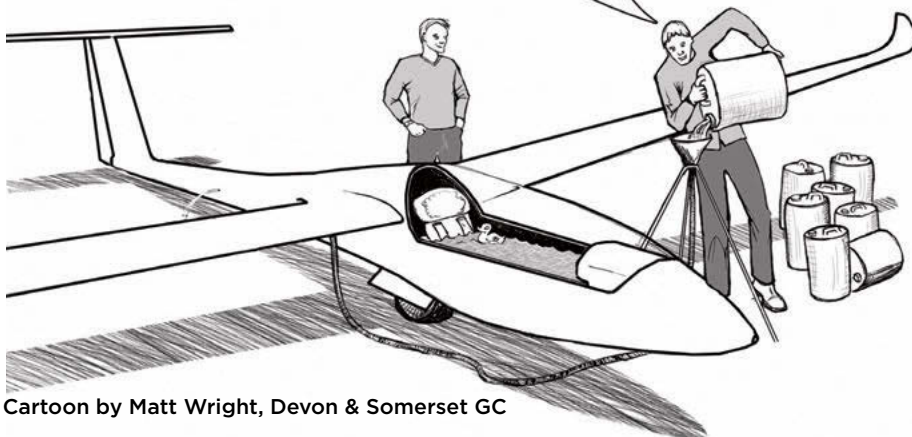
WATER ballast is probably the most talked about way of making your glider go faster. With most gliders in the UK, in anything other than top competitions, it is probably the least important. This article discusses the pros and cons of water in a variety of gliders, and also some other factors that govern your cross-country speed. As no days last for ever, cross-country speed equates to distance flown.

Most 15-metre span gliders fly at around 800 pounds (360kg); the ASW 20 discussed here is typical – this is a good weight for an

average UK day with 2½ -3kt thermals. It is perhaps worth putting in a couple of barrels of water on a good day, especially for a short task. This also applies to the older gliders like the Standard Cirrus that is lighter, but has a lower technology wing. The more modern gliders with higher technology wings can be flown heavier. It is noticeable that the 15-metre span “turbos” fly along with everyone else in reasonable conditions, but lose out badly when it gets weak. They are at least 100 pounds heavier than pure gliders so this ties up with the theory.

Please look at figure 1 (above right). I know it looks complex, but if you spend a little time you will see it is not that bad and contains an awful lot of information. This is the manufacturer’s data for an ASW 20 at sea level, with no wind and no streeing, but the same principles generally apply. The graph shows that what really improves your average speed is climb rate. For example, the optimum cruise speed (without water) between 3kt thermals is 85kts; this gives you an average cross-country speed of 79km/h. If you cruise at 70 or 100kts, this only reduces your average cross-country speed by 2km/h, but climbing at 2kts instead of 3kts will slow you by 15km/h. If you are full of water, with 4kt climbs you should average 99km/h instead of 91km/h when dry, but if the water reduces your climb rate to 3½kts you have gained nothing by adding water. On a weaker

My partner said fill her up...
8 Barrels and still going!



Cartoon by Matt Wright, Devon & Somerset GC

day, if the water reduces your climb rate from 3kts to 2½kts you are definitely better off without it. The ASW 20 handbook says you only need full water (100kg, four barrels) if the thermals are 4kts or more.

A major difficulty is knowing how much the water is reducing your climb rate. The ASW 20 sink rate is reduced 0.3kt with full water, but the thermal radius with 45° bank is increased from 55 to 75 metres. If the thermals are big, or even better if you are spending most of your time running along streets, larger circles don't matter much and you should be heavy, but on a windy day, with tight broken thermals, weight can make a dramatic difference to your climb rate, or even whether you climb at all, and you need to be light.

In genuinely strong conditions (normally overseas), say 6kts or more, so little of the flight time is spent climbing that losing a bit of climb rate through being very heavy has little effect on the overall average speed. In these conditions it pays to fly as heavy as possible.

If you have taken a day off work, it is by definition a "good day". You therefore fill with water and ignore all the 2kt thermals, take the 4kt ones and go fast. You tell your mates that it was the water that made you go fast. In a way it did, but psychologically not physically. You probably would have gone just as fast without the water and would have gone further if you had launched earlier instead of faffing around with water.

On blue, gagging competition days it can pay to fly somewhat heavier than would be ideal for the thermals. The lighter gliders get to the top first and then often hang around at the inversion like sheep waiting for somebody to leave. Meanwhile the heavier gliders, which have been climbing more slowly, catch them up at the inversion and so achieve the same average climb rate despite actually climbing at a slower rate. As an added bonus they might also block lower and faster climbing gliders (although the really skilled pilots often seem to find a way past). On the subsequent glide the heavier gliders pull away (or fly at the same speed and gain vertically); if the next blue thermal should happen to be strong they can sometimes achieve a clean break from the gaggle.

Sums for the seriously sad... Say you are flying in a competition in an ASW 20 and doing 250km in the middle of a 750km day. If you climb at 4kts when dry, 3.7kts with half water (two barrels) or 3.4kts with full water

(four barrels), you average 91km/h in all cases. However, 16 per cent of the task will be final glide, on which it is a big advantage to be as heavy as possible.

The speed at which you achieve any particular glide angle increases with the square root of the weight increase. A 30 per cent increase in weight gives a 15 per cent increase in the speed at which you get a 30:1 glide angle. Say there is a 4,500ft cloudbase: A 30:1 final glide is possible at 98kts (wet) instead of 85kts (dry) – this is worth two minutes, 1km/h, up to 20 contest points. So it is worth being heavier than theory says on short tasks.

If you are flying 750km you will probably have to struggle in weak thermals for the first and last hours (or more), so the last thing you want is water. If full water reduces



Figure 1: manufacturer's data for an ASW 20 at sea level (Enhanced by Steve Longland)

MOST PEOPLE FLY TOO HEAVY MOST OF THE TIME BECAUSE THEY ARE FRIGHTENED OF DUMPING WATER AND BEING UNABLE TO GET IT BACK (THAT WOULD BE A USEFUL DEVICE!)



Day scrubbed at 2011 Club Class Nationals (Ron Smith)

IF YOU START WITH THE CofG IN MID-RANGE AND ADD TWO BARRELS TO MOST GLIDERS THEY WILL BE UNCOMFORTABLY NOSE-HEAVY



If in doubt, fill it up and dump some water later when the nature of the day becomes clearer
(Susan Newby)

↪ your climb rate from 2kts to 1½kts, you go 10km/h slower with water.

Bigger gliders

Climbing ability goes roughly with span loading (kg per metre), so an 18-metre glider with 20 per cent more span than a similar 15-metre one will climb as well with 20 per cent more wing loading, about five 25kg barrels of water, or an engine and a lot of fuel. Even on a pretty weak day, it is worth putting a lot of water in an 18-metre ship (fat pilots with engines excluded). Do the sums on your own glider, extract the data from the polar and plot out a graph like Figure 1. If you can't do sums, then phone a friend – every club has its tame nerd.

Even bigger gliders

The Nimbus 3/4DT and ASH 25, with two prosperous looking pilots, fly at around 750kg when dry, which is a good weight for UK. The single-seat versions without engines are 200kg lighter so need eight barrels of water just to get to a sensible UK weight and, even at 850kg, have less wing loading than the modern ships. That is why the older Open Class lose out to the modern 18-metre, which fly at 600kg on good days.

The new 18/21-metre ships also have stunningly good modern wings that help a lot – 40:1 at 100kts is staggering, but it costs at least seven times as much as 40:1 at 60kts. Is it seven times as much fun? Probably. I would

definitely recommend trying it if you can. The old 20-metre Nimbus 2s and ASW 17s need as much water as you can get in them on any reasonable day, though their ancient tanks probably leak as badly as their ancient owners and I am told the handling of the early (all flying tailplane) Nimbus 2s is pretty intimidating full of water.

If you are in any danger of landing out, dump the water. Getting home slowly is far better than landing out. Being in danger of breaking your glider landing in a small, rough field when heavy is really stupid.

On his Nympsfield soaring courses, Andy Davis very often says: "If we leave this thermal now, are you reasonably confident you will reach a better climb ahead? If the answer is 'yes', leave now; if the answer is 'no', climb a bit higher and then ask yourself the same question again." How much time do you waste climbing slowly when you should have left? I am definitely guilty.

Average climb rate

One of many sad facts of life for glider pilots is that your average climb rate is not the 6kts that you occasionally see, but the real average from when you start turning to when you straighten up, including all the turns in sink! SeeYou will give you the real average for the day, which will be 2½kts in the UK if you are flying pretty well.

Centre of gravity (CofG)

Many people think that their gliders won't climb properly because they are too heavy when the problem is actually that the CofG is too far forward. If you start with the

GLIDEomarama.com
New Zealand
The World's best
Mountain Soaring
Ridge, Thermal, Wave - October through March



Emily Francis checks the ballast situation at the 2011 Standard Class Nationals (Ron Smith)

CofG in mid-range and add two barrels to most gliders they will be uncomfortably nose-heavy. With four barrels, the tailplane is trying to produce a large down load to balance the water in the front of the wing and generating an awful lot of drag in the process.

Some gliders, like Astirs and Vegas, with large tailplanes don't seem to mind where the CofG is, but most really do mind.

You need to weigh your glider very carefully with you in the cockpit and put enough lead in the tail to make you fly it dry with the CofG fully aft (you on min placard weight). Get your inspector to do the sums very carefully, as to fly with the CofG too far aft is, at best, very nasty and unstable and, at worst, unrecoverable from a spin. Now when you put in two barrels, the CofG position is still acceptable and with four it isn't too bad.

Much better, of course, is to have a tail tank so different weight pilots can always have the CofG in the optimum position.

Streeting and energy lines

The analysis so far assumes that the flight consists of classic MacCready climb and glide segments. However, a skilled soaring pilot is often able to follow lines of energy that greatly improve the achieved L/D for the flight. You can use the statistics function of flight analysis software such as SeeYou to see how well you perform in this respect.

It is not unusual for a skilled pilot on a good day to return an average L/D for the

entire task, some 20 points in excess of their glider's nominal best L/D, eg 40:1 glider flight analysis returns 60:1. This has the effect of significantly increasing the time spent gliding, where ballast is advantageous, and reducing the time spent climbing, where ballast is a disadvantage, thus the heavier glider will achieve a higher average speed.

When considering how much ballast to put in, ask yourself if there is likely to be significant streeting or cumulus patterns you can follow, or is the day likely to be mainly climb and glide. On tasks up and down wind you are more likely to be able to take advantage of streeting than on crosswind tasks.

If in doubt, fill it up and dump some water later when the nature of the day becomes clearer. Dumping ballast in increments until the glider feels right in the thermals before starting a task is a perfectly valid way of setting up the glider for a given day. Practise flying your glider at a wide variety of weights and learn from experience what would be a good initial weight for today's flight.

In conclusion, in competitions you probably need water, but when club flying 15-metre span gliders in the UK put in some water if you must to make you feel good, but the best way to go fast and far is to climb faster.



Tim Macfadyen started gliding just before there were any gliders in England with water ballast and has been involved with the sport ever since. He has never quite won a nationals and flew in the first Europeans in ASW 20 EEE that he bought new and still flies. Tim flew the first 750km in the UK in a 15m glider and then had to do it again because the camera failed! CFI of Nympsfield for 10 years, Tim still teaches cross-country and ridge running there whenever possible. He has flown over half of the types of glider in the UK, including a fair number with water ballast. Tim has been on the BGA Technical Committee for 20 years, edits the BGA Data sheets and has carried out many glider repairs and modifications.



Nigel Gough in his LAK 17 during the 2012 Bicester Regionals (Ron Smith)

■ The author would like to acknowledge the considerable contribution to this feature from Andy Davis and Afandi Darlington

THERMALLING: WEATHER OR NOT?

Continuing S&G's series aimed at those acquiring new skills, Tony Cronshaw asks two leading coaches for top tips on how to spot the best thermalling days



READING the vagaries of the British weather is a major challenge. Tony Cronshaw asks leading coaches Bernard Eckey and Kevin Atkinson for advice on how to spot the best thermalling days.

TONY: *Advanced pilots seem to have a sixth sense for the weather, appearing on the airfield on the right days and flying the right task for a given day. What is the secret to acquiring these skills?*

BERNARD: Learning to make quick, accurate weather predictions of thermalling weather is a vital skill for the soaring pilot to acquire, but often frustrating at first. As our forecasting accuracy improves, we will find ourselves visiting the gliding club on more of the right days and decreasing the number of times we arrive to face disappointing weather.

As a starting point, I would recommend reading up on the subject (eg *Advanced Soaring Made Easy*). The next step is to make our own forecasts and compare with actual outcomes (and with other forecasts) and hence refine our forecasting technique. But the most powerful learning mechanism is when we commit to flying on a given day and find out how successful our predictions turn out. Nothing feels better than getting it

right and nothing is worse than others telling you "you should have been here yesterday!".

KEVIN: To succeed in making our own forecasts, we need to develop "situational awareness" of the weather systems crossing the UK and develop an understanding of the physics that governs each air mass within a system. Such basics are covered in the BGA Bronze syllabus and most clubs put on lectures. Mine is entitled "Lift and G-SINK!". If you are not already familiar with Met Office pressure charts, then the time has come to start consulting them on a regular basis. This is how we can identify weather systems heading our way, and then through our knowledge of the physics, we can predict promising thermalling periods.

We have to remember that forecasting is not an exact science and even professional forecasters regularly get it wrong. Part of the problem is that the weather we get today was some 500 miles away yesterday and a change of only 5kts in the steering wind speed means the weather window will be 100 miles 'early or late' and, due to errors in the forecasted track, could be some 60 miles left or right of the original track. In other words, the meteorologist is always "correct", just wrong location! However, if we build our situational awareness, we begin to spot what

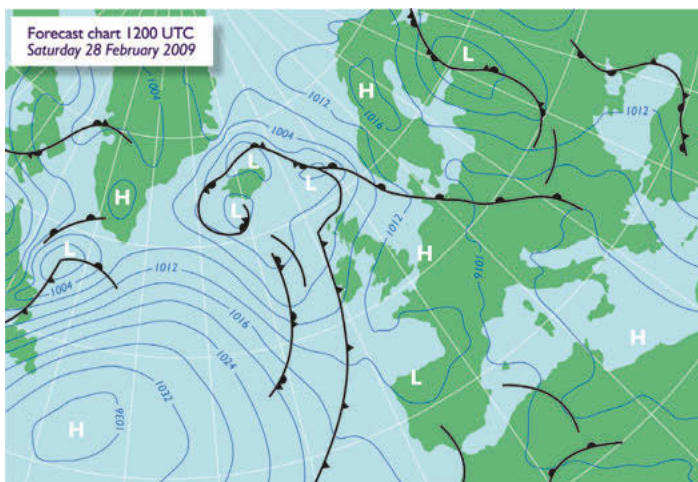


Figure 1



Figure 2: Warm sector - Cambridge 14:00

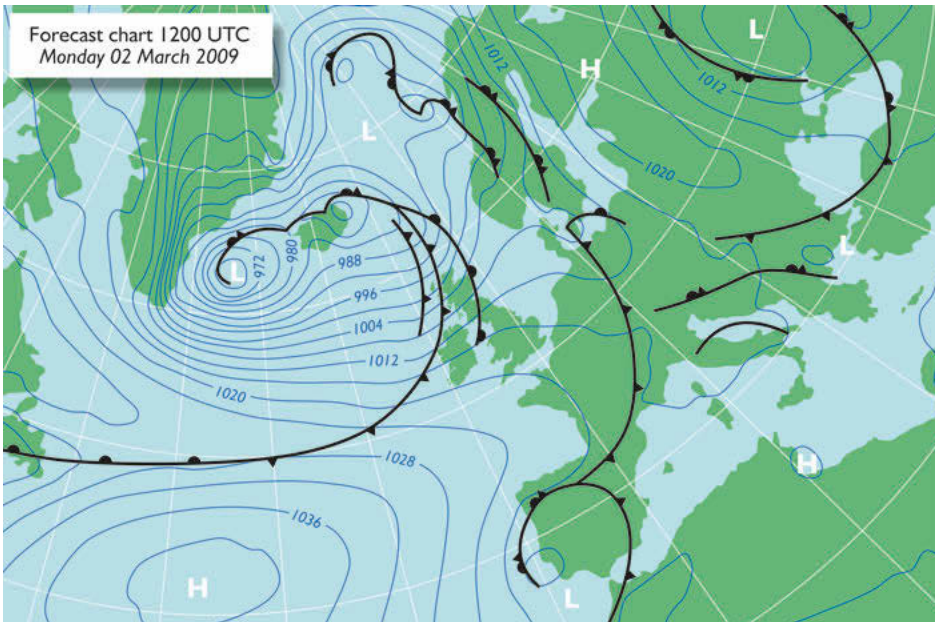


Figure 3

is going on, and become able to modify our flying plans, including once airborne.

TONY: *How can we use online pressure charts to predict good thermalling conditions and spot “the good, the bad, and the ugly” (cold, warm and occluded fronts)?*

BERNARD: The internet nowadays is a fantastic source of weather data and forecasting resources, including gliding specific sites. The underlying data to make our own predictions is available free of charge, though some gliding specific sites charge a fee for their predictions. Either way, these predictions will be based on the same advanced computerised weather models. These represent an astonishing improvement over systems of a decade ago, giving useful indications three to five days ahead and quite accurate forecasts for one to two days ahead.

With experience we can learn to interpret pressure charts, not only at the surface, but also the key influences of the upper pressure distribution (at around 20,000ft) as explained in the weather chapter of my book.

KEVIN: Based on our “Bronze” knowledge of weather systems (structures within low and high pressure systems, fronts, air masses, etc), we can look at the five-day Met Office pressure charts for a number of positive and negative indicators. The following questions will help us identify a shortlist of the more promising days for further consideration:

- Do we see the classic scenario of low pressure systems moving into the UK from the Atlantic, bringing a series of fronts? If so,

our job is to identify days, or windows within the coming days, when our area is NOT TROUBLED BY FRONTS, remembering that overcast conditions arrive considerably before a warm front as shown on the chart. On the other hand, the passing of a cold front often promises classic cu and good thermals.

- In these front-free periods, WHAT KIND OF AIR MASS is expected? Warm sectors can give moderate thermals (figures 1 and 2), but, as shown, some humid air masses may bring a lot of cloud. Post cold front air masses can mean cooler/drier air giving stronger thermals. Figure 3 and 4 show conditions behind a cold front with a ridge of high pressure building.

- Are there any TROUGHS shown for my area implying short periods of cloudy, showery, possibly gusty conditions as the trough passes through?

TONY: *It’s interesting to note there were successful cross-country flights, eg GRL-BIC-GRL on the day of figure 4 (2/3/2009), reminding us that it’s worth watching for cross-country opportunities early, or late, in the year.*

KEVIN: We also need to consider the situation where the charts show a high pressure system moving into the UK. Like the arrival of a ridge, building high pressure can produce good thermalling conditions and, in this case, we should ask:

- Will the high pressure system move in slowly and build over a couple of days? If so, we may experience good thermalling conditions for ☺



Figure 4: Post cold front - Cambridge 11:00

IF WE BUILD OUR SITUATIONAL AWARENESS, WE BEGIN TO SPOT WHAT IS GOING ON, AND BECOME ABLE TO MODIFY OUR FLYING PLANS, INCLUDING ONCE AIRBORNE

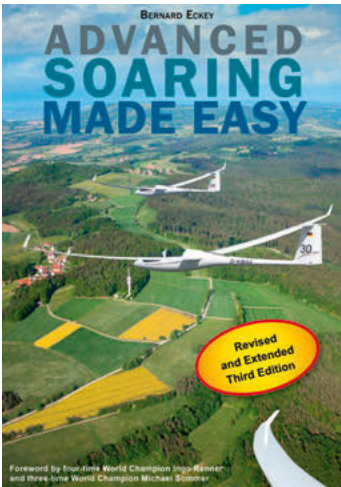


Tony Cronshaw is an Ass Cat instructor at Cambridge Gliding Centre with over 1,000 hours gliding. His enthusiasm for helping the next generation of pilots includes running courses for visitors and members, and leading CGC’s recruitment and retention sub-committee



Bernard Eckey is a pilot, instructor, record holder and head coach for South Australia. He flies an ASH 25 and has 3,500 hours (including multiple 1,000km flights and one 1,116km FAI triangle)

A PROFICIENT SELF-FORECASTER WILL HAVE THE CONFIDENCE TO ARRIVE AT THE AIRFIELD IN APPARENTLY CLOUDY, SHOWERY CONDITIONS AND BE READY TO FLY WHEN THE CLEARANCE ARRIVES



A revised and extended third version of Bernard's best-seller is now available. At 432 pages, it has almost 100 additional pages compared with the second edition and costs €49.90 plus P&P. To purchase, contact eckey@internode.on.net

✎ a number of consecutive days.

● Are there any fronts shown as dotted lines, which are indicators of an increase in cloud cover from a dying weak front?

Occasionally small troughs can occur within a high pressure, but they may not be forecast.

● Does the high pressure look like staying for more than a few days, hence causing inversions to form, putting a ceiling on thermal climbs and causing visibility to become poor as the inversion traps particles under its lid? With a lingering high, dry conditions may develop, generating blue days or blue areas on a task.

BERNARD: Now that we have a shortlist of possible days or windows, the next thing is to ask two important questions:

● What is our estimate of WIND SPEED and direction on these days? A simple judgement from isobar spacing will be sufficient to indicate if light, moderate or strong winds can be expected (figure 5) remembering that winds at flying altitudes will be considerably higher than at ground level.

● Even more important is the DIRECTION OF CURVATURE of the isobars! Their shape is more important than the actual pressure value: Cyclonically curved isobars indicate increased likelihood of cloud, which may block insolation and can bring showers. Anti-cyclonic curvature (ie the sense that they "belong to" a high) indicates sunnier/drier conditions favourable to convection (figures 1 and 3, overleaf), or better still, belong to a ridge of high pressure (figure 6 and 7).

TONY: *Why is wind speed important in determining a "good" thermalling day?*

KEVIN: Wind speed will have a major impact on the sort of thermalling day we will experience. It's going to be a bit of a battle for early cross-country pilots to progress with the windsock showing more than 15kts (despite some helpful streeting) and thermals will be fragmented at lower altitudes due to mechanical turbulence.

On the other hand, very light winds tend to be associated with misty mornings which slowly clear, then a day dominated by static column thermals and large clouds. The downwash from the more extensive thermal areas means they are surrounded by a large area of dead air. The pilot faces the challenge of hunting for thermals under large clouds and a long glide to the next workable area. Between these extremes, a moderate breeze of 7-15kts is likely to give medium-sized cu clearly marking the thermals.

