

SAILPLANE & GLIDING

VOL. 66 NO.5



**A LUCKY ESCAPE IN
THE MOUNTAINS**

**HIGHS AND LOWS
OF COMPETING IN
THE EUROPEANS**

**BUBBLE AND COLUMN
THERMALS EXPLAINED**

EPIC FLIGHT

**How Australian pilot Lisa Trotter set an
amazing 31 records in just one flight**

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With Christmas coming up fast, the BGA Shop the natural place to seek the perfect gift for the pilot - or the glider! - in your life.

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And again, this year, we are featuring the glorious photos of the late Claus Dieter Zink in the Fotocalendar.

Printed on super quality paper this fantastic calendar will grace any office or home wall. The pages are only printed

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Claus-Dieter Zink
Tobias Barth
Rob Milsenoor



on one side, suitable for mounting and framing so you can continue enjoying your favourite shots long after the month has passed. The approximate size is 650mm x 490mm - also available in A3. You will be amazed at the quality of this calendar, the prints are all single sided with a comprehensive write up in German and English for each one on the final page. We only have a limited number allocated to us, so order early to avoid disappointment.

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MEMBER OF THE ROYAL AERO CLUB AND THE
FEDERATION AERONAUTIQUE INTERNATIONALE



 **THE MAGAZINE OF
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COVER STORY

John Williams took this stunning image on 9 May, looking along the length of Loch Nevis towards Skye. It was John's furthest west thermal flight and views of Rum and the coast secured a place for it in his top 10.

DEADLINES

Dec 15/Jan 16

Articles, Letters, Club News:
Display advertisements:
Classifieds:

7 Oct
21 Oct
6 Nov

Feb/March 16

Articles, Letters, Club News:
Display advertisements:
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3 Dec
21 Dec
5 Jan

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> Congratulations to John Williams, who won the 2015 UK Mountain Soaring Competition. The comp saw possibly the fastest task ever flown in the UK, with actual speeds of up to 173km/h.

> Juniors from pre-solo up to team standard are invited to take part in this year's Winter Series. Round 1 takes place at Sutton Bank on 16-18 October.

> The final of the 6th FAI World Sailplane Grand Prix, held in Varese, Italy, was won by French pilot Maximilian Seis (JS1). Christophe Ruch (JS1) took second place, and Sebastian Kawa (ASG 29) came third.

> The Honourable Company of Air Pilots is generously funding the training of a number of young gliding instructors under a scheme administered by the BGA. The Air Pilots have a long and distinguished history and the BGA is delighted to be a partner in this extremely helpful initiative. www.airpilots.org

> In conjunction with Lasham GS, the UK agent for the Silent 2 Electro, GliderGuider, has produced a briefing note listing a number of safety considerations that pilots and others on the airfield should consider when FES self-launchers are being operated. See <https://members.glidering.co.uk/library/safety-briefings/fes-ground-safety-guidance/>

> SkyLaunch is sponsoring the Junior National Gliding Championships for three years. The sponsorship should (ironically, says SkyLaunch) pay for an aerotow for each competitor during each competition. This generous support will help ensure that this important and popular competition is accessible to all young pilots.

> Schleicher's ASG 29 Es received type certification at the beginning of September. The suffix 's' in the type designation stands for the electric starter installed in this motor glider.

> *Air Sports in Harmony with Nature* is the theme of the 2016 FAI Young Artists Contest. Entries are sought from artists aged 6-17. Details at: www.fai.org/members

> Due to an "administrative oversight" in 2003, the planning protection of airfields from being classified as brownfield sites was removed. There is currently a petition to the Government asking for a review of this situation. Visit <https://petition.parliament.uk/petitions/106779>

> Stephen Slater has been appointed as the new Chief Executive Officer of the Light Aircraft Association.



Beachgoers at Rybachy were treated to the sight of a Grunau Baby and Hol's der Teufel on the beach and soaring overhead (photos by Maxim Kuzovkov)

Sun, sea and sailplanes

MENTION the word Wasserkuppe (the Kuppe) to most sailplane pilots and immediately a connection is made, **writes Bruce Stephenson**. Mention Rossitten, however, and most will struggle to register its significance. Rossitten is the German's other significant half to the Kuppe, or to be more precise, the other 'R' in RRG, forerunner to the later DFS. Rossitten, known today as Rybachy, is located on the Curonian Spit, part of former German East Prussia.