These conditions help us to locate lift quickly, and fly each cross-country leg with manageable headwind, tailwind or crosswind components. When we see isobars nicely spaced out, eg 200-400 miles between isobars (4mb steps), things are looking good!

BERNARD: I agree with Kevin that strong winds can spoil an otherwise useful cross-country day. However, these demanding conditions present an ideal opportunity to fine-tune our thermalling skills, re-centring on nearly every turn by feeling the air and responding promptly. We must remember most variometers respond only after a delay of about three seconds, so if we delay our turn until the variometer peaks we are likely to have flown past the strongest updraught and may end up in strong sink.

TONY: *Once we are homing in on a particular day, is it possible to predict cloudbase?*

KEVIN: The following rule of thumb will give a good indication of expected cloudbase. This is especially useful for those new to cross-country, where at least say 3,500ft cloudbase would be advisable. First obtain the forecasted min and max temperatures for the air mass (eg previous overnight min and daytime max from a BBC forecast), then apply the formula:

Cloudbase = (Max temp - Min temp) x 400ft

**For example, max 20°C, min 11°C:
Cloudbase = (20-11) x 400 = 3,600ft**

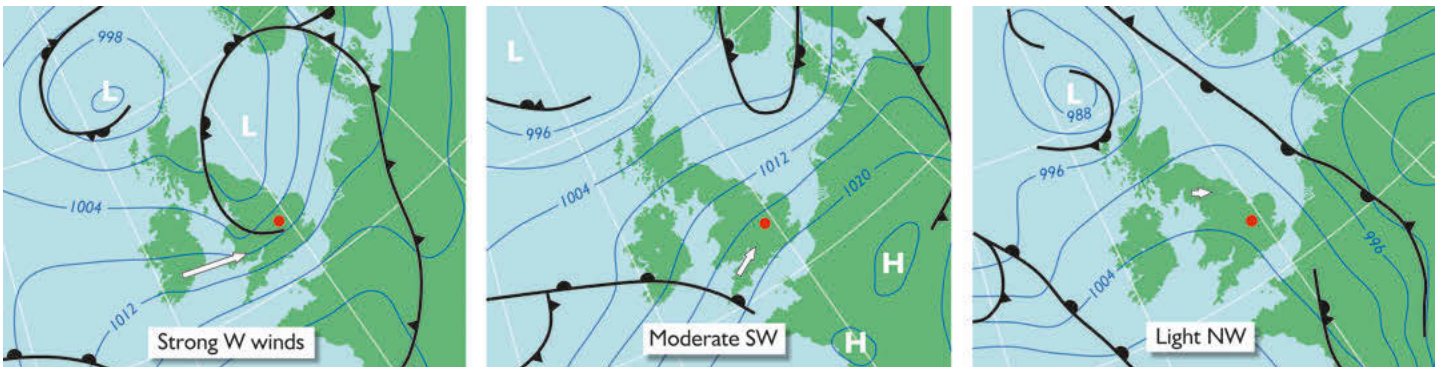
Cloudbase will, of course, start a lot lower in the morning and then rise quickly in the early afternoon as the day warms up.

TONY: *What do webpages such as RASP offer, and how are terrain effects handled?*

BERNARD: The RASP soaring forecast webpages are very useful. RASP takes into account not only the forecast weather, but also geographical features such as land masses, sea, hills and mountains. However, even the best computer model can never substitute local knowledge and therefore we are well advised to learn how specific terrain features might affect the conditions in our area. This is a subject beyond the scope of the present discussion, but an essential area to study, because many locations experience unique geographic influences.

TONY: *How can we exploit forecasts from the BBC and Met Office?*

KEVIN: The TV or website forecasts from the BBC and Met Office are a great way to



get a feeling for how much sunshine and showers we might expect. Clearly we need a reasonable amount of insolation to create thermals, and not too many showers creating dead air.

If we hear the phrase “scattered showers” in a BBC forecast which is otherwise fairly sunny, this can be an indicator of thermic conditions with some thermals over developing into showers. The detailed wording, eg “unlucky to get one”, “risk of”, “everyone will see one”, can help us decide whether there will be usable conditions or simply too much cloud/showers.

If we hear the phrases “fair weather cloud”, “clouds bubbling up” or “ridge of high pressure”, this is coded language for promising thermalling weather.

TONY: *Can we predict how strong thermals will be?*

KEVIN: As we discussed already, the key is having sufficient difference between min

and max temperatures, so strong thermals are often associated with cold air masses which we can identify from the pressure charts as originating from the north. A good clue is when we hear the weather forecasters talking about ground frosts or cold mornings in the period March to October.

Following the isobars back to find the source of an air mass, we may find cool air masses coming directly from the north, or routing out to the west, or out to the east, before arriving in the UK. Any air mass following behind a cold front is worth considering. The rapid change from cloudy and showery weather under the cold front, to a blue sky lighting up with classic cu, can happen within the hour: A proficient self-forecaster will have the confidence to arrive at the airfield in apparently cloudy, showery conditions and be ready to fly when the clearance arrives.

The following “rule of thumb” gives ☞

Figure 5: A simple judgement from isobar spacing will be sufficient to indicate if light, moderate or strong winds can be expected

Illustrations enhanced by Steve Longland

IF WE HEAR THE PHRASES “FAIR WEATHER CLOUD”, “CLOUDS BUBBLING UP” OR “RIDGE OF HIGH PRESSURE”, THIS IS CODED LANGUAGE FOR PROMISING THERMALLING WEATHER

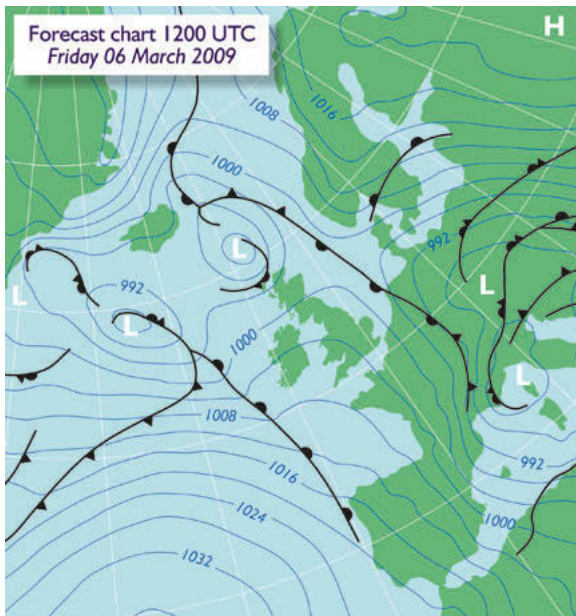


Figure 6



Figure 7: Ridge - Cambridge 14:00

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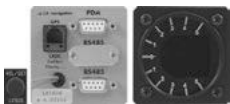
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✎ a prediction of anticipated thermal strength for planning a task and for use en route:

Thermal strength (kt) = Cloudbase (ft)/1,000 x 1.2

For example, for 3,000ft cloudbase: 3,000/1,000 x 1.2 = 3.6kt

So, if the forecast is for 3.6kt thermals, I will push on to find a climb of at least this strength and make appropriate decisions on block speed. Of course, the delight/challenge/frustration of flying cross-country in the UK is that just 50km down track, the weather/cloudbase may have changed (for better or for worse), mainly due to the effects of topography. We then have to select a new block speed according to the new predicted thermal strength. Tracking out into a lowering cloudbase which we can clearly see ahead (eg a TP near the coast) means re-estimating cloudbase and implied thermal strength and therefore slowing down accordingly.

TONY: *Can we estimate the timing of thermic conditions within the day?*

KEVIN: The start of thermal activity generated from ground sources up to cloudbase is when the “trigger temperature” is reached. This is when the surface temperature is equal to the forecast temperature at cloudbase (ie dew point temperature) plus three times the cloudbase (in thousands of feet). For example, with a cloudbase of 3,000ft, and the temperature there of 9°C, the trigger will be at:

Trigger temp = 9 + 3 x 3 = 18°C

If you don't have a temperature gauge to hand, wait until the grass is dry or until the surface wind speed increases and veers!

On blue days, the forecaster will accurately predict the temperature at 1,000ft, 2,000ft and 5,000ft so the height that we can climb to (the inversion) can also be predicted.

TONY: *What other websites can help when making our forecast?*

KEVIN: A number of UK gliding clubs publish forecasts on their websites for cross-country from their bases. If one is near your location, it is well worth looking at their predictions, not simply to avoid making our own forecast, but as a way of cross-checking and confirming our own forecast.

Alternatively, we can purchase soaring forecasts from specialist providers, such as TopMeteo, and benefit from their user-friendly graphics and hour-by-hour predictions of



thermal strength, cloudbase, winds at altitude, etc, at specific locations. However, even an expensive forecasting service will not be infallible and we must always aim to put these forecasts within our own situational awareness of the weather systems.

TONY: *How can we further refine the forecast on the day itself?*

KEVIN: We can check the current weather by visiting various websites (eg xcweather.co.uk) and assess trends in cloud cover (eg sat24.com). Some clubs have a “weather portal” providing very good predictions of weather 20 miles upwind for the next two hours (figure 8)!

TONY: *What further advice can you recommend?*

BERNARD: To acquire these skills, the best thing we can do is to PRACTISE making forecasts, ideally on a daily basis, even if we are NOT planning to go flying in the coming days. What may take many minutes at first will take a minute or two with experience. As we get better and better, forecasting will pay off handsomely as we increasingly finesse our plans between going to work, or deciding to take a day off to go gliding!

■ Earlier articles in this series have looked at how to enter and centre thermals quickly, and how to start going places. Next issue we will look at how to use planning and coaching to accelerate learning and achievement.

Figure 8: The Cambridge Gliding Centre weather portal



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

AN EXPENSIVE OVERSIGHT?

Tim Scorer offers some top legal tips on insurance policies for pilots, gliders and more

- This article cannot set out the detail of all the provisions of a well worded glider insurance policy.
- The author is not qualified to provide quotations for cover. A reputable insurance broker's advice should always be sought.
- There are some aspects of insurance cover, and some types of policy other than the standard glider policy, to which glider owners and pilots should be referred, and which should be considered in order to provide a reasonable amount of peace of mind in following their chosen sport.
- The author acknowledges the kind assistance of Steve Hill of Hill Aviation in the preparation of this article.
- For further information on insurance for gliding abroad, see pp22-24, S&G Oct/Nov 2013.

ALL PILOTS SHOULD EITHER BE SPECIFICALLY NAMED IN THE POLICY SCHEDULE, OR THEY SHOULD MEET ANY MINIMUM QUALIFICATION OR EXPERIENCE REQUIREMENTS STATED IN THE POLICY

THE magistrates left the court to consider the fine. The pilot waited anxiously to find out the cost of his oversight. The waiting seemed to go on forever. How had he ended up here in court facing a charge of having no insurance? At least he could be thankful that he wasn't facing payment from his own resources of a huge compensation bill to an injured passenger, because their claim wasn't covered. How did this situation come about? How much would be the fine when the magistrates came back into court?

Up to 2005, he could not have found himself in court on this charge. But in that year compulsory Third Party and Passenger insurance became mandatory for all UK registered aircraft, following a European Council Directive (EC 785/2004). Well before this, the BGA was "ahead of the game" in requiring mandatory liability cover within the gliding movement. Such cover has traditionally been expressed as a "Combined

Single Limit" (CSL) in order to cover third parties and passengers (where applicable). So, notwithstanding that the CAA Regulations treat the two liabilities separately, with a minimum level of cover for each, the BGA requires all two-seat gliders to be covered for a minimum £2million CSL and does not permit separating the two liabilities. Let us look at some aspects of a typical glider policy.

The standard aviation policy covers three elements:

- Hull cover – to insure the glider itself, and associated equipment
- Third party liability – to anyone, or any animal (horses, sheep, cattle) outside the glider, whether on the ground or in another glider
- Passenger liability, often worded to include a second pilot – and from whom a large

claim can come.

It must be noted that the policy provides no benefits for injuries to, or death of, the pilot him or herself. This is an indemnity policy, providing a fund for claims, which avoids the pilot having a direct financial responsibility. If a pilot wants cover for his/her own injuries or death, a personal accident policy should be taken out separately, or added into the glider policy. This, according to the premium paid, will provide a scale of benefits based on the injuries suffered, or the resulting death, of the policy holder.

In relation to third party liabilities, some carry a strict liability so that if a third party on the ground is injured as a result of a glider landing, taking off or in flight, the liability of the operator at the time – usually the pilot – cannot be defended. Only if the injured party himself caused the injury – such as running into the path of the glider as it is being towed into the air – can this liability under Section 76 of the Civil Aviation Act 1982 be avoided. It applies to property damage as well as personal injury.

The wording of Glider Hull and Liability policies is usually based on a standard Lloyd's format. Particular attention should be paid to some of the standard clauses which relate to pilots. All pilots should either be specifically named in the policy schedule, or they should meet any minimum qualification or experience requirements stated in the policy. So if the policy holder will not be the only pilot to fly the glider, there must be an extension of cover to provide similar indemnities to other pilots. Similarly, if instruction to a student pilot is to be given in the glider, that needs a specific mention in a policy endorsement. Cover for pilots flying the glider under authority from the BGA or CAA is an invariable addition to policy terms.

It follows from all this that it is always essential for both an owner and a pilot to ensure that the policy does provide protection to that pilot; otherwise there is effectively no insurance in place.

Other endorsements which can be tailored



Cartoon by Matt Wright, Devon & Somerset Gliding Club

to gliding activities as required, provide extra third party cover in the form of “Crown Indemnity” when operating from MoD gliding sites, and allow for use at unlicensed landing grounds. The Hull part of the policy will need to include pilots’ personal effects, glider accessories and ancillary equipment, such as a GPS.

When it comes to cover for towing the glider, the standard Lloyd’s wording will be insufficient and specific provisions need to be included for “transportation”. Similarly, when taking the glider on to the glider site, the standard RTA cover needs to be extended to cover driving on this private land.

Problems can arise in the case of a group-owned or operated glider, when an excess or deductible amount has to be paid by the policyholder when an insurance claim is made, albeit that one pilot only is responsible for the loss. The way round this is to have the excess “franchised” – which your insurance broker may be able to arrange. Without this arrangement there may well be disputes between the person who caused the loss and the rest of the group as to who pays. This is where a group would be well advised to have even a simple agreement or constitution which lays down who pays in these circumstances. Such an agreement should also include a requirement that if the insurance cover is denied for some reason attributable to the pilot at the time, then that group member should have a personal responsibility to reimburse the loss to the others.

In the time you have taken to read this article, our imaginary bench of magistrates has returned to announce the fine to be

imposed on the pilot. You may also be asking how he ended up in court summonsed for no insurance. Well, his flying and his aircraft had been reported to the CAA by some members of the public for what they thought was dangerous flying.

The CAA investigation actually revealed that he was distracted in the course of landing and his flying wasn’t dangerous at all. But, of course, the investigation included a review of all the aircraft and pilot documentation. When the pilot/owner was asked to produce his insurance documents, it turned out that he did not meet the minimum experience level stipulated in the policy and was therefore not an “approved pilot”. So there was no cover on the glider when he was flying it.

The maximum fine for this offence of no insurance is £5,000. Let’s just say that with the cost of the fine imposed, plus the CAA costs of bringing the case, and a payment for victim support, this pilot/owner could have probably covered a couple of years’ premiums on his policy with what he had to pay to the court. It was indeed an expensive oversight. So...

- Discuss your insurance requirements carefully and honestly with a suitable insurance broker. The BGA can supply names and addresses.
- Read the policy and schedule carefully when you receive them, and ensure they are BGA compliant.
- Make sure you have the cover that you not only think you want, but also what you need according to your operation, and your own available financial resources.
- Ask if you don’t know or don’t understand anything.

READ THE POLICY AND SCHEDULE CAREFULLY WHEN YOU RECEIVE THEM, AND ENSURE THEY ARE BGA COMPLIANT



■ **Tim Scorer, MRAeS, has been a PPL for over 40 years and is still flying as P1. He flies a Cessna 172 from Earls Colne in Essex and has done a little gliding at Wormingford. Tim is a member of the BGA and many other aviation associations.**

He has worked until recently in big City firms, acting mainly on instruction from Insurers and undertaking a wide variety of national and international aviation claims. Tim has written a book on handling aviation claims, based on his long and varied experience.

Rather than retire, he is now devoting himself exclusively to GA – its pilots, constructors, owners, operators, clubs, associations, and anyone for whom he can apply his practical and legal knowledge to legal issues – and not at the hourly rates that the big firms have to charge.

Tim is very happy talking to associations and groups about aviation and insurance legal issues. He writes regularly in aviation publications on topics of concern to pilots.

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A NAV SYSTEM FIT FOR GODS?

European Club Class champion Roman Mracek evaluates the LX Zeus, a high end vario navigation system with IGC approved flight recorder



Roman Mracek had the 5.5 inch version of LX Zeus installed

THE VERY BRIGHT COLOUR DISPLAY IS VERY STRIKING WITH ITS HIGH BACKLIGHT INTENSITY AND ITS SUPERB CONTRAST

I USED the new LX Zeus during the European Gliding Competition (EGC) in Ostrów when it was installed in my Standard Cirrus. I was very pleased with the impression it created with its airliner type layout and particularly the labelled push buttons that made the system very user-friendly for me.

The unit I used was a 5.5 inch model, but there are also 4.3, 7.0 and 8.0 inch models available.

First impressions were great and, after switching on, the bright colour display is very striking with its high backlight intensity and its superb contrast. I never had any troubles with display readability; it is

superbly antiglare and it doesn't matter what colour your shirt is, as you will never see your image on the display!

The system is based on a decentralised approach, rather than integral one, in that the flight recorder (Colibri II) is a plug-in module. The pilot is not aware of this difference during operation as Colibri II plays a slave role and therefore does not need any pilot inputs.

Task declaration, as well as all possible inputs such as logging interval and also flight downloads, are managed by commands executed on the Zeus. I rather like this approach as when it comes to barograph calibration it is only the Colibri II that needs to be taken to the calibration organisation.

My Zeus was also equipped with the Flarm option (IGC) so this gave me a back-up flight recorder as well as a back-up GPS source for the Zeus should the Colibri II have failed.

I like the way that all kinds of data exchange can be achieved by using the USB stick with its integral slot in the Zeus. By contrast, Flarm communication is done using a SD card for downloading Flarm flights and also for Flarm firmware updates. Task declaration into Flarm is executed

automatically as soon as a new task is selected or created in the Zeus.

System management

The unit is equipped with eight push buttons, as well as two rotary switches which also have a push button function. All push buttons are labelled and this minimises the pilot's task in that he soon learns which button does what and whether it is a short or long press needed to get the right result.

The five push buttons at the bottom of the unit are input buttons and every button offers two basic functions determined by whether a short or long press is done. The top three buttons are navigation buttons used as mode selectors (TP, APT, TSK), subpage selector and bottom row combination selector. Every press of the APT knob will change the navigation mode.

The push button labelled SUBP activates further subpages. There are three subpages in each mode and any of them is readily selectable by sequenced pressing of the SUBP button. The second subpage also displays the vertical profile of the flight, which shows the pilot whether or not the final glide will clear major obstacles such as mountains.

The button marked 1-4 is used for changing the variations offered by the bottom row. The bottom row is 100 per cent under pilot control and this means that the pilot is able to create his/her own specific nav box configuration shown on the bottom row without real limitation as to the number of nav boxes. Zeus has also an Auto Close function whereby the unit will automatically revert to the main page after user defined timeout of inactivity is detected. This ensures that if the user gets lost somewhere in the menu it will only be necessary to wait a few seconds for the system to revert to the main page (TSK, TP or APT).

Two rotary switches are the primary selectors for zoom and audio volume. Push functions serve as input/enter and escape buttons.

During the edit process, both rotary



Roman Mracek's Standard Cirrus was equipped with the LX Zeus for the 2013 European Gliding Championships in Ostrów, Poland (Michal Budejovsky)

switches can be used as up/down selectors; zoom switch operates in one step and volume switch in 10 steps.

One feature that really impressed me is the display layout configuration. The pilot can arrange the layout of the graphic page according to his/her personal requirements and without having to use PC tools, simply by using push buttons and rotary switches. You can even do this during flight.

The database

The unit comes preloaded with a world-wide terrain database. Additionally, it can be also loaded with ICAO maps of several countries; these maps are available as options. LX Navigation is also able to prepare custom maps to specific customer requests.

Airspace files have to be in .cub format for Zeus. If only .txt files are available (Open Air format) LX Navigation offers a converter program. It should be noted that the unit can store an almost unlimited number of airspace files. Airport data bases are prepared by LX Navigation in .af format, which is acceptable by Zeus.

TP files have to be in cup format. As for airspace and airport files, for which the Zeus has almost unlimited capacity, there is no practical limit for turnpoint files. In fact the user can activate up to three turnpoint files at the same time, in which case a mix of turnpoints will be offered. Importing of files which include tasks is also possible.

Data transfer of TP, APT and AS files is done by using a USB stick (there is no SD card to get lost!).

Colibri II - Zeus interaction

Colibri II and Zeus together provide an integrated system which does not differ from centralised solutions such as the LX 7007

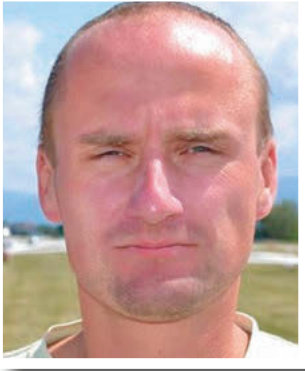
family. The size of Colibri II is no bigger than a GPS antenna and therefore offers no installation issues. The Colibri II software is adapted such that Colibri II operates as slave when connected to Zeus. Once connection is established, all commands related to the flight recorder flow from Zeus and correspond to settings defined in Zeus' Flight Recorder section. This is in the Setup part of the Zeus system.

The next and most important feature is the automatic processing of task declaration, which is executed without pilot assistance after every task edit process or new task input is done. This works only until take-off; after take-off the declaration will remain unchanged (IGC rule), but the task for navigation in Colibri II will change and offer a back-up in case of total power failure and Colibri II will still log. It should also be noted that Colibri II can also offer a back-up

THE NEXT AND MOST IMPORTANT FEATURE IS THE AUTOMATIC PROCESSING OF TASK DECLARATION, WHICH IS EXECUTED WITHOUT PILOT ASSISTANCE AFTER EVERY TASK EDIT PROCESS OR NEW TASK INPUT IS DONE

The 4.3 inch version of the LX Zeus installed in DG-101G during the Junior Worlds (Toni Šibanc)





Roman Mracek, from the Czech Republic, was the Club Class winner of the 2013 European Gliding Championships in Ostrów, Poland



LX Zeus fitted in an EB28 in Namibia and, below, a range of available versions



↩ vario function if all other vario sources are inoperative.

Flights are stored in Colibri II, but downloading can be done at any time by using the Zeus USB stick.

LX Zeus - Flarm interaction

If Flarm is a part of the system, Zeus is able to display Flarm objects on its main navigation graphic display and also on the "Flarm radar" page. In fact, any type of Flarm can be connected to LX Zeus, but LX Red Box is the recommended solution because it has an SD card which facilitates its operation. The SD card, which is a part of LX Zeus' front panel, is used for communication with Flarm and enables flights stored in Flarm to be downloaded. Firmware updates of Flarm are also carried out using the card. Power Flarm can be used as a part of the system.

LX Zeus - Flight declaration

Flight declaration is similar to the system used for Colibri II in that the declaration is automatically written into Flarm after any change made to the task entered into Zeus.

AHRS (Attitude and Heading Reference System) option

LX Zeus can be equipped with an AHRS module as an option. It is fully integral and fitted inside the Zeus housing. All necessary settings are done using the Setup feature of Zeus. If AHRS is incorporated as an upgrade, then it is an external unit connected by CAN bus.

Flying experience

I found the system so easy to use that I am sure it will suit not only competition pilots, but also cross-country pilots with a low

experience level; its operation is intuitive. After power on the usual inputs of: pilot, take-off elevation and glider type (if not already stored in memory) are required. QNH altitude can be easily set whilst on the ground, but during flight only adjustments to QNH pressure are possible.

Once the unit has been booted on it will switch automatically into TSK mode and the last flown task will be shown as active. There are several ways to prepare a new task; the most common method is to edit an existing task, but it is also possible to create a new task using turnpoints already in the memory. The Zone function makes it possible to create all known TP zone geometries.

For those pilots who prefer to prepare tasks on their PCs, it is easy to transfer the task to a memory stick and import it to the Zeus as a .cup file. Whichever way you choose to do it, the operation is fast and trouble free.

The Zeus will automatically start a task as soon as the glider passes the start line after being "armed" for a start. A restart is possible at any time. In most cases, finish lines are now cylinders and in this case LX Zeus calculates final glide to the edge of the cylinder and also shows the shortest way to reach the cylinder.

In the case of an AAT, a Move function can be easily activated after a long press of the TSK button. For pilots who like team flying, a special function called "Team Code" has been developed; use of this allows pilots to find each other, if visible contact has been lost.

An excellent feature when flying a task is the option ADD MARKER. The philosophy of a marker is to mark a position that you want to have as your back-up, for example an outlanding field. Marker can be deleted very quickly by pressing just two buttons and will also be deleted if another marker is entered.

For cross-country pilots, an Online Contest (OLC) optimisation has been incorporated. In the Statistics page, under OLC, the OLC distance flown and also OLC distance in the case of a return to home are shown.

The Zeus can be operated by a LX Navigation Remote Control and this makes operation easier as the pilot can operate the system from the stick top rather than reach forward to operate the controls on the Zeus itself.

The Near function can be used not only for airports and landable turn points, but for

airspace management whereby sections can be deactivated or activated as required.

System extensions

LX Zeus is designed as an extremely flexible system and any configuration can be simply upgraded, without any need for extensive computer expertise. The most commonly used extension is the Remote control, which is achieved using the LX Navigation leather-coated stick that connects to the system bus. Two-seater configuration is available as well and connection is by CAN bus. Any second seat option is connectable to the second seat device and this reduces installation works significantly.

Bright palette of displays

The unit can be delivered in four different display sizes and this makes it possible to install LX Zeus into nearly any instrument panel. The display size starts with 2.8 inch and this display size produces an 80mm unit which can be installed in any existing standard cut out, without panel upgrade. The next display size is 4.3 inch (83 x 136mm outline) diagonal. The most popular size at the moment is the 5.5 inch diagonal (106 x 146mm outline), which could be fitted into majority of glider panels. The larger 7.0 inch display is capable of being installed in many modern glider panels, but in this case all other units should be 57mm. The biggest size available has an 8.0 inch display diagonal and there are only limited panels which will be able to accept that size of unit.

Installation

I used Aerospool technicians for the installation into my Standard Cirrus, but some of my friends have done the installation by themselves. LX Navigation delivers a suitable template with every unit, which makes it possible to prepare a new cutout for Zeus simply and easily. There is no panel change necessary in almost every case if the LX Zeus 2.8 variant is chosen.

Conclusion

LX Zeus is for sure a new player in the gliding market, but it is important to remember that the producer and developer is not a newcomer, but a company whose roots date from 1975. During this period, LX Navigation has built around 10,000 gliding computers and flight recorders. Now that is some achievement and I'm sure Zeus will power the company well into the future.

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A GLIDER PILOT GENEROUS...

The BGA now has an extensive library of UK gliding books and magazines, thanks to Wally Kahn. Pete Stratten reports



AS PART OF HIS LIFE'S RICH TAPESTRY WITH GLIDING, WALLY ALSO DEDICATED HIMSELF TO COLLECTING ALL KNOWN UK GLIDING BOOKS

ON BEHALF of the BGA and the UK gliding community I would like to publicly thank Wally Kahn for the generous gift of his treasured, complete set of every UK gliding book ever produced and his complete and bound set of every UK gliding magazine ever issued. These are now housed in new bookcases in the BGA offices at Leicester for all to read. But this is only part of his gift. Wally personally donated £2,000 two years ago to help kick-start the scanning of all these books into eBooks. Access to his collection of some 160 gliding books is now available with a mouse click from anywhere in the world.

Wally will be known to many. He is that well-known glider pilot whose exploits are captured in his book *A Glider Pilot Bold*. He has been actively and continuously engaged in gliding since 1945. Wally's book was used as a test for scanning and, in fact, it was turned into edition 3 in the process. As part of his life's rich tapestry with gliding, Wally also dedicated himself to collecting all known UK gliding books and every UK gliding magazine. This, with his close links to the BGA and close friendship with leading figures in the UK gliding community, was the key to merging two projects which have resulted in a complete digital collection of UK gliding books and UK gliding magazines now being available.

Currently they are all housed on the Lakes GC website and attracting a lot of regular downloads, which is good news. It confirms that the idea to scan all the books and magazines was a good one. The BGA intends to make all these eBooks and eMagazines available through the BGA website. Progress is at last being made here and we intend to have a new BGA website available later this year. More news on this soon.

How was this fantastic digital archive achieved? A nearly complete set of UK gliding magazines was given by the Redshaw family to The Lakes GC in 1990. A number of

magazines went missing from this set. Peter Redshaw decided that the only way to ensure their survival, retention, and provide easy and safe access to this information and history was to commit them to digital format. So the initial UK gliding magazine scanning project was born in 2005. However, where would he find the missing magazines?

Wally proved to be the answer; he kindly allowed Peter access to his complete collection of all UK gliding magazines. The magazines, from the first one in September 1930 to 2009, have now been scanned into searchable PDF format – some 724 magazines, including 108 *VGC News* & newsletters. This project was finally completed and all made available through the Lakes website last year.

It was from this initial meeting of Wally and Peter in 2010 that a determination to scan Wally's collection of UK gliding books started. Wally highlighted to the BGA that he held a complete set of UK gliding books and magazines and was prepared to gift them to the BGA provided the BGA would house them properly and look after them AND provided that they would make the eBooks and eMagazines eventually available through the BGA website for posterity.

It required funds to scan these books and do it professionally. Wally led from the front, but the funds came in from three main areas: friends of Wally, those that bought CDs of the complete set of digitised magazines, and those that supported the idea of a digital UK gliding archive. The VGC also pledged to support the project, both in the short and long term, as it felt that the project was complementary to, and parallel with, the VGC's archiving activities. An amazing £11,455 was collected in six months by June 2010 from individuals and clubs. The BGA and the UK gliding community thank you. Your names will be on the bookcases at the BGA offices. The project was completed inside budget and the BGA is holding the surplus for future archive scanning activities.

There are, of course, rules about scanning published books and they require author and/

or publishers' approval. Wally took on this formidable task. Again his unbelievable range of contacts in the gliding movement came to the fore. Wally got approval for most and, in certain cases, due to copyright rules or reprints being possible, sample extracts from the books have been provided. In this situation enough digital content has been provided to allow the reader to evaluate the book and its contents without offending copyright. Even the authors of brand new books have allowed a sample of their books to be included.

The BGA held numerous boxes of books and photos kindly donated by Doc Slater's estate many years ago. Before the book scanning project started it was essential to catalogue Wally's collection with the Doc Slater collection. The Doc Slater books were found to be some 70 UK gliding books, foreign gliding books, and non-aviation books. The UK gliding books were held back and the rest sold. The funds raised were used to pay for the new bookcases. The photographs were given to the VGC archive.

So 2013 has been a good year for UK gliding history. We now have the UK gliding book library, the UK gliding magazine library, the UK eBook library, the UK eMagazines



Wally Kahn is pictured in the Surrey Club Weihe in this photograph taken circa 1952

library and the Gliding Heritage Centre at Lasham. Wally has played a part in all of these and we thank him.

Google the Wally Kahn and BGA eBook Library to access the books and Google Old UK Gliding Magazines to access the magazines.

■ Many thanks also to Peter Redshaw, who was the driving force in the scanning project, for his generosity and considerable help in creating the online archive of UK gliding books and magazines



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This page clockwise from top:
Burn's Janus (Kev Moseley)

Queen's University Belfast's K-13 over Binevenagh ridge. Owen Anderson instructs Ulster GC pupil Sam Wilson (Owen Anderson)

Facing page, clockwise from top:
A November 2013 wave flight from Cranwell in Duo Discus R2. "My husband (Angus) and I launched at 15:00 on a 3,000ft aerotow and were lucky to contact wave at 2,000ft. This took us to 4,500ft and above the inversion and clouds, so made for some fabulous scenery, especially as the sun then started to set." (Miriam Watson)

Paulo Greca of Aeroclube de Tatuí, São Paulo, Brazil, flying with his 92-year-old grandmother (Paulo Greca)

Unusual clouds seen near Shenington (Ian Atherton)

Wave bar over Mt Snowdon seen from Arcus 'A1' flying from LLeuweni Parc in October 2013 (Tony Moulang)

Late November scene at Soaring Safaris, South Africa (Steve Lynn)

■ If you would like your previously-unpublished photographs to be considered for inclusion in Gliding Gallery, send them to:
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Paul Conran gets to experience the Silent 2 Electro ultralight glider in the beautiful setting of Ireland's Dingle peninsula

AS IF being on a totally deserted beach six miles long on a beautiful summer's day in the mountainous south west of Ireland wasn't good enough, imagine my delight at finding myself sitting in a brand new glider and about to self launch.

This was not just any old glider, but an FES, a Front Electric Self launcher. Called the Silent 2 Electro, and made in Italy by Alisport, it is one of a new generation of self-launching ultralight gliders with a maximum all-up weight restricted to less than 300kg. It is powered by a 22kW (30hp) electric motor positioned in the nose of the glider, which is driven by two 15kg batteries located just behind the pilot. The folding propeller is 1m in diameter, which is small enough to give good ground clearance. Max power is achieved at 4,500rpm.

Every year in late September, the Dublin Gliding Club sets off on a safari to the Dingle peninsula with a few gliders and 600m of plastic-coated Parafl cable. The usual launch method is autotow and a good 4x4 is all that's needed to get even a well-laden two-seater airborne.

The DGC is kind enough to share this experience with invited guests and the whole affair is great fun. Rigging and de-rigging, in sometimes near gale force winds as the tide rushes in to swamp you, is challenging to say the least, but it is well worth all the effort. When the mountain wave sets up and the weather is good, the views and the

SILENT 2



Ridge running on the Dingle peninsula

flying are exceptional. Although most of the flying is done on various ridges, thermals are sometimes abundant and heights of up to 24,000ft have been achieved in wave.

Once the Electro's owner, Nick Bosch, and I had made our way down the twisting lanes to the deserted beach, rigging was relatively easy. The wings are light and all the controls connect automatically. Installing the batteries takes a few minutes and then everything is ready.

Ultralight glider

Flying an ultralight glider is different. The Electro is very sensitive on the controls and can be quite lively in strong turbulence. The L/D is given as 40 at a rather slow 50kts. The landing gear is retractable and the wheel brake is operated at the end of the airbrake travel.

As one would expect, all the components are made to be super lightweight and a lot of ingenuity has gone into the design. Strength and robustness do not appear to have been compromised. The instrument panel on the particular glider I flew was well equipped with everything imaginable, including an LX Zeus glass display. Switching between a moving map and a 3D flight sim style view of the terrain ahead was a simple matter of

pressing one of the nine buttons on the top of the control column.

So, as I was saying, there I was about to take off... and it could not be more simple. Turn the key in the 'ignition', flick the main power switch to 'on' and twist the power control to max. With a staccato rattle, the motor quickly winds up to 4,500rpm and the glider rapidly accelerates forward.

The first time I took off I had selected '0' flap as advised, but with a fairly strong crosswind it took quite some time before I could level the wings. With the mini taxiing wheels on the wingtips this was not a problem on the firm sand, but might well have become one in long grass.

On my next take-off I used a flap setting of '-1', which gave greater aileron authority and proved to be much more satisfactory. Within 150m we were airborne and climbing at 2m/s. The only things to monitor are the three temperature readings: one for the motor, one for the batteries and one for the FCU, or 'Flight Control Unit'. The accepted practice is to throttle back to about half power when one reaches a safe height of about 500ft. This conserves battery power, reduces the risk of overheat and still appears to give the motor enough power for a

THE BGA SAYS...

ON THE evidence of this article, the Silent 2 Electro appears to fall into the proposed national deregulated airworthiness category, with a maximum weight of 315kg, including a ballistic recovery system.

The BGA will be working with the CAA on the introduction of nationally registered ultralight sailplanes and ultralight powered sailplanes in the UK. By the time of publication we may know the result of the CAA proposal to de-regulate the airworthiness of some single seat microlight aircraft.

We see the sailplane (self-launching or sustaining) versions of these micro-light aircraft – regardless of any potential deregulation – as similar to self-launching sailplanes, but need to consider, for example, launching systems and how best to integrate these safely into BGA operations and sites.

Clearly safety is paramount, and to this end compatibility with the existing operations, including airworthiness, launching, and flight practices such as seemingly straightforward issues as circuit flying need to be considered. In our present view any powered sailplane needs a minimum aerodynamic performance to establish operating compatibility with the majority of sailplanes flying at BGA sites. The Silent, for example, operates successfully at gliding clubs elsewhere in Europe.

Pete Stratten

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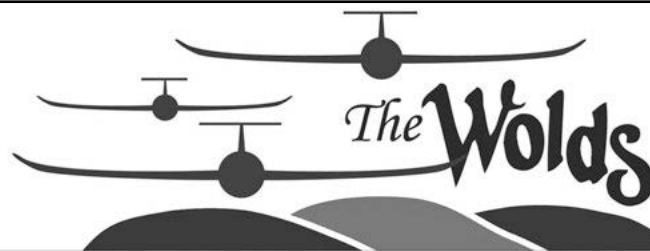
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Editor: Nigel Everett



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Approaching to land on Inch beach

↪ gentle climb. If you fall out of a thermal, just twist the knob and up you go again. When you want to close down the engine just turn down the power, flick the switch to 'off' and the prop stops and automatically aligns itself horizontally and folds back against the fuselage. If you need power again it's there for you, almost instantly.

The makers claim that a full charge will give 12 minutes at full power or 45 minutes flying straight and level. To charge the batteries fully takes about two and a half hours and is best done with the batteries out of the glider. The Electro comes with a very sophisticated charging system, which when not in use packs away into a purpose built

valise, which is secured to the parcel shelf behind the pilot.

De-rigging takes only a few minutes and everything packs away neatly into a purpose built trailer. As one would expect with an electric motor, maintenance is minimal. Occasional removal of the propeller boss and inspection of the folding prop mechanism is advised.

This category of aircraft is currently under review by the CAA with the expectation that it will be accepted for general use in the near future.

■ Full details of the Silent 2 Electro can be found on the company's website at www.alisport.com

ALL THE COMPONENTS ARE MADE TO BE SUPER LIGHTWEIGHT AND A LOT OF INGENUITY HAS GONE INTO THE DESIGN



Paul Conran lives in Ireland and London. He took up gliding in 1994 and has been competing internationally since 2001. A member Buckminster GC, Paul is a Full Cat and Advanced aerobatic instructor and runs aerobatic courses in UK. He was the UK National Unlimited Champion in 2004, 2011 and 2013

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CREAM OF CORNWALL

Illustrating outstanding scenery seen in 2013 during flights from RNAS Culdrose



■ Catching the sun setting over the south coast of Cornwall after another successful gliding course. Seahawk GC would like to dedicate this picture to the army of helpers on courses, especially CFI George Kosak for all his hard work and mechanical skill, without which the club would truly be at a loss.

■ Jake Matthews and Jordan Richards (below) on the way back from a late-August trip to Penzance, with the reflection of Jordan's K-6 in the Junior's wing.

> PHOTOS BY JAKE MATTHEWS



■ An excellent evening flight, in early 2013. Jake Matthews and Tony Richards, an excellent glider pilot and instructor, take Seahawk's DG-505 for a local flight around Cornwall. The image shows off the club's airfield, Royal Naval Air Station Culdrose (HMS Seahawk), as the sun sets over Land's End with Penzance in the distance. The flight ended with a loop as the sun set, marking the end of a fantastic flying day at the Seahawk Gliding Club.



■ A flight in late August: Jake Matthews, flying the club's Junior and Jordan Richards in his K-6CR. A personal goal of Jake's has been to fly over his home town of Penzance, 15 nautical miles west of RNAS Culdrose. The weather conditions rarely permit this and so it was a huge triumph, after two years, to finally fly over his home town with his good friend and fellow soaring pilot Jordan following in the K-6. The photograph shows Jordan and Jake thermalling over Praa Sands on the return to Culdrose. The image captures the famous Cornish landmark of St Michael's Mount and Mount's Bay, as a flat, calm sea displays the beautiful Cornish beaches.



■ (Above) Enthusiastic junior pilot Jake Matthews is looping mad as he celebrates completing his two-hour flight for his Cross-Country Endorsement at long last! (Thanks to the Air League for awarding Jake a Gliding Scholarship in 2013 for his cross-country training.)

■ (Right) The Fleet Air Arm Offices Association summer gliding scholarships running at Predannack airfield, a satellite airfield to RNAS Culdrose. The aircraft were transit flown five nautical miles each day, giving Jake Matthews and Jordan Richards a chance to fly together for the first time. Jordan, an outstanding Silver C pilot, shows off Cornwall's Land's End Peninsula in a slow left-hand bank, following the club's DG-505, slowly returning home in the distance. A fantastic day's soaring over the Cornish coast gave the students a taste of why our sports is the best!

■ (Below) Tom Luscombe, another Seahawk junior pilot, slowly descending over the Lizard Peninsula in a gentle right-hand bank. The sun and idyllic blue skies create ideal conditions to view the southern Cornish coast. Tom is taking the opportunity to enjoy his newly-honed single-seat skills!





(Above and below) Successful candidates on the iFly scheme will be encouraged to help out with various duties at the gliding club (Julian Bane)

GLIDE TO A JOB

Steve Pozerskis reports on the iFly scheme aiming to provide a path to a career in aviation and a supply of young glider pilots



A NEW scheme that is hoped could supply a steady flow of young pilots into gliding for the foreseeable future launches in April.

The BGA has teamed up with CAE Oxford Aviation Academy and Bicester Gliding Centre as its two partners to launch iFly.

Aimed primarily at young pilots who have not flown gliders before, the scheme is a route for these youngsters to build their knowledge, skills and flying ability whilst helping their pursuit of a career in commercial aviation.

The background

I had the idea for the iFly scheme whilst working with Andy May and Stu Carmichael at the Virgin Atlantic Future Fliers and Fixers event at Gatwick. A constant stream of young people were visiting us on the BGA stand asking about gliding. The stream was

mirrored by the number of parents coming to us and telling us about how expensive it was sending their children in powered aircraft at their local airfield and how little flying they were getting for this price.

It was clear, however, that these were parents who were willing to part with £150 an hour for their child to fly and pursue their dream of a career in aviation.

Along with the above scenario, I have grown up with a number of friends who want to be pilots and who have really struggled to get a job due to the sheer numbers of people applying for each vacancy. It is clear that there is an oversupply of potential commercial pilots.

The cogs got turning and it wasn't long before the idea of creating a link between a flight training organisation and a gliding club came along! We could harness the desire for gliding clubs to boost their Junior

numbers and the lust of potential pilots to boost their CV by creating a structured bridge between the club and the flight training organisation.

Andy Perkins – vice chairman of the BGA, part of the recruitment team at British Airways, committee member of The Air League, First Officer with British Airways and a former student at Oxford Aviation – was approached to help bring the various parties together to move the scheme forward. He has been instrumental in getting this scheme off the ground.

What is the scheme?

A number of 16- 21-year-olds will be chosen to join the scheme in April. These young pilots will be given a structured two-year curriculum they must adhere to. In the first year, the aim is for the student to be solo in a glider. This first year will include a mandatory week-long intensive course. After the second year, the aim is for the student to be on their way to achieving their NPPL, Bronze and perhaps even Silver/instructor's licence.

Meanwhile, the student will be expected to help Oxford Aviation at open days and attend two seminars each year at Oxford Aviation Academy. These seminars will be based around the various theoretical subjects that they will encounter during their future training as a commercial pilot.

Whilst under the umbrella of the iFly scheme, the student will keep up to date with their gliding club mentor and an iFly sponsor, who will guide the student through the various steps and check they are heading in the right direction.

They will also be encouraged to help at the gliding club with winch driving, log keeping, rope running, crewing and anything else the club feels would be beneficial to the student.

The scheme aims to not only improve flying skills, but also to introduce the student to the club itself and therefore improve teamworking and practical skills, which are vital as a commercial pilot.

How will students get on the scheme?

As this scheme has been set up with the aim of improving the chances of an aspiring pilot, we wanted the entry to be as close to the "real thing" as possible. The student will firstly fill in a short, online competency-based form. If successful, the student will be invited to attend an interview and aptitude test, which is based

on the Oxford First Officer Programme skills test. The best performing students will be then invited to join the iFly scheme.

In return, Oxford Aviation will offer a guaranteed place on their First Officer Programme and a number of other incentives for any successful candidates that complete the scheme. It cannot be stressed how important the successful scheme certificate will look on a candidate's CV when they start looking for aviation jobs.

Who are we aiming at?