Back in the 1920s, this was the sacred site where the art of hill soaring was perfected. With a school established there in 1925, the centre flourished throughout the 1920-30s. However, with WW2 and a rapidly advancing Russian front in 1944, instructors and staff destroyed the centre to prevent it falling into enemy hands.

Since 1944, Rossitten has remained silent to gliding activity; until 2012 that is, when Harald Kamper, vice-president of the VGC, undertook the substantial task of seeking permission from Russian authorities to stage a symbolic event, launching a glider from those same slopes. Now designated a bird sanctuary, it took months of hard work and negotiations at senior local government level for that permission to be granted. In a gesture of goodwill, Harald and friends donated an SG38 to the small local museum there.

This year saw Harald and his small group return with two period gliders, this time a Grunau Baby and Hol's der Teufel, in which several pilots from various countries flew throughout the day, much to the enjoyment and astonishment of beachgoers and swimmers! Despite the winds not supporting prolonged ridge flights, with the aid of a small winch (and period bungee launches), onlookers were briefly transported back to the glory days of the 1930s, as the gliders soared serenely overhead.



Harald Kamper with Grunau Baby

NEW UK CHAMPIONS

CONGRATULATIONS to Andy Davis for bringing home the 18m bronze medal from the European championships for the 18m, Open and 20m multi-seat Classes in Ocseny, Hungary, in July. (See p38.)

The British Team secured three top 10 placings and was awarded the overall team bronze medal at the European Championships for the Club, Standard and



British gliding team captain, Graham Garnett, with the European Gliding Championships Team Bronze medal and trophy

15m classes at Rieti, Italy, in August. (See report on p16.)

August also saw the 18th FAI World Gliding Aerobatics and 6th FAI World Advanced Gliding Aerobatics Championships take place at Zbraslavice in Czech Republic. Paul Conran flying in the Unlimited Class finished in 30th position whilst in the Advanced Class Alex Harris was 35th and Graham Saw 39th.

Congratulations also to our new UK national champions. At Gransden Lodge, the Open Class title was won by Andy Davis, who led the competition from start to finish. Russell Cheetham and Iain Evans were second and third in a competition that saw JS1 pilots taking the first seven places. Also at Gransden, the 20m Two-Seater Class was won by Kim Tipple who, like Andy, had led throughout. Paul Fritche and Mark Holden took second and third places. (See Gallery Special on p25.)

It was a similar story in the 18m nationals at Lasham, where Pete Harvey was victorious after leading from Day 1. Andy Davis and Steve Jones were second and third.



(L-R) Lasham Chairman Mike Clarke, Philip Lepp Sydney Charles MD and Werner Stroud, Lasham's General Manager

Three-year sponsorship for Lasham

SYDNEY Charles, one of the UK's leading aviation insurance providers, has announced a substantial sponsorship agreement with Lasham Gliding Society.

Sydney Charles will provide financial support during an exciting time when Lasham will be hosting some of the UK and Europe's biggest gliding events. As well as the 2015 18m Class Nationals and Lasham Regionals, these include the 2016 Sydney Charles Lasham Regionals, and Lasham Glide 2016 for UK and European competitors leading up to the 2017 European Championships.

Werner Stroud, Lasham's General Manager, said: "The next three years are going to be very exciting for us here at Lasham, especially as we have a whole programme of developments and improvements to the site planned. It is wonderful to have the support of Sydney Charles throughout this time, helping us make every event and activity we undertake a real success."

Sydney Charles has a strong involvement in the gliding community. As well as signing this new agreement with Lasham Gliding Society, the company also sponsors the British Junior Gliding team.

DATES

NATIONALS, REGIONALS AND OTHERS

Junior Worlds	Narromine, Australia	1-12/12/15
Club Class Nationals	Pocklington	28/5-5/6/16
20m multi-seat Class Nationals	Aston Down	18-26/6/16
Standard Class Nationals	Aston Down	18-26/6/16
Competition Enterprise	Shobdon	2-10/7/16
Wenlock Olympian Gliding Games	Long Mynd	9-13/7/16
34th World Gliding Champs	Pociunai, Lithuania	30/7-13/8/16
(Club, Standard and 20m multi-seat Class)		
Lasham Glide Pre-European	Lasham	30/7-7/8/16
15m Class Nationals	Lasham	30/7-7/8/16
Open Class Nationals	Lasham	30/7-7/8/16
18m Class Nationals	TBC	20-28/8/16
Two-Seater Competition	Pocklington	21-28/8/16
UK Mountain Soaring Champs	Aboyne	4-10/9/16
34th World Gliding Champs	Benalla, Australia	8-21/1/17
(15m, 18m and Open Class)		