The scheme is for 16- 21-year-olds local to the flight training organisation. They will have to show dedication to aviation, both as a career and as a hobby. Although aimed primarily at young people who are not already glider pilots, we will consider current Junior glider pilots too.

The future

Oxford Aviation and Bicester GC have teamed up with the BGA to create the initial scheme, which will be run as a trial. We see between 10-20 young pilots joining to start with. If this all goes well, then the BGA will be inviting other gliding clubs to join the scheme, which would be expanded to accommodate a number of other flight training organisations.

We are really excited about this project. It involves minimal financial input from the BGA, the flight training organisation or the gliding club. The student will save money by flying in a cost-effective manner and training in a way that will provide a fully rounded entry to their career, with plenty of hands-on skills along the way. They are likely to become solo far quicker this way too.

Meanwhile, as a sport, we will benefit from new, young and keen pilots, who will be guided through the initial stages, with the carrot of a fantastic CV.

This year Oxford Aviation had over 1,000 people through its open day doors. We know there is an appetite for a career in commercial aviation and will utilise the huge marketing potential that the flight training organisations can provide.

■ Please visit www.ifly-gb.com for more information.

THE SCHEME AIMS TO NOT ONLY IMPROVE FLYING SKILLS, BUT ALSO TO INTRODUCE THE STUDENT TO THE CLUB ITSELF AND THEREFORE IMPROVE TEAMWORKING AND PRACTICAL SKILLS, WHICH ARE VITAL AS A COMMERCIAL PILOT



Photograph by Robin May

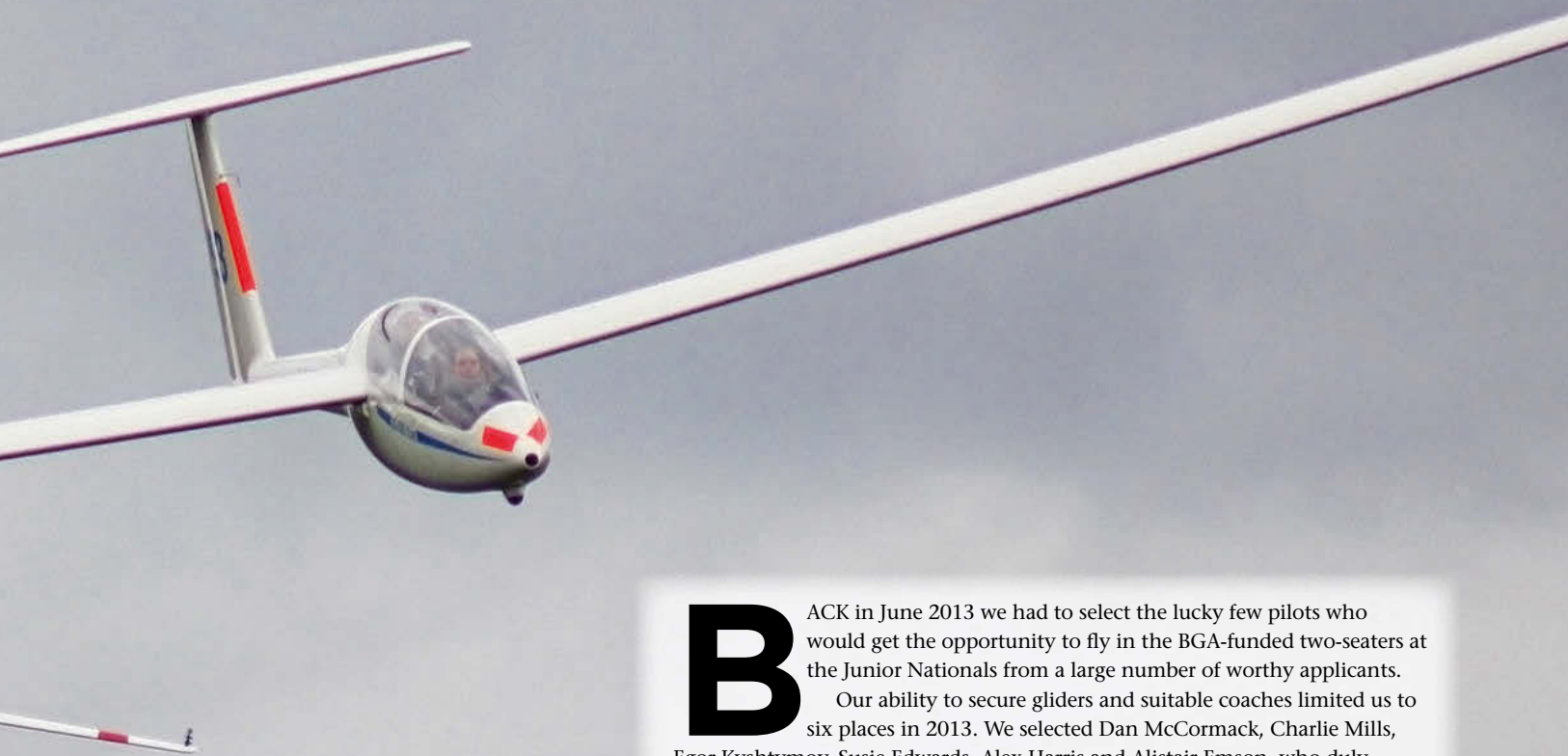


Steve Pozerskis comes from a gliding family and had his first flight, aged just seven, at Hus Bos. Solo at 16, he has flown in Junior Nationals, Club Class Nationals and various regionals. He has 700 hours gliding experience. Part of the team that created the Junior Gliding Centre initiative, Steve is involved with organising the Junior Winter Series and UK Junior Gliding Facebook page

Two-seater training run during the Junior Gliding Championships aims to give a flavour of competing to those who are not quite ready to fly the competition for themselves. Coach Ed Foxon organised the training in 2013 and, with the help of three pupils, describes some of the benefits



DOUBLE



BACK in June 2013 we had to select the lucky few pilots who would get the opportunity to fly in the BGA-funded two-seaters at the Junior Nationals from a large number of worthy applicants.

Our ability to secure gliders and suitable coaches limited us to six places in 2013. We selected Dan McCormack, Charlie Mills, Egor Kyshtymov, Susie Edwards, Alex Harris and Alistair Emson, who duly arrived at Nympsfield in August to learn the art of competition flying.

We managed four competition days, a few land-outs and a fair number of nearly good enough scrub days, with some great directing and task setting from the organisation, making the very best of what the weather offered.

As a coach, my highlight was probably flying two of the tasks with the leading gaggle and for once, as what Mike Bird would describe as a 'course pilot', the Duo let me keep up. On one of the scrub days I spent four hours teaching ridge running, which with four novices was certainly one way to concentrate the mind! I'll let three of the pupils tell the story themselves:

Charlie Mills

On 17 August, I made the long four-hour journey up to the Bristol & Gloucestershire Gliding Club at Nympsfield for my first experience at both a junior competition and long cross-country flying. I had a place as one of ↗

THE FUN



South African Junior Gliding Team Manager Gunter Kruger (back seat) and former British Junior Team pilot Will 'Chopper' Chappel making the most of Wyvern GC's DG-1000T during the 2013 Junior Nationals (Ben Hughes)

WITHOUT THE CHANCE TO SEE HOW THE PROCESS IS EXECUTED I WOULD IMAGINE THE INTIMIDATING FIRST COMPETITION WOULD LEAVE ME CLUELESS ON THE RIGHT PROCEDURES, TRICKS AND TIPS

✎ six people in the two-seaters, flying with more experienced cross-country pilots.

The aim of the week was to send us all up at least two or three times and, hopefully, plan, fly and compete with the other juniors in the nine-day competition. Thanks to some good weather and organisation from the team we all managed at least two flights, and at the end of the week on a scrubbed day I managed to get my first ridge flying experience.

The entire week is filled with morning briefings, flying, retrieving and classic junior antics at night. Everybody is in high spirits and always talking about their flights, or sometimes dodgy field landings. Whilst there is a fair amount of helping out, the air time really makes it up; not only do you fly the course, but you plan, launch, fly the gaggles and make your way across the country under guidance from your backseat instructor.

Without the chance to see how the process is executed I would imagine the intimidating first competition would leave me clueless on the right procedures, tricks and tips for flying accurately and in good time.

Many of the scrubbed days resulted in the juniors going out for go-karting or mini-moto racing. Alternatively there would be plenty of winching for people searching for wave and local soaring. Certainly one of my best

experiences at Nympsfield would have to be ridge soaring with Ed Foxon, who organised the P2 training this year. Thanks to everybody who made it an enjoyable experience and, of course, we are all looking forward to the Winter Series.

The whole reason for the P2 is to encourage the inexperienced and new to competitive glider pilots. The more juniors who join the group, the more the sport expands and has to offer in the future; both the flying and time spent there is brilliant and you make some great friends as well. Next year the same competition will be held at Lasham and, with any luck, attendance will be even higher, as well as having a new set of P2 flyers.

Egor Kyshtymov

The two-seater training programme provides a great opportunity for pre-Silver pilots to experience the thrill of gliding competitions and learn about the basics of cross-country flying in the process.

During the week I flew with several skilled cross-country pilots, who were eager to pass on their knowledge and experience. I learned about rejecting weak thermals, thermalling in large gaggles, using MacCready settings and calculating final glides. It's a great experience for anyone wishing to convert from local

soaring to cross-country flying.

Even on days when I didn't fly, helping out at the comp was lots of fun. I learned about how competitions work and the numerous steps competition pilots go through to get themselves and their glider ready every morning. All of this will undoubtedly come in useful when I start flying competitions by myself. Overall, this was a fantastic week and I would definitely recommend it to anyone with an interest in competition flying.

Daniel McCormack

I came to the Junior Nationals having never been to a competition before. Doing the two-seater training gave me an opportunity to learn what competition flying was all about, before doing it myself in future.

There were four competition days and I had two cross-country flights during the week in Duo Discuses. These were great fun and just what I needed to build my confidence and experience. Being on the ground for the other competition days allowed me to see things from that perspective; helping with the launching, watching the finishes and, of course, going on retrieves. It was great to be immersed in the competition environment, which had been alien to me for so long. Now I feel a lot more comfortable about flying in a competition myself.

While flying, I learned about choosing and rejecting climbs, joining busy thermals, how to deal with upwind and downwind turnpoints, and lots more. The 300km task on day 2 was really interesting because, just after the last turnpoint, the sky became overcast and we had to go from racing mode to survival mode in an instant. Having rejected previous climbs of less than 3kts, we were all of a sudden taking anything we could get, just to stay airborne. I also learned how important it is to monitor your speed after a finish, even if landing ahead.



The scrubbed days were fun too – the highlight for me was mini-moto racing at Hullavington. And every night the bar was alive with happy pilots and crews. It was a great experience and one I hope to repeat soon.

Conclusion

Overall the two-seater coaching element of the week is a great tool for bringing new blood into the Junior competition. Best of all, it is free to the pupils thanks to the generous funding of the BGA and others. Three of the previous year's P2s took part in the main competition in 2013 and I hope even more of the 2013 pupils will continue to compete.

The coaching could not take place without the support of those providing the gliders and the coaches (Andy Miller, Henry Freeborn, Tim Macfadyen and Jon Meyer). Particular thanks are owed to Tony World and Portsmouth Naval Gliding Club for lending us their Duo Discus again this year and also to Bannerdown and Nympsfield for arranging the use of their gliders.

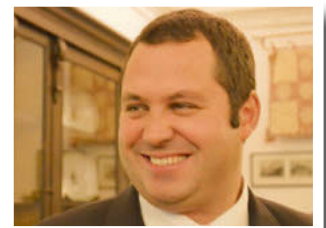


Alistair Emson (Bicester) flying alongside the leading gaggle in Duo Discus KPE on Day 3 (Ed Foxon)

The main photograph on pages 38-39 shows Ed Foxon and Susie Edwards flying Bristol & Gloucestershire GC's DG-505, followed by reigning British Junior Champion Matt Davis in his Standard Cirrus, DDA (Ben Hughes)

Below left: Egor Kyshtymov (Lasham) learning to fly the Nympsfield ridge in the DG-500 on a scrub day (Ed Foxon)

■ **If you have a suitable glider that you might be prepared to allow the BGA to use for the 2014 Juniors competition coaching, please contact Andy Holmes via the BGA**



Ed Foxon learned to fly at Lasham from the age of 14. He has around 1,200 hours and all three Diamonds. He has competed in Junior and Open Class Nationals, as well as regional and overseas competitions. Ed has been coaching cross-country flying for eight years

PERFECT END TO A SUPERB YEAR

John Williams ends 2013 on a high, with a UK 400km triangle speed record flight

LAST year turned out to be a very good year – since starting to go for triangle speeds in wave in August I've been lucky enough to pick up new records for the 100, 200, and 300km triangles. A couple of longer flights had also put me within a few hundred points of the BGA National Ladder leader, so I'd been watching for an opportunity for one last good flight in 2013.

After a few false dawns (literally), the forecast for 10 December looked interesting. No jetstream, but a warm air mass with a decent inversion. The south-westerly wind direction meant it would likely be tough to get away from Portmoak, but further north RASP was encouraging. I sent an email to Sant Cervantes, Colin Hamilton and Roy Wilson suggesting a task that might work. That 430km FAI triangle would give a chance of another speed record and, if completed, might be enough to move into the lead on the National Ladder. So Dunning, Glenfiddich Lodge, Kinlochewe, Dunning was declared in the logger.

Getting established and the start(s)

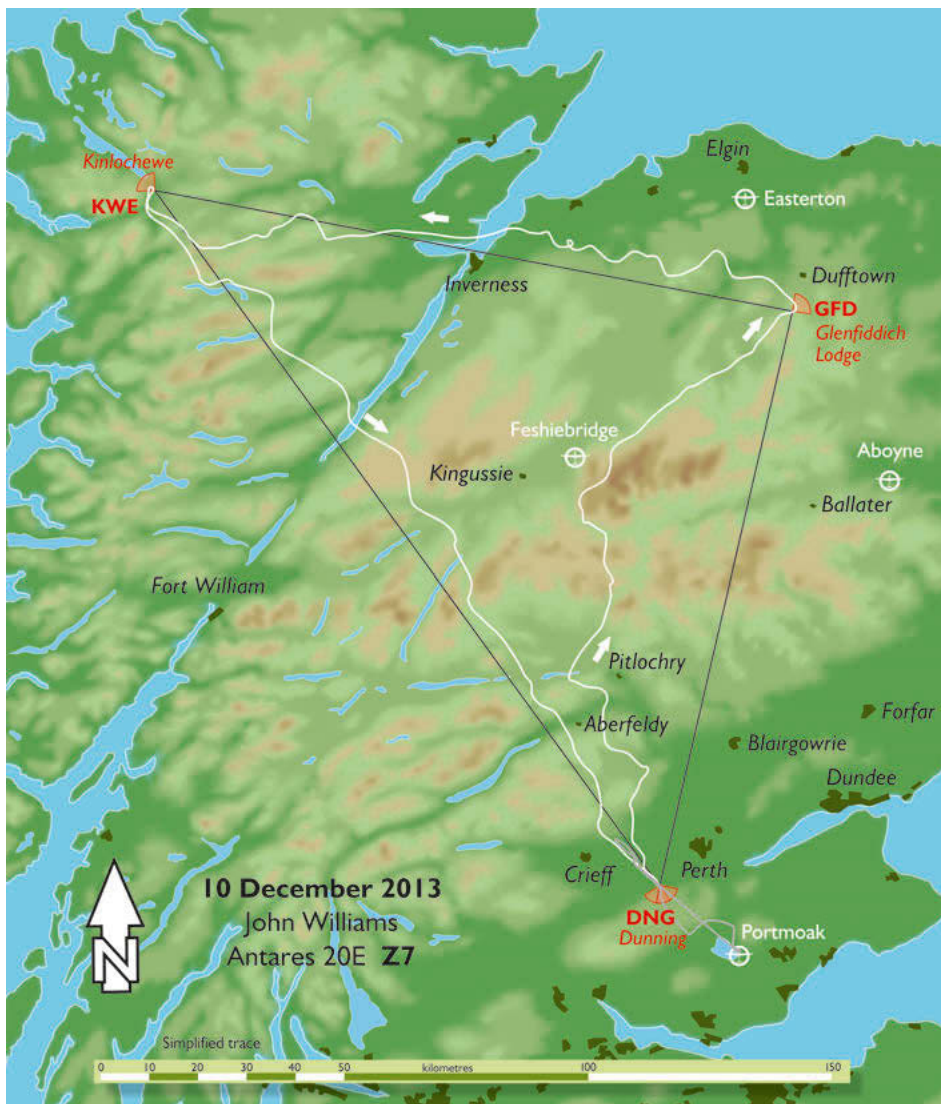
Launching at half past nine into a cloudy sky, I found strong winds – more than 40kts at 3,000ft. That made pushing forward in a small gap slow and lift was weak.

At the Dunning start it was possible to climb slowly, but an intermediate layer of solid cloud above was a problem. Dunning sits on the edge of the FL55/FL85 boundary and, while I was keen to start low (the into-wind finish would likely be tricky later), I also had to be high enough to reach more tenable lift in the hills north of the Earn Valley, and the FL55 ceiling was in the way of that.

A first attempt from a low start found weak lift 10km down track, but trying to use it led directly into another cloud layer. Time spent in cloud on a short beat back and forward just failed to get me into clear air and took so much time that I retreated back to Dunning to think again.

There a hole with better lift allowed me to climb to 5,300ft asl, just below the FL55 ceiling, and try again. In the event I was able to stay on the FL85 side of the line, but again got too close to cloud.

I'd just decided to try through cloud straight ahead when I caught a fleeting glimpse of a better shaped cloud bank NE of me and went for that, emerging from cloud just short of Dunkeld with (as the top picture



John Williams' UK 400km triangle speed record flight (Illustration by Steve Longland)

on the right shows) some better views of steep valleys of cloud leading NW.

First leg

Those valleys gave good lift, a clear view and a chance to speed up and find a route downwind. I wanted to get downwind as soon as possible to get into the lee of the big Cairngorms, where I'd guessed the best wave should be, but as ever the temptation to follow energy lines across the wind was strong. The best I could manage as a compromise was to turn east over Loch Einich near Feshie; that was rewarded with strong lift that merited a protracted S turn into wind at 8kts up.

Roy Wilson from Aboyne had just reported good lift near Loch Morlich (but with very little marker cloud to the NE) and indeed I could see weakly marked lift across my path downwind towards Dufftown. In the end I took the chance and just pushed on with a few pull-ups as I passed over each wavelength. Robert Tait, Easterton's pundit, was in my mind as I did so. He often talks of good wave at Ben Rinnes and there were small wisps there suggesting lift. So I pressed on trying to conserve just enough height to reach those wisps and cut the Glenfiddich Lodge sector at 5,300ft.

Second leg

The wisps behind Ben Rinnes did work from 4,600ft, but the lift was weak. I wondered whatever had happened to the good old strategy of turning downwind turnpoints high and pondered whether that really applied in wave with its lift that doesn't drift downwind as you use it? The views on track looked good, there were higher cloud structures NW of Inverness and just enough weak scruffy strands of cloud to suggest that we could get there.

A few zigzags brought me closer to N560 where Inverness ATC asked if I could not go further W until a departing commercial went. I offered to not go more than another mile W and was happy to try to climb for a minute anyway. After that it was low and delicate, down to 3,500ft until better air near Beaully got back into 'proper' wave.

Finding the right line here was tricky – a big stack of dinner plate wave shone in the upper winter sun but looked too far N to be helpful (see middle photograph on the right). A balance of pushiness and caution got me to within sight of the great scree slopes of Beinn Eighe at Torridon, a magnificent one to





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A barn owl is shown in flight, its wings spread wide, against a clear blue sky. The owl is positioned on the left side of the advertisement.

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climb on foot, and today there was a good climb above it too, enough to tuck back into the Kinlochewe sector.

Third (final) leg

Hopping back to the Beinn Eighe climb, the Oudie was showing a task speed of 106km/h and I could see no prospect of reaching Phil Jeffrey's 116.5km/h, never mind beating it by the required 1km/h. But December days are short and I needed to press on anyway. There were gorgeous views back down Loch Monar with the dinner plates above the wing (see bottom photograph p43).

However, looking on track the sky was showing a confused picture of upper southerly wave and also south-westerly shapes lower down (probably the cause of those dinner plates where the two converged?) and in the occasional 'cloud corner' I could get big pull-ups in 8-9kts of lift. That was enough to keep me just above the flatter areas of 8 octas around the Monadhliath plateau and further south. But even here there were good ridges visible in the blanket cover (as the photograph above shows).

The pull-ups also meant that the LX soon showed that I was above glide to reach the Dunning finish at the required 2,000ft and I

pushed the speed up.

The Oudie task speed indication responded and crept into the hundred-and-teens, motivating the stick to further forward still. Where to duck below cloud? That has cost me before – too soon and I arrive too low, too late costs speed.

The Goldilocks line meant entering cloud at 130kts and coming out with just enough height to cut the finish line sector with some 200ft to spare and, remarkably, 120km/h on the Oudie task speed indicator. That'll do nicely. I'm very surprised and even more pleased.

WHERE TO DUCK BELOW CLOUD? THAT HAS COST ME BEFORE – TOO SOON AND I ARRIVE TOO LOW, TOO LATE COSTS SPEED



John Williams was a keen sailor until "forced" to take up gliding in 1993 when his job moved him to London. After early years at Dunstable he moved to Scotland and became intrigued by wave opportunities from Portmoak. He is one of a small group of Scottish-based pilots who continue to explore the boundaries of "what might still be possible, but hasn't been done yet". He has an Antares, 2,700+hrs, a BI rating and a 2,000km diploma



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The marketing of gliding, at BGA and club level, was a central focus of the Club Management Conference. Susan Newby reports

GROWING

VIBRANT and informative with a great feeling of community is how one delegate described the 2013 BGA Club Management Conference.

Club representatives met at one of the conference centres on the Warwick University campus on 23 November 2013 for a valuable day spent networking and discussing the key issues affecting clubs. The conference included the Treasurers' forum and recently introduced CFI forum.

A central theme of the day was the marketing of gliding, both by the BGA and individual clubs. Jeremy Pack, who introduced himself as 'just a glider pilot', gave a fascinating and insightful presentation on the importance of using social media and using it well. He reminded us that less than 20 years ago, the talk was about whether gliding clubs would need websites.

Jeremy talked about how social media can allow common interests to connect, cutting across existing structures and potentially bringing people back in to the sport.

He also highlighted the effect of social media on incident/accident reporting. Local police put details on their Facebook pages, so a BGA social media and 24-hour news strategy would be beneficial. Jeremy highlighted the example of G Dale's mid-

air. A message and picture of a gaggle were tweeted to *Cambridge News*. The news was out instantly and the press had received a first-hand account of the incident before the ambulance had even arrived.

Jeremy urged clubs to be bold and to try out social media, if they are not already doing so. He suggested that clubs have 'happy' Facebook pages, with interesting photographs, which can act as a directory for club members.

Women Glide UK was cited as a positive success story, doing a fantastic job of connecting a specialist network of gliding in the UK.

BGA Development Officer Alison Randle looked at the marketing lessons learned from Community Amateur Sports Club (CASC) status. She said that it had made us all look at the sport from a different perspective and that if we want to encourage people to fly more often then everything had to be in place – capacity of club, etc. Clubs with CASC status often have a very flexible 'can-do' approach to club management. The process of applying for CASC status, even if it is decided not to be suitable, can be very beneficial. Looking at flying fees and membership, products and packages to meet the challenging CASC targets for affordability and accessibility can produce some creative solutions for clubs.

Dave Latimer gave a marketing update from the BGA, with real progress being



SOME CLUBS ARE DOING BETTER THAN OTHERS WITH 22 CLUBS CURRENTLY GROWING, BUT HOW CAN IT BE DONE?



OUR SPORT

made on the long-awaited new BGA website. Online surveys continue to communicate messages and get feedback from clubs. The UK gliding population is decreasing overall, but some clubs are doing better than others with 22 clubs currently growing. It is possible, but how can it be done?

Several clubs shared their 'howidunnit' success stories. Andy Roach talked about London GC's Girls Get Gliding days. Motivated to improve club statistics, the days are organised by the club's female membership. The two-seater fleet is utilised all day, with selected instructors. The incentive attracts an average of two new female members each year, who have stayed on and have been younger than the average club member. Six years on from the launch of the incentive, London now boasts three female instructors, a female tug pilot and a UK team member and manager.

Nene Valley's Michael Muir and Peter Valentine reported how the club has been working to reduce its average age membership by an initiative with the local Ramsey Abbey College. An initial group of 12 students are being funded to solo. In addition to the flying part of the scheme, Abbey College's Engineering and IT departments are working on a glider simulator project as part of their A-Level course. The scheme has attracted significant funding, including a Sport England grant.

Delegates were also introduced to Yvonne

Elliot, the BGA's schools and colleges lead. Yvonne talked about why we need more juniors in gliding, what we can do to attract them and the associated challenges. Yvonne is happy to help clubs team up with local schools and help with risk assessments.

Pete Stratten and Hugh Browning were on hand to share the safety message. The number of fatal accidents is going down, but there have been a large number of potentially fatal accidents. Of the last 20 wingdrop accidents, 19 have more than 100 hours; in fact, 35 per cent of accidents involve pilots with more than 100 hours.

There were no fatal accidents in 2013, but three resulting in serious injury and a total of 74 crashed gliders. It is important that all know good practice advice and respect weather guidelines for trial lessons.

Other important topics included the European Gliding Union development working group; getting the most from your County Sports Partnership; knowing who to lobby; and protecting assets, safeguarding and communicating.

Every session on the agenda was interesting, topical and informative, according to Yorkshire GC's chairman Chris Thirkell, who said: "All I can say to the BGA is 'nice one'. Now do it again next year!"

Club managers shared advice on ways of doing things more effectively to encourage membership retention and increase flying by members (Photos by Paul Morrison)

“ I regard the BGA Club Management Conference as an invaluable opportunity to understand the key issues at grass roots level which are affecting our clubs these days, and which ideas to tackle them are working so we can try them for ourselves! It's also a great opportunity to network and establish valuable contacts for the future. ”
- Dave Clews, PR officer, Southdown Gliding Club



CFI FORUM

BGA Training Standards Manager Mike Fox (pictured below) introduced John Williams, who gave a synopsis of some of the challenges on the horizon regarding airspace. John touched on some of the work by himself and the GA alliance that aims to release airspace in the future. He praised glider pilots for their skills in avoiding airspace, except for one issue – ATZs. John reminded all attendees of the importance of respecting ATZs and their rules.

Mike went on to chair an interactive session on the new instructor course, which produced some interesting feedback. EASA transition was the topic after lunch, which included a chat by Andy Miller on the motorgliding side of life. Mike reminded all that it's important to attend one of the ATO workshops being run around the country. Alison Randle then gathered ideas relating to the lessons from the CASC scheme.

After tea, Mike presented the BGA Aim Higher scheme, which targets post-solo and Bronze pilots. He ran a presentation in the absence of Kevin Atkinson, who runs the scheme, and encouraged CFIs to use Kevin and the available resources online.

The session wound up with a thought-provoking and visual presentation by John Williams, who took us through the decision making on one of his epic cross-countries in Scotland.



Ensuring the day ran smoothly were (left to right) the BGA's Lizzie Pike, Sheila Weston and Debbie Carr



“It was my first attendance at the Club Management Conference, held this year in Warwick University. It's a brilliant venue, with modern facilities and good catering. It was easy to get there, close to the motorway and fairly central. The price is amazing for a day's conference with food.

I wasn't sure what to expect, but was pleasantly surprised. I think the ability to network and talk to like-minded individuals, all with the same problems, was great. The marketing, using social media and junior strategy sessions were all very relevant.

I came away quite motivated and feeling that the gliding fraternity is one big happy family, where there is always someone who can help you if have problems or need help.”

- David Sibthorp,
chairman, Banbury GC



“It's a good forum to catch up with folk from other clubs, particularly ones I've flown at. It's reassuring to confirm we're all facing similar issues and that progress is being made on where we need to be in the future. Hearing how some clubs are tackling aspects of their operations provides food for thought on how I might be able to adapt some of their ideas into our club. It's good to hear firsthand what the BGA are up to and what issues are particularly exercising them.”

- Richard Macksymowicz, chairman, Stratford on Avon GC

“ I have to say I came to the conference in a pessimistic frame of mind. It was only my second BGA conference and my experience of last year’s wasn’t particularly positive. I felt that there was a distinct feeling of “us and them” between the BGA and clubs, the BGA appeared to be on the defensive most of the time and there wasn’t a great deal of useful information exchange apart from between club reps.

What a difference a year makes! This year’s conference was vibrant, informative and, for me at least, had a great feeling of “community” that was very difficult to find last year.

Usually at conferences, and I’ve a career’s worth of experience of them, you will find odd items on the agenda that push your buttons, interspersed with many that don’t. Every session on this agenda was interesting, topical and informative. Every agenda item touched on issues that are right “in our face” at Yorkshire GC at the moment, so all were were of great value.

If I had to single any out, I guess it would be those delivered by other clubs: the London GC’s Girls Get Gliding, Nene Valley’s work with a local school, and Norfolk’s success with their County Sports Partnership. It’s of enormous value to see what others like us can achieve and these have already kicked off new ideas and embryo projects up here.

As well as those sessions, the BGA presentations also hit the mark. We’re already having a look at using our Facebook page and website far more proactively and I’ve been delving into dusty corners of the office to dig out our airfield safeguarding plan to make sure it does the business.

I can only comment on the chairmen’s stream, but our CFI, John Carter, was as impressed with their specific forum. Unfortunately we didn’t have a treasurers’ forum rep so I’ll be picking up on that from colleagues at other clubs.

Finally, the opportunities for networking were brilliant, or maybe I’m a bit less backward in coming forward than I was last year. Either way they enabled me to start working together with colleagues from Rufforth, Pocklington and Burn (a concept unheard of by the way – we’re usually far too stand-offish up at t’Bank) on some common airspace issues we have. Long may it continue. ”

– Chris Thirkell, chairman, Yorkshire GC



**CONFERENCE
PHOTOGRAPHY BY
PAUL MORRISON**

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About the Upward Bound Trust (UBT)

Flying from Haddenham airfield is the Upward Bound Trust, a charitable organisation. Registered Charity number 306119, it is a not-for-profit entity, established in 1965 by the Lord Mayor of London. It helps young people under the age of 22 to realise their dreams of flying and, after almost 50-years, the Trust is just as active as it was in 1965 offering young people the chance to launch a career in aviation.



FAA glider flying handbook

THIS is an FAA publication, so like many US Government products it is in the public domain – online as a single download (PDF, 47.63MB) or as individual chapters. The latter is recommended as the single big file slows e-readers to a crawl. Amazon stocks the paperback; search using code FAA-H-8083-13a (without the final ‘a’ you get the 2007 version).

It is described as a technical handbook for glider pilots, but it’s not packed with maths or science, which frightens some pilots. It is, however, packed full of practical information on all things gliding and, despite having an American slant, it is pretty comprehensive.

So, firstly the problem bits – it talks about hand signals for launching (not a BGA recommendation), rectangular circuits, and the dreaded too-slow signal during launches. It twice gives the wrong formula for stall speed under load, but does the calculation right on one page (p7-36) and totally wrong in the other (p5-6). Air pressure is occasionally in inches.

However, it covers in depth a lot of material that every pilot should know, including much of what is in the Bronze C syllabus, with a large number of useful illustrations.

After discussing some gliding history and the various parts of a glider, the book looks at

aerodynamics and instruments, followed by glider performance. The launch procedures section is mainly about aerotowing (including advice for potential tow pilots), as most US sites do not winch launch. Then it’s abnormal and emergency procedures, again with the emphasis on aerotowing and a tiny bit about winching. There’s no mention of keeping your hand on the release knob, though.

Weather gets a good treatment. Then it covers all aspects of soaring and cross-countries.

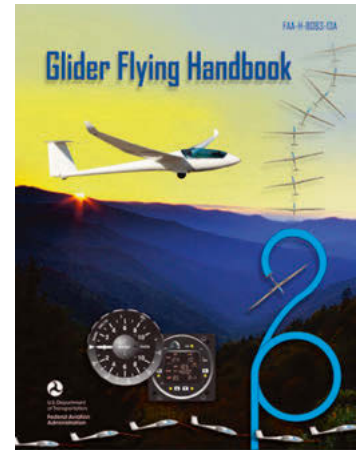
I did like two parts of its advice on field landing. Firstly, “The most common off-field landing planning failure is denial” (ie I am okay) and, secondly, “The convenience of an easy retrieval is of little consequence if the landing site is unsuitable and results in damage to the glider, or injury to the pilot.”

Human factors are featured towards the end of the book, although I’d have liked a bit more coverage.

As well as telling you what you should do, often in great detail, the book lists common errors, but without telling you why you might be making the error.

Would I recommend it? Yes, I would certainly download it.

John Wright, Bicester GC
■ www.faa.gov/regulations_policies/handbooks_manuals/aircraft/glider_handbook/



FAA Glider Flying Handbook
by the US Department of
Transport, Federal Aviation
Administration

Published in November 2013
by CreateSpace Independent
Publishing Platform

Paperback; 268 pages
RRP: £12.18, or free download
FAA-H-8083-13a
ISBN: 1493700499

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This page clockwise from top:
Fascinating cloud formations on 27 November 2013 resulted in a spectacular sunset over Pocklington. Tony Snowden took this photo of a K-21 canopy and wing prior to its journey to the hangar

Oxford's Liisi Laks proudly demonstrates her new hi-tech sunglasses. The sucker attachment at the front fixes to the canopy and prevents them falling off under high 'g' winch acceleration. Developed over several months by skilled scientists, it is hoped they will shortly be available at the BGA Shop (Neil Swinton)

Emphasising the need for good lookout: Borders' Andy Bardgett in his LS4 in the vicinity of the Cheviot peak on 30 November. You may need to look twice! (Stuart Black)

Facing page clockwise from top left:
Mike Greenwood and Andy Holmes (right) brave a December flight in Midland's T-21 (Mike Greenwood)

Peter Poole working on Herefordshire's new tug (David Johnstone)

AV36 being lifted into position in Booker Air Services tug hangar

Eddie Gunner's trademark cap and one of his honey jars feature in his memorial at The Park (Chris Basham)

This trailer was blown 40 metres from the front of Aboyne's hangar during storms in early December

Buckminster's Chris Davison takes a 'selfie' on a Diamond height wave flight from Portmoak

December sunset at Brentor (Bob Pirie)

■ 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



Teaching an old dog new tricks...

Airfield Safety

- Stay by the Bus**
Always stay close to the bus when you are waiting for a lift. Never get into the bus unless you are told to do so.
- Look out for gliders**
Look left Look Right **AND BE AWARE**
Always look very carefully. Look to the left, then to the right, then to the front and back. Watch for gliders and other aircraft.
- Keep Clear of Cabins**
Never stand in the cabin doorway or on the wing. Always stand clear of the cabin doorway and the wing.
- Stay away from Propellers**
A propeller is a very dangerous weapon. It is not safe to stand near a propeller. Always stand clear of the propeller.

■ Cranwell Gliding Club's safety dog, Izzy, says: "I know airfield safety is important! Especially for the inexperienced, or visitors." (Photo: Kev Atkinson)

If you don't know ASK!

CLUB NEWS

BANBURY (HINTON IN THE HEDGES) **WWW.BANBURYGLIDING.COM** **5204355N 00118784W**

THE club AGM was held at the end of October, where the chairman outlined the improved position of the club and the highlights of the year. Prizes were awarded to a number of members, with CFI Bob Johnston getting "Clubman of The Year" and two of our newest members, Gareth Evans and Lisa Daniels, getting "Best Ab-initio" and "Most Promising Pilot" respectively. Well done to all. Congratulations also go to Jean-Claude Buckingham, who went solo on one of the brighter days at the end of November and the chairman, who finished his Bronze badge.

David Sibthorp

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

WE are excited to report our first Air Scout, Sam Davies, has gone solo, with three more getting close. Our K-21 has been delivered to Slovenia for refinish and will be followed by the LS8; meanwhile our winch is off to Skylaunch for a tune-up. Remarkably, despite being down on flying days, we are up on launches and soaring. We must thank all members who've helped us with odd jobs to make sure we are compliant with RAF standards. Happily we have been awarded two Caroline Trust grants to help with youth flying. Many enjoyed Bonfire weekend with Guy Westgate and his Fox aerobatic glider, plus a fantastic evening do. Finally, I am very proud to report we won a GSA award – the Bicester Cup - for the club with the most achievements in 2013. Awesome.

Ian Harris/Debb Hackett

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

AT THE time of writing, there is still with not much to report. Christmas is approaching fast and we are celebrating early this year with a dinner organised by John Hull and Julie, which is over subscribed and will be a sure-fire success. Geoff Pook constructed a poignant memorial to our deceased engineering wizard Eddie Gunner, which takes the form of his old 'trademark' cap and some photographs, with one of his honey jars in an illuminated box residing over his bench. RIP, Eddie! Our tired old winch

is returning, briefly, to its maker for a full refurbishment. Thanks are due to the usual miracle workers, who maintain our fleet and equipment. Bath University continues to be very active, as are the badgers who dig up our field!

Chris Basham

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

OUR autumn wave is proving rather elusive in 2013 and only a few good climbs have been made so far, although plenty of ridge flying has been had during the midweek flying days that Martin Pingle continues to organise so well. Our K-13, which argued with a large and very strong windsock pole, has now reappeared looking great after a major repair and it should be back in the air very soon bringing the club fleet back up to full strength. We are operating weekends only and welcome visitors by prior booking, so if you see a good wave weekend coming up, contact the office and hook up your trailer!

Robbie Robertson

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

BOOKER is delighted to have succeeded in a second grant application within a few months; this one, from Sport England, is for £9,800 to equip all our two-seat gliders with Flarms and our tugs with Power Flarms. Congratulations to Jane and the others who made this successful case. Steve Williams has been made joint deputy CFI alongside Doug Hilton to give CFI Richard more support. Steve is also studying to gain a CAA TMG instructors rating, which will enable him to train pilots on our Falke. Recent arrivals at Booker include a Fauvel flying wing from the Shuttleworth collection; they've persuaded Graham Saw and others to refurbish it at Booker. Plans for 2014 include all our usual expeditions, plus a new one being planned for Hahnweide in Germany.

Roger Neal

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

OUR students have a lot of promise. One, Jocelino Rodrigues, is in line for a journey into space after being shortlisted from

87,000 applicants. Well done to Dorian Bury on his first solo. The 6th Shirley Scouts visited to camp and fly. We had a visit from the police (with helicopter) after someone reported seeing a parachute, believed to be our winch cable dropping on the airfield! We had another visit from the police when someone took a pot shot at our winch, probably with a catapult or BB gun. It gave winchie Alice Bartlett a shock and we had to wait for the investigations to begin. No harm and only a small hole in the back window. The bonfire/fireworks were rescheduled for the Christmas meal. Chairman Colin McEwen stood down at the AGM in December. Well done to Greg O'Hagan on completing his Full Cat.

Bernard Smyth

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

IT was another good year for our wave expeditions. Several pilots climbed above 10,000ft whilst visiting Borders Gliding Club and the Scottish Gliding Union. Congratulations to Andrew Cluskey and Chris Davison, who gained their Diamonds at Portmoak. Airfield operations have now been enhanced significantly by the introduction of a new coach at the launch point, generously provided by Phil Walsh and professionally fitted out for purpose by some of our enthusiastic DIY members. It's been another good year for the club with a 17 per cent increase in membership (including nine new juniors, some of whom must surely be due to 'the Robbie Rizk Factor')!

Stuart Black

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

WE congratulate Chris Garbett on going solo, especially since he had to give up flying for some time whilst he recovered from two bouts of bowel cancer. We have now fitted a spin bar to one of the club K-21 training gliders and members of the instructing team are being introduced to its use, the latter providing entertainment for the spectators on the ground. Finally, as usual, we had an excellent Bonfire Night party in November and, at the time of writing, are looking forward to our annual Christmas Party and prize-giving in December.

Chris Cooper

(Left to right): Mike Cook, maintenance officer at **Buckminster** for the past 14 years, accepts a gift on his retirement from chairman Roger Keay; first solos for **Burn's** Chris Garbett, left, pictured with Stuart Leadbeater, and Brian Crossland (Chris Cooper); also for **Cambridge's** Simon Rodgers



CAMBRIDGE (GRANSDEN LODGE)

WWW.GLIDE.CO.UK

521041N 0000653W

CONGRATULATIONS to Bryan Hooson and Chris Lewis, who both achieved Gold height on a trip to Aboyne, and to Iain Baker, who broke the club 300km out-and-return record at 118.3km/h. Also to Alex Hoar, Bruce Porteous, Tom Salmond, Simon Shoenbucker, Patrick Willson and Simon Rodgers, who have all now gone solo. We had a great exchange visit from Bedford microlight club in September – thanks to Allan MacLean for organising the day. Cambridge University gliding club recruited over 40 trial flights at their recent fresher's week with many new members now coming out at weekends to begin their gliding careers here. We are looking forward to our prize-giving and also to our new Skylaunch winch, which is in build with delivery scheduled for 1st quarter ready for the new season.

Peter Wilson

COTSWOLD (ASTON DOWN)

WWW.COTSWOLDGLIDING.CO.UK

514228N 0020750W

OCTOBER found us heading to Portmoak for our annual visit. The weather allowed plenty of flying, but no badge claims this time. We celebrated Guy Fawkes with a magnificent bonfire, followed by a brilliant fireworks display and an extremely tasty meal in the clubhouse. A big thank you to Richard Kill for organising it – supported by Matt Page and the UWE students on pyrotechnics – and Helen, Jackie and Pat for the catering. The club was well represented at The Flying Show at the NEC. Our stand was organised by Jonathan Apperley, supported by Matt Page, Adrian Giles, Emil Benson, Claude and Kevin Russell, and Jonathan and Chris Power. Great to see so many of our young pilots involved and we feature in Club Focus so check out what we have to offer.

Frank Birlison

CRANWELL (RAF CRANWELL)

WWW.CRANWELLGC.CO.UK

530231N 0002936W

WELL here we are 2014 and the year is already moving on. Since the last issue, we have seen the departure of our T-61F Motor-Falke G-BUDA in exchange for G-SAMG, a Grob 109b (with cab heat, oh yes!). Both of these aircraft in their

respective ways contribute to field landing selection and navigation exercises for all club members, irrespective of experience. Our K-18 is being recovered and repainted by Steve Benn and his team in preparation for the new soaring season. Finally, we have had a large influx of students from Nottingham University fresher's week, which has been keeping the instructor team fairly well busy.

Zeb Zamo

DARLTON (DARLTON)

WWW.DARLTONGLIDINGCLUB.CO.UK

531444N 0005132W

THE weekend camp held here in October by the Bramcote and 1st Chilwell Scout groups was very successful, with 21 scouts obtaining their aviation badges. As part of our Junior Gliding Centre activities they all had a gliding lesson and participated in lectures given by club members and enjoyed an excellent weekend camp on the airfield. The club has received a signed certificate of thank from the Scout groups; much appreciated by our members that gave their time to help these young people. Following on from this success, the local 1st Edwinstowe Scout group attended the JGC in November. They successfully completed their aviation badges and had a really good time flying and helping out on the launch point.

Barry Patterson

DARTMOOR (BRENTOR)

WWW.DARTMOORGLIDING.CO.UK

503517N 0040850W

WHILST there was little evidence of wave in 2013, we had very pleasant soaring in early October, ensuring a good turn out by the membership, including three of our growing band of junior members: Luke Botham, Peter Clifford and Andrew Swann. The race is definitely on for solo at 14! We have hosted five Scout visits from far and wide, including Beavers from the local troop at Brentor and Mary Tavy. We also welcomed the arrival of our second new K-13 (actually a K-7M), bringing our K-13 fleet to three. New member Stefi Guiu re-soloed, having last flown in Romania, and ex-ATC instructor Tony Dean completed his Bronze. Sunday Soarers Roger Appleboom and Dave Parker visited North Hill to get signed off on aerotow – ready for 2014!

Martin Cropper

DEESIDE (ABOYNE)

WWW.DEESIDEGLIDINGCLUB.CO.UK

570430N 0025005W

THANKS to all the pilots who visited us for our September/October wave season, and thanks to those who commented on our friendliness and slick operation. We hope to see you again in 2014. At our annual dance prizes were awarded to: Roy Wilson – Best cross country from the Scottish northern clubs; Club ladder – Charlie Jordan; Height gain – Graham Bell; Photographic – Murdo McDonald; Most meritorious flight – Charlie Jordan, for coming 4th one day in the Junior Worlds. CFI's award went to Zackary Sole. Istvan Toth, our resident instructor for 2013, has agreed to return for 2014. We followed the recent BGA advice to check our trailers and found our Puchacz trailer had a rotten floor, failed chassis and no brake pads on one side.

Glen Douglas

DENBIGH (LLEWENI PARC)

WWW.DENBIGHGLIDING.CO.UK

531239N 0032312W

OCTOBER 2013 saw a very successful Autumn Wavefest with a particular highlight being the Enterprise Annex weekend, which coincided with some of the best wave. We celebrated Larry Lawes' Gold height and Robert Welford's 19,500ft at our traditional Wavefest Chilli Party and there have certainly been enough discussions and photos circulating on Facebook to keep us motivated over the dark winter. Roll on the Juniors' Winter Series visit to Denbigh Gliding 22-23 February and Spring Wavefest 29 March - 4 May.

Clare Holland

DERBY & LANCS (CAMP HILL)

WWW.DLGC.ORG.UK

53181N 0014353W

CONGRATULATIONS to Dave Martin for Gold distance and Diamond goal; David Jones for completing Silver; and Roger Lucas, David Spencer, Andrew Lomas and Steve Hill for Cross-Country Endorsement. We now have a group membership scheme with local Scouts, to allow a limited number to come and fly at any one time. Some have decided to join in their own right. The AGM is almost upon us, and changes are rumoured amongst the committee, as well as decisions to be made about our future direction. More next time. A pristine Astir



(Left to right): First solo for **Cambridge's** Tom Salmond and Siimon Schoenbucker, pictured with instructor Haluk Yildiz; **Dartmoor's** new member from Romania, Stefi Guiu, recently resoled at Brentor (Steve Lewis); **Lleweni Parc** had a lucky escape from the storms that hit the south in October (Clare Holland)



✈️ has joined the private ranks, and some of the club gliders have been renovated. Last issue I mentioned that the CFI was encouraging field landings, with bottles of wine. He has now enjoyed one himself, leading by example.

Dave Salmon

DORSET (EYRES FIELD)
WWW.DORSETGLIDINGCLUB.CO.UK/DGC
504233N 0021310W

WE have done very well in 2013, with a good uptake of trial lessons and one-day courses. Thank you to Dave Bamber for organising and collating it all, and to club members who have fitted in with these flights. Also a big thank you to all who have kept us running by maintaining our fleet, keeping the grass cut and numerous other tasks, and to our instructors; without you, none of us could fly. After the mishap with our tug, we were very grateful for the loan of a Super-Cub. We have some problems with our winch cable and the crimping, but, thanks to our Winch-Master Dennis Watt and assistance from our K-6 syndicate, the problem now seems solved, with 1,400-1,500ft launches regularly achieved. Well done all!

Colin Weyman

DUMFRIES & GALLOWAY (FALGUNZEON)
WWW.DUMFRIESGLIDING.110MB.COM
545638N 0034424W

AT last the club is starting to come together and get some flying done, now the airfield has been repaired after all the Army damage, and our members are a little less rusty. We are getting enquiries once more for trial lesson vouchers, and visitors too. Hopefully 2014 will be a much better year for us than the past 18 months, weather permitting. I think we are all looking forward to our Christmas get together, and the growth of our club once more, it being the only one left in SW Scotland.

Wendy McIver

EAST SUSSEX (RINGMER)
WWW.SUSSEXGLIDING.CO.UK
505423N 0000618E

WE have our fingers crossed for a good winter season. Thanks to some dedicated members, we have applied around a ton of a gypsum-based treatment to the ground and laid down a large test area of Perfo ground reinforcement. We have been encouraged by the CFI to joyride gliders, tractors,

cars, steam traction engines and any other wheeled vehicle we can find to give it a work out. We had a very successful Charity Day last summer. Feedback was good and our guests definitely had a decent taster of what gliding is. Finally, we are also working on some more (and some less) improving activities to keep us busy when not flying. Our tug is undergoing a major overhaul and we are looking into the possible purchase of a Grob 109.

Will Harley

EDENSOARING (SKELLING FARM)
WWW.EDENSOARING.CO.UK
544152N 0023506W

WE are currently in our winter shutdown with members flying at other clubs just now. We did have a rather satisfying season in 2013, with pilots enjoying some fantastic wave flights. A special congratulation goes to John Beavan from Hus Bos. In October he achieved his Gold height at Edensoaring by winch launching straight in to wave and climbing to 14,000ft before returning due to the weather changing. His flight lasted 40 minutes and he recorded a climb rate of 19.5kts in the early part of his climb. Other achievers were Jon March, re-soloing after several decades lay-off and Howard Roper, Tony Bradley and myself, passing our Bronze exam. We are all keen to get back to Edensoaring for our start date of 1 May 2014. Can't wait!

Keith Natrass

ESSEX (RIDGEWELL)
WWW.ESSEXGLIDING.ORG
520253N 0003330E

FIRSTLY we congratulate Jago Roberts-Coyne on going solo. In another first, Cathy Dellar flew with Jago recently, which we think is the first time in Essex that there has been an all-female glider crew. We were very lucky in the recent storms and high winds with no damage to equipment or aircraft. Again Alex Harris comes to the fore with the completion of his Silver, very well done. Our gliding weeks in 2013 saw a mixture of weather, but were very satisfactory with some good flights attained. We must thank all the winch drivers, instructors and tug pilots for all their hard work during the summer, as well as all the members in maintaining the airfield and doing all the jobs to make our enjoyment complete. Thanks a lot.

Peter Perry

ESSEX & SUFFOLK (WORMINGFORD)
WWW.ESGC.CO.UK
515630N 0004723E

WE have been making progress in lots of small ways, with a variety of odd jobs getting completed around the airfield and hangar such as club trailers being repaired and our second winch making progress towards full health. We have also been vigorously debating the role our club website should have as part of the overall marketing strategy for the club. A considerable amount of thought and effort is going into giving the club website a complete refresh whilst still trying to maintain the essential character of the club.

Adrian Tills

FENLAND (RAF MARHAM)
WWW.FENLANDGC.CO.UK
523854N 0003302E

HERE at Fenland, our Rotax Falke is back from its annual service/maintenance and has since been keeping busy earning its keep. Thanks to those involved. Congratulations to John Roche Kelly, now he is ably converted to be a tuggie. I'm sure he will be kept busy on his duty days, as through the winter months many members prefer a high tow and then the sedate return to Mother Earth on days of no thermic activity. The Skylaunch winch has also been serviced so, all in all, everything should run smoothly through the winter period. A welcome return to flying gliders for Dave Allen, after a two-year break flying kites powered with lawnmower engines.

Robert Boughen

FOUR COUNTIES (WITTERING)
WWW.FOURCOUNTIESGC.CO.UK
523645N 0002835W

WE have welcomed a new group of first year students from Loughborough University, recruited by our very active student group. On a windy December day one of these new members, Charlie Xu, went solo on only his 10th visit to the club, his 30th flight. Charlie is studying Aeronautical Engineering, so clearly understands the theory of flight! Congratulations also go to Richard Green and Reno Kakkanattu on their conversion to the K1-8. We have been continuing to introduce servicemen and women to the joys of unpowered flight. With our refurbished Skylaunch back we have been enjoying launches well over 2,000ft so everyone is

(Left to right): Looking towards Dorset's clubhouse (Colin Weyman); a large test area of Perfo ground reinforcement has been laid in front of East Sussex's hangar; the wave bar used by Hus Bos' John Beavan to achieve Gold height at Edensoaring (Jon March)



happy to be able to remain current and, with superb winch launches and a well-drained airfield, we are hoping to keep this up right through the winter.

Paul Howard

HEREFORDSHIRE (SHOBDON)
WWW.SHOBDOGLIDING.CO.UK
521429N 0025253W

THE EuroFOX build team visited the factory to do the initial work on our new tug and we hope to take delivery early in the New Year. At the AGM, Peter Poole, who is leading the project, brought us up to date and showed us pictures of 'our' aircraft. Also at the AGM, we had a briefing on the process of converting to a European gliding licence; we have plans for evening sessions this winter to help people through the paperwork. Annual trophies were presented to Simon Hodges, Les Kaye, Phil King and posthumously to Ken Martin, who died recently after a short illness. Ken had been a stalwart of the club for nearly 40 years and we will miss him.

Diana King

HERON (RNAS YEOVILTON)
WWW.HERONGLIDINGCLUB.
MOONFRUIT.COM 51006N 002384W

FIRSTLY, congratulations to Dan Richards who, after a lot of hard work, has re-soloed – well done. Richard Penman also had a good time during his recent expedition to Edensoaring having filled his boots. With the season pretty much over, the club members are getting on with the chores that have to be done (hangar cleaning, etc) and, of course, the fleet maintenance.

James Hasker

HIGHLAND (EASTERTON)
WWW.HIGHGLIDE.CO.UK
573508N 0031841W

OCTOBER brought the usual fantastic wave, as shown by Phil Penrose getting to the No 2 spot on the BGA Open Height Gain Ladder for 2013 – congratulations to Phil for that and congratulations too to "Super Junior" Ian Tait, who reached No 12 on the same ladder. Congratulations to Simon Batchelor for gaining Silver height on only his 4th flight in the Junior and to Bruce Gordon on achieving Gold height. In October we gave some senior RAF guys a taste of gliding – thanks to all those who came along to help. Thanks also to Chris Gill for his continuing

hard work and attention to detail in sorting out documentation for the club aircraft.

John Thomson

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

ALREADY we have had some good wave soaring this winter. Chris Richardson achieved Silver height and several flights were made over the Lakes. At our annual dinner, trophies were presented to Ton Pullen, Toby Walker, Chris Richardson, Peter Redshaw and Neil Braithwaite. We had hoped that Dame Shirley Bassey would be available to make the presentations, but at the last minute Joan Lewis came to the rescue. For those who saw on the website that George Clooney had attended, please be assured that that was not the case – he missed his bus.

John Martindale

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

AT last we are a Junior Gliding Centre and Dave Bowtell continues to lead an ever-growing youth group. Congratulations to Nikki Dobson and Suzie Lyell, both 14, who recently flew their first solos. A professionally run fireworks display helped make our bonfire night the best yet, with about 200 members and visitors attending. We say goodbye to Nigel in the bar and welcome Louise and Brittany of Chefs2u, who now run both the restaurant and the bar. Work has started on a new linear hangar on the north-eastern part of our airfield. With most of the steel erection complete, it won't be long before the project is completed.

Chris Sterritt

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

CONGRATULATIONS to Harry Roberts on his first solo. As spring approaches, we have repeated our Monty package comprising a winch refresher, spin awareness training and 40min in the motorglider for field selection and landing training. The winter programme continues with the Bronze lecture series and every other Thursday we have had competition coaching sessions led by Ed Johnston and Matt Cook. Our chef, Trevor Carey, is such a good cook that our Xmas

lunch had to be held twice to meet the huge demand! We have a club expedition to Shobdon in March followed by three weeks in Cerdanya (Pyrenees). As always, guest pilots are very welcome at the Dunstable regionals (16-24 August) and will never have to worry about a retrieve! See our website for details.

Andrew Sampson

MIDLAND (LONG MYND)
WWW.LONGMYND.COM
523108N 0025233W

THE first event of the Juniors Winter Series took place at the Mynd in October. They had a good start on the first Saturday with thermal, ridge and wave with 77 launches, followed by 66 people for dinner in the evening. We had ideal weather for Bonfire Night, with a huge fire and a spectacular firework display set off by Roger Andrews and Mathew Cook, followed by another excellent meal. November 3rd was flagged up as a potentially good bungee day and proved to be just that; hangar doors opened at 8.00, bungee crews organised to keep four club gliders in the air and 48 launches while conditions lasted! Further afield, club members enjoyed expeditions to Milfield and Portmoak in the autumn. Congratulations to Connor Down-Deasey on his first solo.

Steven Gunn-Russell

NENE VALLEY (UPWOOD)
WWW.NVGC.ORG.UK
522612N 0000836W

NENE Valley Gliding Club is becoming a haven for the venerable K-6. During task week at Upwood, the popularity of the Schleicher K-6 was apparent when three of the breed were launched in quick succession – all three being flown by members of the same family! Shortly after launch, all three were to be found soaring together in a nice thermal just to the south of the airfield. Also on the airfield that day was John Bennet's immaculate K-6E G-HCAC, which has recently been joined at Upwood by 16-year-old Oliver Wilson's K-6CR G-CEVK, which he acquired from Challock. The flying qualities and attributes of the venerable single-seat K-6 are being recognised, along with the excellent value for money that these gliders provide to owners and clubs alike.

Keith Wilson



(Left to right): **Essex CFI** Dave Hertzberg sends Jago Roberts-Coyne solo (David Jones); Charlie Xu, went solo on only his 10th visit to **Four Counties**; Nikki Dobson (left) and Suzie Lyell, both 14, flew their first solos at **Lasham**; work starts on **Lasham's** new hangar (Chris Sterritt)



📍 **NORTH WALES (LLANTYSILIO)**
WWW.NWGC.ORG.UK

530239N 0031315W

OUR instructors are slowly converting members to our new PW6 and those cleared to fly it are gaining confidence and starting to enjoy the upgrade. Karl Broeders, one of our newer members, has recently gone solo and is proving to be a very useful addition to the club. The new portable office building is being put to good use and means we can hold committee meetings on site instead of a local hostel; we haven't decided if this a plus. As I write, we are organising our annual Christmas dinner, an event much enjoyed. By the time we all read this publication the New Year will have begun; may I wish all readers a happy and safe 2014 as we all prepare for the changes heading our way in 2015.

Brian Williams

OXFORD (RAF WESTON ON THE GREEN)
WWW.OXFORD-GLIDING-CLUB.CO.UK

515249N 0011311W

OUR end-of-season AGM and firework party in November was well attended. The chairman and treasurer gave upbeat appraisals of the club and how well it has fared in its 75th year. New committee members this year are Mark Brooks and Richie Hale. Trophies were awarded to Paul Smith - Ladder; Andrew Butterfield - Best Flight; Keith White - First Five hours and Brick; John Hanlon and Jon Christensen - Best Club Flight; Martin Hastings and Jon Christensen - Deep Breath Cup. Well done to all of them. The winter lecture series will be starting, and the CofA team have made early starts on the club aircraft. Rob Jackson married Sinawan, his YouTube proposal in our T-21 having been watched by people in most continents!

Norman G Nome

SCOTTISH GLIDING CENTRE (PORTMOAK)
WWW.SCOTTISHGLIDINGCENTRE.CO.UK

561121N 0031945W

WELL we hoped for a good wave season and were not disappointed. The best weather fell to the Devon & Somerset GC, with a haul of height gains, three Diamond, three Gold and one Silver (with lots of local pilots flying at high altitude, but as they had been there before didn't need to claim, good fun though). Many other visiting clubs had fine flying, but no cigar. Only one first solo,

Davie Brunton, but several other first solo in gliders (commercial pilots), who did not put their names on the achievements list. We are looking forward to the delivery of our new EuroFOX in the New Year.

Chris Robinson

SEAHAWK (RNAS CULDROSE)
WWW.SEAHAWKGLIDING.CO.UK

500509N 051520W

WE ARE very pleased to have two newly qualified BIs – Jordan Richards and Steve Moore. Thanks to Allan Tribe for his support training them. And well done to one of our juniors, Jake Robertson, for going solo. Thanks also to long-standing members Gordon and Dorothy Hunter on retirement, and Tony Richards, who is moving to Somerset, for all their hard work and support over the years; we wish them all the very best. Congratulations to Tom Luscombe on gaining entry into the Royal Navy, starting at Dartmouth in February. Those left are building up for the 2014 season and the return of the club's Pegase, fresh from refurbishment.

Jake Matthews

SHALBOURNE (RIVAR HILL)
WWW.SHALBOURNEGLIDING.CO.UK

512014N 0013239W

SUMMER held on, but now the north wind doth blow... with annoyingly random changes in direction and strength, frustrating some and rewarding others attempts at ridge. Still, everyone had fun trying and clocked up an impressive amount of flight time for November. We even had some cross-country, although I think returning by road is still cheating. Congratulations to Steve Trenaman for going solo, Graham for passing his Bronze theory test, Paul Bryant for converting to the Vega and Pablo and Justin Butler for converting to the K-8. Thank you to Paul, Steve and Phil for installing the new signs on either end of the bridleway and, as ever, to the many people who devote their time and effort to keep our club running smoothly.

Claire Willson

SHENINGTON (EDGEHILL)
WWW.SHENINGTON-GLIDING.CO.UK

520507N 0012828W

THE days are drawing in and thoughts turn to maintenance and lectures. CFI Phil

has started running briefings on the EASA transition and members are working hard to get up to licence standard. Alistair Frier is the latest to complete his cross-country endorsement, and a number of lapsed instructors are hoping to revalidate this spring. Planning for next year's regionals is under way and we are already two-thirds full. Our annual dinner will be held in February and the AGM will probably be mid-March. With our mixture of hard and grass runways we usually manage to operate in most conditions. Visitors are always welcome, but office hours are reduced over winter so call the clubhouse, too, if you're ringing on the day and don't get an answer.

Tessa G Whiting

SOUTHDOWN (PARHAM)
WWW.SOUTHDOWNGLIDING.CO.UK

505532N 0002828W

NORTHERLY winds arrived on some beautifully clear autumn days, and we have been glad to welcome visitors from East Sussex and Lasham to our field. Ken Manley has become a tuggy, Tom Beck has gained his Diamond height, Will Greenwood a Gold height, John Haigh his NPPL (SLMG), and Owen Bowler and Jeff Price are now Basic Instructors. Cross-country training, organised by Paul Fritche, culminated in a Saturday night lecture and social, which filled the clubhouse to capacity. Amidst the celebration of cross-country flying we must not forget Sam Day, who has soloed, aged 15, and Charlie Donnelly, who has gained his BGA Aerobatics Badge.

Peter J Holloway

SOUTH WALES (USK)
WWW.USKGC.CO.UK

514306N 0025101W

WE congratulate John Masters on his recent first solo flight. Improved drainage has increased the number of days we can fly and, even when it has not been particularly soarable, members have enjoyed flying useful circuits; on some occasions (from both winch and aerotow launches) managing – through sheer willpower it seems – to stay airborne for extended periods in imperceptible lift. Other members meanwhile have been toiling away, repairing mowers and carrying out other essential tasks. A steady flow of

(Left to right): first solos for **Midland's** Connor Down Deasey, with Rob Hanks; and Paul Walsh, almost ready for his first solo at **Hus Bos**; Thomas helps launch Oliver's model glider at the **Upward Bound Trust** (Chris Scutt); Cameron Smith, 16, solos at the **Wolds** (Mike Smith)



visitors have also enjoyed trial flights in the calm conditions and being able to view the gorgeous autumn colours of the Wye Valley from the air.

Stuart Edinborough

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

THE autumn weather has been kinder than last year and we have enjoyed some busy days on damp grass, but good air. Congratulations to Christine Stanford for getting back to P1 and Barney Crump for passing his Motor Glider Instructor rating. We now have four SLMG instructors in the club and the Falke is busy most days. Many thanks go to Derek Heaton for creating a comprehensive formal training record system to comply with the approaching more formal system. Lucky devil of the year award goes to instructor Chris Fox, who went to an Air Users Symposium at RAF Valley and bagged a fast jet ride around the Welsh countryside. Wow.

Neil Frost

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

NOT a lot to report except that there has been a nice run of achievements over the past few months, so congratulations to Larry Lawes on his Gold height and Tom Arcscott for his Gold distance. Tom has also done very well this year on the BGA Ladder, finishing 23rd overall on the Junior Ladder. Finally, well done to Mark Kidd for completing his Silver badge.

Marc Corrance

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

THE new year welcomes a new CFI, Rob Barsby. Rob has a useful blend of gliding and power experience. We sincerely thank our outgoing CFI Chris Curtis for his unstinting service and wish him well in the future. Expedition Eden and the Bonfire Night were real successes. The final solo pilot of the year was Paul Walsh. The year closed with a well-attended dinner and prize presentation night. Nineteen trophies were handed out, including the President's Cup to our first

14-year-old soloist, Lewis Bricknell. Several trophies went to Mr Jonathan Walker. I was told: "He was in the right place at the right time!" Well done to all prize-winners and indeed to everyone who flew safely throughout 2013.

Tony Lintott

UPWARD BOUND TRUST (HADDENHAM)
WWW.UBT.ORG.UK
514635N 0005630W

OUR annual dinner took place in November and was well attended by members and friends of the club. Thanks to Gayle for organising the evening, to Angus, Mark, Peter C and Mike for their contributions, and to Gary for providing a slideshow of the year's events and achievements. A warm welcome to our new solo course students, Nigel and Mike; hope you will be able to persevere with the cold weather into 2014. We will continue flying throughout the winter whenever possible, although when the cloudbase is too low, Oliver still manages to fly via his radio controlled glider!

Chris Scutt

VALE OF WHITE HORSE (SANDHILL FARM)
WWW.SWINDONGLIDING.CO.UK
513614N 0014030W

THE autumn was kind to us and good soaring conditions lasted through September and well into October. Even November provided some buoyancy. At our well-attended AGM in November, the existing chairman and committee were re-elected. We will be holding our club awards dinner on 1 February at the Woodman Inn nearby. Following the success of Kevin Hale's vintage aircraft rally at our open weekend in September, we will be repeating the event on 14-15 June 2014. Vintage vehicles and aircraft, powered and unpowered are encouraged to attend. The Flying Pig Festival will take place this year on the first weekend of September 2014.

Jay Myrdal

WOLDS (POCKLINGTON)
WWW.WOLDS-GLIDING.ORG
535541N 0004751W

AS we go into winter here at Pocklington, the weather remains relatively mild. We've had some wave days to enjoy this autumn, but otherwise we're in the season of circuit

training and check flights. Most weekends we have had members from the affiliated university clubs from Leeds or York. Further afield, Charlie Tagg has been flying in Omarama, New Zealand and came third in the South Island Regional Championships. Back here at home, congratulations are due to Cameron Smith on going solo at age 16, and Alan West on his first solo flight in our motorglider.

Paul Docherty

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

PREPARATIONS are now under way for the Inter-Services Gliding Championship, which is to be held at Cosford 9-17 August 2014. Details are to be posted as available from the WGC website. It's been a relatively quiet few months flying at Wrekin – some good BI experiences and more practice flights to progress our trainees. Congratulations to Nigel Readman for revalidating Half-Cat instructor rating.

Ian Redstone

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

WE have just returned from the BGA Club Management Conference and come away with some great ideas. We've let our regular CFI clear off on a jolly to Oz, with John Carter stepping in to cover the three-month gap. Our EuroFOX has started towing now; some test tows first before full integration. It was such a great experience for Howard Marshall and Duncan Pask (who were at t'other end of t'tow rope) that neither of them has been seen at t'club since. Got me thinking of other potential candidates for test flights! By the time you read this we'll have got through the list of winter jobs. One that we might tackle is painting the entire club (clubhouse, hangars and fleet) yellow. Everyone else is doing that round here to celebrate the Tour de France, which will pass close by. Now he's built a EuroFOX we might even get Dick Cole to knock up a Bleriot X.

Chris Thirkell

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



> CLUB FOCUS

COTSWOLD

AT A GLANCE

Membership:

Full: £330
Junior (<18): £40
Student: £145

Launch type:

Winch: £8.50
Aerotow: £TBA
Student: £7.00

Club fleet:

2 x PW6, 2 x K-13, K-7M,
DG-500, Astir, ASW 19,
2 x K-8

Private gliders:

47

Instructors/Members:

31/123 + 36 UWE students

Types of lift:

Thermal

Operates:

All week during season.
Wednesdays and
weekends otherwise

Contact:

Clubhouse: 01285 760415
Email: office@
cotswoldgliding.co.uk
www.cotswoldgliding.co.uk

Long and Lat:

N51.7075 W02.1244

BGA trigraph: AST

COTSWOLD Gliding Club is based at Aston Down airfield, between Stroud and Cirencester, in Gloucestershire. The club was formed in 1964, so will soon celebrate its golden jubilee! Initially operating at Long Newton airfield near Tetbury, Cotswold moved to its current home in 1967. The club now owns most of the land within the perimeter track – a reassuring position to be in, given recent threats to other gliding sites!

An historic aviation site, Aston Down was already an airfield in WWI, playing host to the Australian Flying Corps. Our ‘crown jewels’, the hard runways, were then laid for WW2, when the airfield was doubled in size and became the home to RAF maintenance, training and ferry units.

Aston Down is, by gliding standards, a vast airfield. Our 1,500m main runway routinely offers winch launches to 1,500ft+. Combine this with the well-drained limestone thermal factory that is the Cotswold escarpment; an all-volunteer club with more active instructors than most; hardly any airspace restrictions; a comprehensive fleet of club gliders; a club simulator, and you have all the ingredients

for fun, safe and cost-effective glider training, and cross-country soaring.

In terms of facilities, the former RAF control tower is now a modern and well-equipped clubhouse, with clubroom, briefing room, kitchen, bar and refurbished bunkrooms. Caravan and camping facilities are also provided. We have a large dedicated glider workshop and a new hangar is soon to be built. Lastly, The Crown, a world-class pub, is well within staggering distance.

If you’re thinking of a summer holiday with a difference, we offer intensive week-long courses, and the Cotswolds have many attractions to soften the blow for accompanying partners and children!

Recent successful competitions illustrate the quality of our facilities and location. In 2013, for example, we hosted both the Open and Standard Class Nationals. But don’t take the author’s word for it. Come and visit us in our Area of Outstanding Natural Beauty (and outstanding gliding). You’re guaranteed a friendly welcome and some of the most beautiful views in England as you soar above our Cotswolds playground.

Eugene Lambert



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WHERE NEXT?

Bruce Stephenson introduces a series of articles on some of the pitfalls and rewards of restoring wooden gliders

WELL it's 40 years folks! Forty years of celebrating a living museum like no other; 40 years of blood, sweat, and tears, but 'oh' what inspiration has been drawn from saving many a rotting wreck in many a forgotten musty old trailer that stands idle all around the UK.

Of course I am referring to the Vintage Glider Club (VGC). It's largely thanks to the enthusiasm of the VGC, ordinary people like you and me, that these machines form far more than just a collection of lifeless objects;

they are very much a living testimony to the skill and enthusiasm of the people that have invested something of themselves in keeping our gliding history alive.

So what does it take to restore a tired collection of wood and fabric to a gleaming work of pride and joy? Just what drives us to undertake such a dedicated task that is not only expensive, but can require years of single-minded determination, in what is after all, a dream that is largely a personal journey? This question is as multi-faceted

as it is complex, and in a short series of articles we will take a look at just what motivates some of these individuals, and what you need to consider, in order to bring back one of these beautifully crafted machines.

So what are the decision processes that drive us to take on the unknown, to venture past our immediate skill levels, or in the case of those that have the financial ability, to contract someone at considerable cost to substantially rebuild your love and joy?

For some it may be an entirely emotional decision, with an abandoned glider maybe having a personal family connection, or in other cases, possibly the desire to own something unique, something with real provenance. Most of us find ourselves entering long-term restorations for a more simple reason, however; in our naïve enthusiasm, we have woefully underestimated both the complexity and timescales of the task. In doing so, we have been largely oblivious to subtle tell-tale signs that may have been staring us in the face when we handed over those hard-earned pounds!

For me, this last point was to prove to be only too true. My dream was to not only own my own glider, but to own something with character. However, family life had left me little in the way of disposable income and money was always going to be a primary

issue. Having saved up just a few pounds each month, eventually I found that my little 'hobby slush fund' had grown to the point where I could finally afford a glider at the lower end of the market. This led to the purchase of my 1960 Mucha Standard. Looking very seductive, I was instantly hooked, and what I thought to be just a little 'sprucing up' exercise, in reality was to mark the start of three long years of unbargained for hard work! On the plus side, however, this was to lead me on a journey of attaining new skills and substantially increasing my personal knowledge and appreciation of not only aircraft structures, but a far deeper understanding of aerodynamics. This has helped immensely not only in my technical appreciation, but has also supplemented my flying skills.

Where to start

But just where do you start? After all, this knowledge doesn't come naturally, nor does it come from thin air! First and foremost, before you do anything, befriend your local inspector and get an in-depth survey of the entire structure. Often this may lead to the removal of small patches of fabric and, in some cases, wooden skins, especially with those machines that display the tell-tale signs of far more deep-set horrors!

Despite more basic repairs being relatively easy to address, by far the most common reason to undertake more than just superficial repairs is fabric and paint aging to the point where it is less work to actually undergo a complete re-cover and respray, than numerous patched up repairs. However, be warned, many owners will often have to resign themselves to age-old adage, 'the more you look, the more you find'!

This invariably results in many of us displaying an inability to appreciate the scale of any repair, and often leads to an abject underestimation of just how long a task may take. On a more positive note, it has at least prevented many projects being consigned to the scrapheap!

Luckily most gliders need only superficial



Restoration of Bruce Stephenson's Mucha Standard was a three-year journey of attaining new skills, appreciation and a deeper understanding of aerodynamics (Al Stacy/Bruce Stephenson)



repairs, and it's often a task of essentially dismantling, cleaning and repainting hardware, before the whole lot is once again assembled back into one harmonious unit.

Many other projects, however, will demand specific skills that will invariably need specialist attention and may be well beyond the amateur under the close watch of an inspector. Sadly, in more extreme cases, glue issues have led to the demise of possibly more wooden gliders than any other reason.

More complex repairs are going to require an in-depth understanding of structures and materials, and are better left in the hands of someone who is qualified to carry out the task (remember all repairs **MUST** be carried out under the watchful eye of an inspector anyway). For instance, what on the surface may look to be an innocent repair with a little bit of beefing up of material here and there, can, in fact, alter the whole propagation of forces throughout a structure, which can lead to dire and serious consequences in other areas! What about the relative strengths of differing woods? For instance, spruce cannot be directly substituted with white pine (and vice versa), both possessing very different densities and strengths.

But all this doesn't mean that you should blindly hand your pride – and at this stage, not so much 'joy' – over to your inspector to do as he pleases. Why not take a look over his shoulder and use the opportunity to gain a basic understanding of how structures not only interact with each other, but, more importantly, how loads are transmitted throughout structures? Better still, ask your inspector to involve you in all stages of any repair and how they are approached and carried out; after all, most of our inspectors have learnt their basic skills by starting out in this very way.

Whilst there is no doubt that wood and fabric can be a dedicated labour of love, a mechanically sound and well-maintained wooden glider will give years of reliable service and enjoyment. If, like many before you, you are contemplating taking on a major repair or rebuild, watch out, it can lead to a rewarding and stimulating experience!

In the next article, BGA Senior Inspector Peter Underwood walks us through some of the pitfalls of restoring some of our rarest wooden gliders, and how you too may find such an exercise both rewarding and satisfying.



OLYMPIC GLIDING IS BACK AT THE MYND

Switzerland's Bruno Wettstein flew his Olympia to victory in the 2012 Wenlock Olympian Games

THE 2012 Wenlock Olympian Gliding Competition was a unique spectacle, writes Hazel Turner. Hosted by the Midland Gliding Club in partnership with the Wenlock Olympian Society and the Vintage Glider Club, 40 gliders took part, representing eight countries.

The Olympias and K-6s in their colourful liveries, lined up on the start grid, were a sight to behold. In my opinion they are much more appealing than the white of the modern glider. This was the biggest collection of Olympias in one place (20) since 1956. All restored to their former glory, some of which were completed just in time.

"The glider was finished two days before leaving, the paint was hardly dry. I had to promise to bring it back without a scratch," said Bruno Wettstein, who had come all the way from Switzerland to become the historic winner of the first Wenlock Olympian gold medal for gliding. At the medal ceremony he declared: "It has been an honour to take part in such an event."

Although the weather was not classic, everyone enjoyed the tasks that were set and, perhaps even more, the local flying. It was great fun when the ridge was working and the bungee rope in action. There were several pilots who experienced bungeeing for the first time; their grins spoke volumes.

In the evenings, sitting round the Mynd's famous long tables with like-minded people, stories were told and

lasting friendships made.

The event is now bi-annual and will be held each Olympic year. Midland Gliding Club is proud to host this wonderful event from 13-19 July 2014. The competition will have a slightly different format this time. There will be a single handicapped class, open to any wooden or fabric covered glider. The competition will be held over seven days, starting on the Sunday and finishing on the Saturday to allow travelling time. The participation fee has been kept deliberately low to encourage newbies. For more details see www.olympiangliding.com

Launching will be by winch and aerotow behind a Russian Foxbat glider tug.

The stunning position of the Midland Gliding Club with views over Wales and the Marches is worth the trip alone; even better from the air, flying the ridge after a bungee launch. After all, there are few places where this can still be accomplished.

The cuisine at the Mynd is second to none with Helen and Faye working wonders in the kitchen, producing meal after meal of mouth-watering food.

There are places for only 40 gliders in the competition and these are going fast. Please do not leave it too late and risk disappointment.

For further details, contact Martin in the MGC office on 01588 650206 or email office@longmynd.com

The online entry form is accessed from the competition website.



AIRPROX LESSONS

With 24 incidents recorded in one year, Hugh Woodsend looks at the lessons that can be learned from recent occurrences

THIS article covers some of the Airprox from which lessons can be learned, together with the data analysis. It is useful to remember that the Airprox process does not apportion blame when conducting its investigations; this is specifically to encourage an open and honest reporting process for the good of the overall aviation community. However, there are undoubtedly many incidents that go unreported so, if we see Airprox incidents, especially more than one of

the same type, the chances are that there are many more than the figures suggest.

We have a new Director, Steve Forward, who takes over from Ian Dugmore. There are signs that the true value of the Airprox Board is now being recognised by other parts of aviation.

In the many years I have been involved, the emphasis has moved from debating the geometry of the Airprox to following up on lessons learned, irrespective of the risk category awarded to each. Steve is very keen to take this forward and we are likely to be making more recommendations in future so that other organisations can use the information to improve flight safety across UK airspace; a very good thing. The BGA is amongst the most active organisations in working with the Board to get the messages across and raise awareness of gliding operations overall.

The analysis (24 incidents)

I have added in the new data up until July 2013 (Airprox Book 28, now annual, together with the recently assessed monthly summaries) and then analysed the results. There are three main categories, with subdivisions in each.

The first category is where glider pilots need to do better. That section is sub-divided into penetration of other people's working airspace, lookout and poor glider routing.

The next section is where other pilots have generally initiated the Airprox; that section is divided into aircraft routing, flying over a site or through the winch launch area.

The last category is where both glider pilots and others need to work together to reduce the incidents. That section is mostly en-route incidents, some comp flights, a couple involving wave.

Glider pilots need to improve (17 per cent of the total – four Airprox)

Our avoidance of penetration of Class A airspace and danger areas is fairly good, probably because glider pilots have those

marked on their GPS and strive to go around them. Remember to give controlled airspace a bit of a margin or you risk going in if anything goes wrong, or your equipment is slightly inaccurate. Airprox number 2012/114 is probably down to one of these reasons.

Regional airports such as Cambridge and Oxford have instrument approaches in Class G, as do RAF airfields such as Benson and Conningsby. Some like Odiham are going to be difficult if, like Lasham, you live next door. More work is required by the BGA to educate pilots on the shape and geography of instrument and military recoveries so that tasks can be planned with these in mind. Examples worth reading include 2012/132, 2012/137.

In this analysis, there was one specific example of poor lookout from tugs (2012/085), but there may well be others. During the tow, it is important to clear the blind spots particularly under the nose and the wing on high-wing tugs. After release, tug pilots are busy managing the engine cooling, but it is essential to also look out for other aircraft around you and, before you dive for home, especially the bit of sky into which you are going to be descending on the way back to the airfield.

Generally other users causing incidents (38 per cent – nine Airprox)

The majority of these incidents continue to be caused either by other pilots directly flying over a promulgated gliding site or just poor routing. As glider sites are not generally protected by airspace, other pilots forget to plan their routes around active gliding sites or are fixated by other airspace restrictions in the area. Sometimes the UK Airprox Board allocates these as Class G see-and-avoid incidents; it depends exactly where the incident takes place. Many incidents are very close to areas that have a high concentration of gliders and tugs, especially during competitions, and we can do better in providing accurate and timely information to the GA community. A good number of these incidents are down to poor flight planning, sometimes none at all. Others are due to fast single or twins trying to operate see-and-avoid in crowded airspace and not understanding or taking into account

■ The UK Airprox Board publishes the latest Board findings under 'Airprox recently assessed'. These are then collected into book form every year. In addition, a General Aviation extract is produced as a subset of the main volumes. You can download copies of these publications by going on to the website <http://airproxboard.org.uk> and selecting 'Publications' from the panel on the left. You will need to agree to the copyright rules before proceeding to the submenus.

GOOD WEATHER FOLLOWS BAD

AT THE beginning of 2013, the weather was very poor and then suddenly it all changed into a very good summer. One thing to remember is that you are not alone in watching the weather as you plan your next mega-task. Other amateur pilots are doing the same. As you will all be that little bit rusty if you have not flown for a while due to the weather, be careful to take this into consideration. The professionals, flying every day, often forget to make allowances for this phenomenon too, and the number of Airproxes invariably rises when good weather follows bad.

what gliders will be doing during good gliding weather.

Examples in this category include 2012/174, 2013/031, 2013/089, 2012/127, 2012/149, but there are others too.

Class G and other incidents (46 per cent - 11 Airprox)

There is generally a shared responsibility in this category. We have had a number of Airprox where the glider has not reported the incident or has not been traced, and we are not sure if they have seen the other traffic or not. On the whole, clarification from the glider pilot not only improves the lessons learned, but often vindicates their actions; keeping quiet tends to lead to the Board assuming the worst.

We continue to see incidents involving military aircraft in the Vale of York, but it is much better than a few years ago. That goes for incidents involving military aircraft in general, probably because they have been conducting a lot of their flying operationally in Afghanistan in the last few years. However, a word of warning, when they come back to UK next year we are likely to experience an increase in military flying, and particularly from helicopters, so it behoves us all to make sure we are looking out and anticipating where and when they will be flying.

We are still working on improving Welsh airspace, good work has been done, but there is more to do in finding the best way to operate in the same piece of sky.

We have had a couple of wave incidents this

year; we need to remember that other pilots are often not familiar with gliders operating at higher levels in wave. This is one of those times when a call to the local ATC unit to tell them you are there will help enormously (2012/136). That's sound advice for all those who venture away from their local area; even just listening out on the nearest LARS or airfield approach frequency can give important situational awareness to you. Even more usefully, a short information call as you operate can provide ATC with valuable knowledge seeing that they may not otherwise even be aware of your presence given the poor radar cross-section of modern gliders.

We have had quite a number of Airprox in Class G; difficult though it is, do look out in every direction, even behind. Early sighting may well give you the opportunity to create vital separation from other traffic. There have also been a number that have occurred during comps. This is a two-sided responsibility, others to read and act on the NOTAMs, but also the competition organisers to choose the tasks wisely and do more to explain what they have planned, where the biggest Airprox threat areas are and, roughly, the timings. The different competitions vary considerably in the quality and timeliness of this part of the process. A phone call to the airfields along each task route is priceless in providing them with pre-warning that the flock is coming their way. They can then pass on this information to pilots in contact with them at the appropriate time (2013/079, 2013/063).

WE NEED TO REMEMBER THAT OTHER PILOTS ARE OFTEN NOT FAMILIAR WITH GLIDERS OPERATING AT HIGHER LEVELS IN WAVE



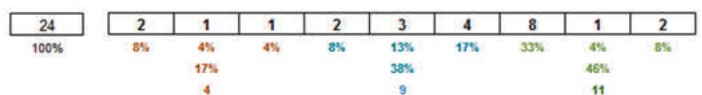
Recently retired, Hugh Woodsend has been a Full Cat instructor, flying a Ventus 2c and a Duo Discus. He was a freelance test pilot on fast jets, with over 25,000 hours total experience on more than 500 types of aircraft. Hugh is a member of the BGA Flight Operations Group and a board member of the UK Airprox Board with special responsibility for GA and gliding matters

analysis	what	what
2012085	Pa25 + Astr	EC135
2012089	Puchacz Glider	Piper Arrow
2012098	Hawk T1	Nimbus 3T
2012011	Tutor T Mk1 x3	Untraced Glider
2012114	A320	Untraced Glider
2012123	Duo Discus Turbo	Untraced Light Alc
2012127	SZD51 Junior	C182
2012132	Chinoak	Grob103
2012136	Hawk Tmk1	ASW22 Glider
2012137	Typhoon FGR4x2	Untraced Glider
2012149	ASK-8 Glider	EC135
2012159	Scheibe SF25C	C172
2012174	Scheibe SF25C	RA390 premier 1 jet
2013013	Viking T1	PA28
2013025	Viking Glider	GA7 Cougar
2013031	ASH 25	Beech Baron
2013033	ASW27 Glider	PA31-350
2013020	ASW27	PA34
2013049	ASK13	Light ac
2013057	Ventus 2 CT	PA28
2013063	Ventus	Alpha Jet
2013059	ASK13	C182
2013072	ASW20 Glider	Aquila A210
2013079	PA42	Nimbus 2C

where	example of
2 se Nymphsfield	lookout during aerotow
O/H Gransen Lodge	overflying site-winch launch
9nm W of Leeming	Vale of York encounter - thermal x country
2nm W Sawtry	untraced class G thermal
Luton radar DW RW08	edge of class D
7km NW Banbury	untraced class G thermal
1-1nm NE Hus Bos	overflying site-winch launch
4nm WNW Odiham	class G near Odiham
8nm S RAF Leeming	wave FL95
4nm E of Coningsby	close to Coningsby untraced
O/H Bicester A/D	overflying site-winch launch
3-5nm E Bicester	general class G
1-4nm SSW Parham	overfly close to Parham
Wethersfield G/S	conflict in weathersfield circuit
1.5nm S of Kenley	conflict close to Kenley
4nm SE Weston-on-Green	weston-bicester gap
5.1nm W of Tibenham	thermallng from tibbenham
1nm E Honeybourne	x-country from dunstable
6nm W Newbury	vicinity of Shalbourne
Alcester	x-country n of bidford overtaken from behind
10nm SW MOD Boscombe	comp n-hill - wave 7300 - boscombe recovery
Booker A/D	conflict in non separated section of atz
OH Riddgewell Gliding Site	overflying site-winch launch
5nm NE Silverstone	comp flight bidford

A/F App	glider rte	Atow	a/c route	O/H site	winch	class G	Wave	Comp
		1			1			
						1		
						1		
1								
					1			
						1		
1							1	
			1					
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						1		
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							1	
								1
								1

The analysis of new data up until July 2013 includes 24 incidents



BGA accident/incident summaries

AIRCRAFT					PILOT		
Ref	Type	Damage	Date, time	Place	Age	Injury	P1 hours
97	K-21	substantial	26/06/13, 18:45	Lasham GS	55	minor	28
Fuselage around the nose wheel fractured, rudder pedals and seat pan detached when the glider landed on the nose wheel after a recovery from a low-level launch failure. After the strop separated from the cable, the pilot lowered the nose to the recovery attitude; by the time the pilot was able to read the ASI the glider was already doing 70 knots. There was not enough height to round out and the glider hit the ground nose wheel first. The pilot had accumulated 28 hours in 180 flights as P1 since going solo in 2006.							
98	PIK 20	minor	30/06/13, 11:30	Buckminster GC	61	none	not reported
Tailwheel skid and rear fuselage damaged. The pilot started the unassisted self launch on the grass runway with the port wing on the ground and, despite full aileron and rudder input, the wing stayed on the ground as the glider accelerated. Eventually the glider yawed to side of the runway, the wingtip caught on some crop and the glider was damaged in the ensuing ground loop.							
99	RF 5	substantial	11/07/13, 17:50	Dunkeswell Airfield	74	none	200
Bent undercarriage, damage to propellor and possibly engine. Over-rotation followed by over-correction ended with a heavy landing and propstrike.							
100	Discus	minor	22/06/13, 10:20	Bannerdown GC	-	none	280
Wheel retracted after landing.							
103	ASW 28	minor	14/07/13, 14:30	London GC	-	none	not reported
Prop brake engaged while the turbo was still running.							
104	PA 25	minor	21/07/13, 17:30	Wrekin GC	46	none	301
Damaged propellor and possible engine shock loading after the tug taxied into two steel framed chairs on its way to the launchpoint.							
107	K-13	substantial	24/07/13, 14:25	Black Mountains GC	48	none	2
Wing and tailplane damaged after hitting windsock mast during landing. After a check flight the very early solo pilot flew a solo soaring flight on a good soaring day. Caught out by strong sink, the pilot returned to the airfield lower than usual and instead of landing on the nearest available part of the airfield he continued onto a low and fast base leg for the runway in use. After a low final turn and with little time to settle the glider, the first landing was bounced and, unable to maintain directional control, the pilot allowed the glider to run into the windsock and a fence post.							
108	Dart 17	substantial	24/07/13, 13:30	Essex GC	61	none	52
Damage to fin and starboard tailplane caused by landing in a crop field. After becoming uncertain of his position in difficult soaring conditions and aware of nearby airspace, the pilot elected to land in a field. With limited options the pilot chose a wheat field, but on rounding out the crop caught on the low tailplane.							
109	LS4	minor	26/07/13, 17:30	London GC	39	none	not reported
Wheel retracted during a field landing. A combination of weak gas strut and rough surface blamed.							
112	ASW 24	substantial	31/07/13, 13:40	Yorkshire GC	51	serious	306
Broken ankles and other fractures sustained during a field landing crash at the end of a competition flight. The pilot reports choosing a suitable field, then looking for lift in an adjacent field before flying a very low circuit into the original field and losing control while turning onto final approach. The logger trace indicates the low circuit started at about 400ft agl and the turn to final at little more than 100ft. The damage to the glider and impact marks suggest that the glider entered a spin during the final turn.							
116	ASW 20	minor	30/07/13, 17:40	Windrushers GC	24	none	155
Minor fuselage damage from competition field landing. The pilot selected a field, but tried to climb away in weak lift. Returning to the field from downwind, the pilot joined the circuit on base leg and concentrated on making a good approach into the field. The pilot usually did her pre-landing checks on the downwind leg of the circuit and having joined on base leg, she omitted the checks and landed with the wheel up.							
117	LS8	substantial	30/07/13, 16:30	Windrushers GC	58	none	1200
Underside of nose damaged during competition field landing. The pilot selected a seemingly suitable field while still trying to climb away. It wasn't until on short final that the pilot realised he would be landing across a ridge and furrow field.							
118	Ventus	substantial	03/08/13, 16:00	Windrushers GC	52	minor	450
Unspecified damage during a competition field landing. The pilot attempted to use the turbo and, when it didn't start, he was too low to plan a safe field landing. The glider impacted wing first during a turn to avoid trees and a ditch.							
119	ASW 15	minor	02/08/13, -	Windrushers GC	-	minor	not reported
Sore back and minor damage to glider after competition field landing. The pilot was caught out by turbulence downwind of trees on approach and landed heavily enough to partially collapse the undercarriage.							
120	Discus	substantial	4/08/13, 13:15	Fenland GC	71	minor	430
Cockpit destroyed, fuselage and wings damaged after cartwheeling during winch launch. Witnesses report seeing the wingtip drag along the ground for approx 50 yards before the glider lifted off. The pilot reports that using full aileron in an attempt to level the wings had no effect, but did not pull the release. As the glider lifted off, it yawed and rolled through 90° and crashed nose first into the ground.							

BGA accident/incident summaries *continued*

AIRCRAFT

Ref	Type	Damage	Date, time	Place	PILOT Age	Injury	P1 hours
121	Diamant	substantial	06/08/13, 11:45	Nene Valley GC	65	minor	368
Wings, nose and canopy damaged during field landing overrun. The pilot's field selection was hampered by multiple sets of power lines in the area. His final approach was flown over power lines, into a light wind and he was unable to stop the glider before it ran into a hedge at the far end of the field.							
124	ASG 29	minor	15/07/13, 17:10	The Gliding Centre	49	none	1392
Scratches on fuselage and wings during field landing. The pilot selected what appeared to be a harvested field. As it turned out there was some remaining damaged or diseased half-grown crop in the unharvested field.							
125	Astir	minor	06/08/13, 13:00	Rattlesden GC	67	none	not reported
Minor damage to tailplane. The pilot flew a field landing into a farmstrip, a wingtip caught on crop on the edge of the narrow strip and the glider ground looped.							

Incidents

95	LS4	substantial	26/06/13, 16:00	-	-	-	-
Trailing edge of both wings damaged by impact with trailers. The pilot had towed the glider to the de-rigging area, got out of the car for a brief period and, when returning to the car, he drove off forgetting that the glider was still attached.							
96	K-13	none	25/06/13, 15:25	-	-	-	-
Two experienced pilots took off in a K-13 with the winch cable attached to the nose hook. Unable to release at the top of the launch, the glider was pulled into a dive before the winch driver chopped the cable. The pilots had intended to take an aerotow and the launchpoint helper had been helping at the aerotow launch, so all were pre-disposed to connecting the rope to the nose hook. The stop light signal was given soon after the glider became airborne, but the glider was by then too high for the signal to be seen by the winch driver. Ultimately, the CFI had to use the radio to instruct the winch driver to guillotine the cable.							
101	ASW 19	substantial	30/06/13, 15:00	-	-	-	-
Damaged aileron. The tow bar detached and one wing hit the tow car.							
102	LS8	substantial	14/07/13, 13:30	-	-	-	-
Split fin and damage to elevator trailing edge. While towing the glider through a narrow gap at the congested launch point one wingtip was lifted by a tractor roll cage, lifting the tailwheel off the tow dolly and allowing the glider to roll into the back of the tow car.							
105	SZD Cobra	none	26/06/13, 14:00	-	-	-	-
Wheel-up landing on grass. The undercarriage door came loose after take-off, preventing the undercarriage from being lowered again.							
106	Supercub	minor	06/07/13, 15:30	-	-	-	-
While taxiing to refuel, the propeller struck the frame of the fuel bowser. Normal practice was for two people to manhandle the tug into position, but on this occasion the pilot was alone and unable to move the tug by himself.							
110	K-13	minor	31/07/13, 14:30	-	-	-	-
Contact between glider retrieve vehicle and another glider left three-inch hole in the wing.							
111	--	--	18/07/13, 16:00	minor	-	-	-
After a cable break, the broken end of the glider half of the cable was retrieved by a vehicle without first ensuring that the glider end was clear. The instructor was standing near the glider end of the cable and as the rope moved it became trapped between his heel and sandal. He was twisted round and thrown to the ground.							
113	DG-505	none	21/07/13	-	-	-	-
Airbrakes jammed shut on approach until P2 forced them open. A slight nib on the airbrake pushrod was found to catch on the cockpit side panel when the airbrake handle was held horizontally.							
115	Junior	none	27/07/13, 15:00	-	-	-	-
Newly fitted rudder cable detached during test flight. The factory-supplied kit of parts included ferrules which were incompatible with the standard swaging tool used by the club maintenance engineer and, although the assembly seemed secure during ground tests, the cable slipped out of the ferrule during the flight.							
122	LS8	minor	7/08/13, 16:15	-	-	-	-
Tail dolly detached from towout arm during tow over rough ground and through a narrow gap. One aileron struck the tow vehicle, the other a boundary fence.							
123	Puchacz	none	02/08/13, 12:30	-	-	-	-
The pilot was attempting to climb away from 900ft agl at low airspeed in a gusty thermal with a non-flying passenger when the glider entered a spin. The glider came out of the spin after a height loss of around 400ft.							

In a recent *S&G* survey, you told us that you would like to see more in-depth coverage of accidents and incidents. Edward Lockhart is now providing a little extra detail, where available, in the listings on these pages. We would also like to publish (anonymously) your stories of particular flights that have taught you a valuable flying lesson. Please send details to editor@sailplaneandgliding.co.uk or by post to the address on p3.

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CAA SLMG Instructors and Examiners

The BGA has approved a number of CAA rated examiners and instructors under the management of the SLMG SRE to support SLMG activity. Contact details are at www.gliding.co.uk/bgainfo/instructors/motorgliding.htm

Regional Gliding Examiners

BGA gliding examiners are appointed on a regional basis and directed by Senior Regional Examiners. SREs are listed on the BGA web site at www.gliding.co.uk/bgainfo/instructors/contacts.htm

Regional Safety Officers

RSO club allocations are listed on the BGA web site at www.gliding.co.uk/bgainfo/safety/documents/rsolist.pdf

Airworthiness Inspectors

There are a number of BGA inspectors across the UK. A proportion of them are approved to issue an EASA ARC. The Regional Technical Officers and the ARC signatory 'Chief Engineers' are listed by BGA region at www.gliding.co.uk/bgainfo/technical/contacts.htm

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Guidance for owners of Annex II and EASA aircraft is at www.gliding.co.uk/bgainfo/technical/news.htm

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Chief Accident Investigator

Chris Heames

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BGA BADGES

No.	Pilot	Club (place of flight)	Date
Diamond Badge			
790	Andrew Cluskey	Buckminster	10/10/2013
791	Chris Davison	Buckminster	10/10/2013
792	Nicola Marchant	Lasham	06/10/2013
Diamond Distance			
1-1197	Nigel Mallender	Lasham	31/08/2013
Diamond Goal			
2-2488	Liam Vile	Devon & Somerset	05/07/2013
2-2489	Nigel Mallender	Lasham	31/08/2013
Diamond Height			
3-1765	Jonathon Morris	Bicester/Deeside (Aboyne)	22/09/2013
3-1766	Andrew Cluskey	Buckminster (Portmoak)	10/10/2013
3-1767	Thomas Beck	Southdown	07/10/2013
3-1768	Timothy Lean	Lasham (Aboyne)	08/10/2013
3-1769	Chris Davison	Buckminster (Portmoak)	10/10/2013
3-1770	Nicola Marchant	Lasham (Aboyne)	06/10/2013
3-1771	Wyn Davies	Devon & Somerset (Portmoak)	09/10/2013
Gold Badge			
Jonathon Morris	Bicester/Deeside	06/07/2013	
Will Greenwood	Southdown	29/09/2013	
Thomas Beck	Southdown	07/10/2013	
J Bevan	Gliding Centre	13/10/2013	
Christopher Lewis	Cambridge	07/10/2013	
Roger Smithers	Kestrel	24/10/2013	
Leslie Rayment	Yorkshire	07/11/2013	
William Laing	SGU	14/11/2013	
Rowan Smith	Devon & Somerset	09/10/2013	
Gold Distance			
Krzystof Kreis	Oxford	02/06/2013	
Liam Vile	Devon & Somerset	05/07/2013	
Gold Height			
Jonathon Morris	Bicester/Deeside	06/07/2013	
Will Greenwood	Southdown (Talgarth)	29/09/2013	
Ross Morriss	Peterborough & Spalding	22/09/2013	
Dr Spittal	Peterborough & Spalding (Borders)	22/09/2013	
Colin Hinksman	Derby & Lancs (Aboyne)	08/10/2013	
Bryan Hooson	Cambridge (Aboyne)	06/10/2013	
Thomas Beck	Southdown	07/10/2013	
J Bevan	Gliding Centre	13/10/2013	
Bruce Gordon	Highland	06/10/2013	
Christopher Lewis	Cambridge (Aboyne)	07/10/2013	
Roger Smithers	Kestrel (Aboyne)	24/10/2013	
Samuel Prin	Wyvern (Milfield)	07/10/2013	
Leslie Rayment	Yorkshire (Borders)	07/11/2013	
Darren Smith	Lasham (Deeside)	08/10/2013	

Tony Smallwood (1941 - 2013)



TONY SMALLWOOD died in Thailand on 14 October, after a year battling bone cancer. He was 72, and leaves an extraordinarily wide network of friends grieving his loss.

Tony was one of those people whose life was transformed by gliding, which he discovered as a teenager at Sutton Bank. His parents were the tenants of a small farm outside Helperby in Yorkshire, and his early upbringing enabled him to develop his remarkable practical skills. Whilst still at school he wired the farmhouse for electricity and installed a diesel generator so successfully that, when the mains supply became available a few years later, his parents declined it, as Tony's system was so reliable and economic.

He was a natural pilot, quickly achieving his Silver C and becoming an instructor. At that time, Sutton Bank had a lively group of young members, who more than compensated for their lack of funds with abundant enthusiasm. Tony also obtained his PPL at Sherburn-in-Elmet flying Tiger Moths and became convinced he wanted to spend his life in aviation. He left home and came to Lasham as a staff instructor and tug pilot, where I met him in the spring of 1964.

Thereafter, most weekends saw us hurtling back to Helperby and Sutton Bank along pre-motorway roads in his blue MG Midget. He was a very gifted teacher, brilliant at putting his pupil at ease, always calm and encouraging with a very infectious love of flying. He spoke in a unique Yorkshire drawl with an underlying hint of amusement. Later that year he flew his 300km Diamond Goal to Great Yarmouth in a Skylark IV.

Realising that gliding could not offer a stable long-term professional career, Tony then moved to CSE at Kidlington as a power instructor. Three years later he met Michael Bishop (now Lord Glendonbrook), then managing director of the fledgling British Midland Airways. Michael, who subsequently became the majority owner of BMA, had just acquired some secondhand Vickers Viscounts from South Africa and needed more pilots. Recognising Tony's talents, he was quickly promoted to captain in the days when BMA had to pay for refuelling at some destinations in cash. Tony remained loyal to BMA for the rest of his career, becoming senior training captain on the DC-9 fleet.

Tony graduated from living in airfield

caravans to renting the wing of the fine Oxfordshire rectory at Shipton-on-Cherwell, where Gillian and I joined him and Richard Catlin in early 1971. They were idyllic times, when we took good health and life for granted. Tony pursued his interest in photography with his own darkroom and enlarger; Richard filled the house with music from his extensive record collection. We fished and kayaked on the Cherwell, which ran through the grounds; we flew gliders at Enstone and powered aircraft at Kidlington; we played tennis on Richard Branson's court (he was our immediate neighbour) and Tony played cricket in Blenheim Park for Woodstock. The delightful Axtells, who owned the rectory, treated us like a second family, as did their two Labradors.

In 1974 we all entered the first Competition Enterprise, Tony flying the Gull 1 he had acquired. In the great summer of 1976 he exceeded 300km in the Gull, the same year as I flew my Standard Libelle from North Hill to Trier. In a subsequent Enterprise at Aboyne, Tony achieved his Diamond height in a Libelle H-301, which he shared with John Cadman and Tim Harrison.

He also became a keen traveller, initially to Africa where he photographed Coptic churches carved from rock in Ethiopia, then New Zealand where Gillian and I were becoming regular visitors. Realising the importance of property ownership, he left the rectory and bought two rundown properties nearby, which he renovated brilliantly. When Gillian and I moved permanently to New Zealand he provided us with a UK home during our annual visits.

In the meantime he had become fascinated by Thailand. Initially he built a house on the island of Koh Samui and when that became overrun with western tourists he moved to Chiang Mai and made it his permanent home after he retired from BMA.

He immediately became involved in the local flying club, continued instructing in Cessnas, imported a Tiger Moth from the UK together with a T-21, two Blaniks and an Astir. He enrolled at the university to learn the Thai language and endeavoured (not very successfully) to explain gliding to the Thai CAA. He also joined the Wild Animal Rescue Foundation and helped save numerous gibbons, elephants and turtles.

His last visit to the UK was in June 2013, when he came to say goodbye. Although obviously in pain, his gentleness, generosity, charm and charisma were more apparent than ever. He had made friends throughout

his life and remained in touch with almost all of them. Our only consolation following his death has been the realisation of how lucky we are to have known him.

If gliding needed any proof of its force for good in this world through bringing together people of disparate backgrounds and forming lifelong bonds of friendship and respect, then Tony's life bears the perfect witness. He is survived by his sister Angela, his niece Rebecca and his partner Dio, who looked after him devotedly for many years and during his final illness.

Justin Wills

John Christopher Riddell (1930 - 2013)



I FIRST met Chris on the Mynd with Jock White in 1955. We were there to fly his Skylark Mark 1, a very interesting glider with a new laminar flow wing. Chris' father had first flown with

the RNAS when he joined up after leaving school in 1917, seeing active service on the Western Front. He continued flying as an amateur pilot for the rest of his life. As a result, the whole family was aviation minded and Chris' father taught him about flying at a very young age.

Later Chris joined the RAF, becoming an engineer officer for his National Service. He subsequently went to Caius College Cambridge to read engineering, where he also learned to fly and acquired a private pilot's licence. However, he became an enthusiastic member of the Cambridge University Gliding Club developing a passionate interest in gliding that he followed for the rest of his life.

After graduation Chris joined the family firm, the Yorkshire Patent Steam Wagon Company, where he was occupied for some years in the design and construction of gulley emptying vehicles, widely used by local authorities in this country and abroad. He was an active member of the Yorkshire Gliding Club at Sutton Bank, where he successfully negotiated the purchase of their landing ground and became their CFI. Furthermore he sponsored, designed and produced the Torva, one of the first glass-fibre sailplanes to be built in this country, which he flew in rallies and competitions.

Chris developed a great interest in wind power at an early stage in its development in this country. He became particularly interested and involved in the development of temporary storage of energy when wind

dropped. He had encouraged and partly sponsored research into the use of flywheels for this purpose. He went on to become an independent engineering consultant, writing extensively on wind power and gliding related topics.

After his retirement he still pursued an active interest in gliding; achieving his 500km Diamond when well into his sixties. We flew together at Sutton Bank on several occasions in the 1990s.

Chris enjoyed a very happy marriage with Ann, who he greatly missed after she died eight years ago. My wife and I had many delightful times with Chris and Ann at our homes and on holidays. Chris' relatives and friends, including many in the gliding world, will remember him well for his kindness and outstanding work.

Peter Hardie-Bick

Jack Libell (1923 - 2013)

JACK was a founder member of the then Strubby Gliding Club back in 1978. Born and bred on the Lincolnshire coast, Jack went into the family farming business, where he spent all his working life and most of his retired life. He was devoted to Joyce, his wife for 59 years. Jack became very much involved in local politics as both a parish and county councillor. As a glider pilot, he became part-owner of an Oly 463, a K-7 and a Slingsby Falke, all at the same time. These became locally known as the Libell air force.

Jack was always great fun to accompany in the K-7. "Pick a field Jack" would inevitably be answered with a vast flat bowling green. Jack would tell you what the surface was like, what the crop was, the make and colour of the tractor which had last worked it, and usually the name and the address of the landowner. If he didn't know that, within 10 minutes they would be best mates.

He was a regular at the Wolds Gliding Club two-seater comp, even after the club stopped going. He would tow his caravan there every year. When his eyesight and age prevented him from driving, he got his son to tow it up for him. Jack could regularly be seen riding around the site on his electric bike.

His knowledge and advice when dealing with local councils' agricultural matters was frequently advantageous to the club in the negotiations involved in the running of a gliding club. Our sympathies are with Joyce and their family.

Dick Skerry

BGA BADGES *continued*

No.	Pilot	Club (place of flight)	Date
Gold Height			
	Paul Carder	Portsmouth Naval (Aboyne)	01/11/2013
	Lt McFarlane	Wyvern (Milfield)	07/10/2013
	William Laing	SGU	14/11/2013
	Rowan Smith	Devon & Somerset (Portmoak)	09/10/2013
	Christopher Heide	Devon & Somerset (Portmoak)	10/10/2013
	Wyn Davies	Devon & Somerset (Portmoak)	09/10/2013
Silver Badge			
	Richard Hypher	Vale of White Horse	31/08/2013
	Matthew Hall	London	05/07/2013
	Graham Northcott	East Sussex	20/08/2013
	Steve Wilks	Gliding Centre	31/08/2013
	Jonathon Butler	Bannerdown	31/08/2013
	Krzystof Kreis	Oxford	02/06/2013
	Thomas Sides	Devon & Somerset	09/10/2013
	John Potter	Bicester	31/08/2013
	Mark Kidd	Surrey Hills	29/10/2013
	Keith Marshall	Cambridge	04/09/2013
	Lt McFarlane	Wyvern	07/10/2013
	Alexander Harris	Essex	23/10/2013
100k Diploma p1			
	Jonathon Oakley	Fenlands	02/06/2013
	Daniel Martinez-Oeckel	Chiltern/ University College London	03/06/2013
	Keith Marshall	Cambridge	04/09/2013
Cross Country Endorsement			
	Mhairi Mansi	Lasham	27/07/2013
	Paul Shannon	Darlington	29/09/2013
	Paul Kerman	Lincolnshire	28/09/2013
	Ian Tait	Highland	29/09/2013
	Matthew Cook	Midland	01/09/2013
	Christopher Coville	Devon & Somerset	03/09/2013
	Johannes Hoenigl	Lasham	29/09/2013
	David Clements	Devon & Somerset	17/10/2013
	Robert Peacock	SGU	22/10/2013
	John Caldwell	Trent Valley	28/07/2013
	John Hoy	SGU	25/10/2013
	Anthony Ayre	Chiltern	04/11/2013
	John Campbell	Highland	09/11/2013
	Scott Patterson	ATC	13/10/2013
	Matthew Oakey	York	02/11/2013
	Alistair Frier	Shenington	16/11/2013
	Tom Walker	London	04/11/2013
	Jordan Bridge	Lasham	24/11/2013
	David Brown	Midland	24/11/2013
	Michael Worthington	Kent	23/11/2013
	Mateusz Smolinski	Mendip	24/11/2013
	James Whitston	Bicester	23/11/2013
	Matthew Roberts	Dumfries & District	23/11/2013
	Susie Edwards	Derby & Lancs/ Southdown	23/11/2013
	Katharine York	Lincolnshire	05/10/2013
	Donald Burton	SGU	09/11/2013
	Graham Spelman	Cambridge	25/05/2013
	Norman Blair	SGU	23/11/2013
	Bobbie Jones	Herefordshire	07/12/2013
	Nicholas Trowsdale	Lasham	30/11/2013

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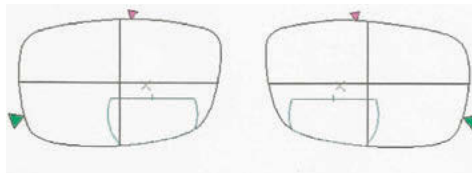
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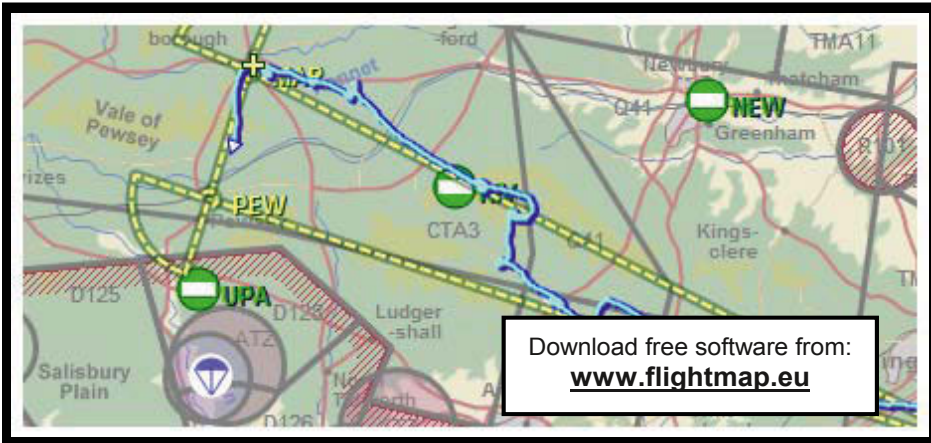
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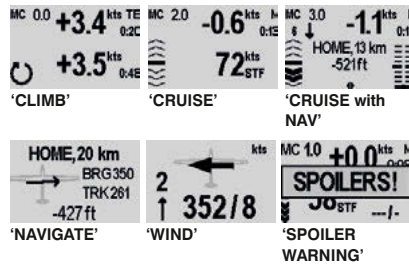
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