Glider aerobatic competitions

Dan Smith	Dunstable	2-3/4/16
Aerobatic nationals	Saltby	26-29/5/16
World Glider Aerobatic Champs	Matkopuszta, Hungary	20-30/7/16
Saltby Open	Saltby	26-28/8/16

■ **BGA Club Management Conference, 21 November, 2015 at Warwick University**

■ **BGA Conference and AGM, 27 February, 2016 at the Belfry Hotel, Nottingham**

WINNERS OF 2015 REGIONALS

LASHAM REGIONALS

Blue: Mallender & McCormack
Amber: Sheahan & Tipple

SHENINGTON REGIONALS

Tim Fletcher

BIDFORD REGIONALS

Howard Jones

BICESTER REGIONALS

Open: Dave Watt

Sport: Will Ellis

BOOKER REGIONALS

Denis Campbell

COTSWOLD REGIONALS

Tim Clark

DUNSTABLE REGIONALS

Blue: Tom Gooch
Red: Stefan Astley

HUS BOS CHALLENGE CUP

Gary Stingemore

INTER-SERVICES REGIONALS

Open: Gareth Baker

Sport: Will Ellis

Elderly flyers at the Juniors, Aston Down

JILL FARQUARSON, aged 100, visited Aston Down on 19 August with her carer, Ann Rigelsford, so that she could view the airfield where she was stationed for part of her time with the Air Transport Auxiliary (ATA) during WW2, **writes Jane Randle**. David Roberts invited Jill to visit again during the Junior National Gliding Championships.

Jill returned on 29 August to be introduced to the audience of young pilots. She obtained her pilot's licence in June 1942 and was based mainly at White Waltham, the HQ of the ATA, and at Aston Down. Some 1,318 pilots in the ATA included 166 ladies from varied backgrounds. Some had learnt to fly in the 1930s and had an adventurous time in the early days of aviation. Others came from the USA and Canada and other 'Dominion' countries.

Having presented prizes for the Juniors' 310km task, Jill advised the pilots: "If you follow the rules and do not do anything stupid, you may survive as long as I have!"

She was given a sustained round of applause by the competitors, and then went for a glider flight with senior Cotswold GC instructor Mike Randle. The combined age in the cockpit was 180 years, probably a UK glider record.



Could this be a record? The combined age in the cockpit is 180 years, as Jill Farquarson returns to Aston Down and flies with senior instructor Mike Randle (Alison Randle)

Mike says: "David Roberts introduced me to Jill, asking if I would like to fly her. Of course, I said I would be honoured. We chatted about our flying experiences. I hadn't flown a Lysander, but thought it was 'awkward', which she confirmed emphatically. When having to land a Spitfire with one wheel stuck up and, after flying about to use up the 'petrol', Jill had been concerned about the crash wagons milling about on the airfield. I related a

similar experience with a Canberra.

"During the flight she was ecstatic, continually saying how wonderful it was and how marvellous to see the patchwork of fields again, but she didn't approve of all the houses that had sprung up since her day. I had to confess that one of them was my daughter's! Afterwards she was effusive in her thanks and appreciation. It was a very rewarding experience and left me with a large lump in my throat."



■ Devon & Somerset Gliding Club now boasts almost 30 junior members. During a recent training week, three junior members soloed at North Hill – all girls (see photo on p52). Gliding isn't the juniors' only talent and the canvas pictured here was presented to the club by Jess Summers, who painted it as part of her school coursework.

Our (new) youngest instructor

PETE Bennett has taken the title from Will Blackburn, now 17, to become the youngest gliding instructor in the country. Pete, who was 16 in March, started gliding at the age of 12 at Devon & Somerset Gliding Club. He

soloed at 14. In August 2014, he achieved his Silver height by climbing 1,000m at North Hill. In June this year, he flew a 165km cross-country flight from North Hill to Wiltshire and back, to achieve his Silver distance. In July, Pete took part in the club expedition to the Long Mynd, where he achieved a 5-hour flight to complete the three elements required for his Silver badge.

Pete has been studying to become a gliding instructor since he finished his GCSE exams. DSGC's CFI Martin Woolner said: "We look forward to Pete joining the instructor team and promoting the fun and adventures in gliding."

Other young instructors include Robbie Rizk (17), Piers-Rex Murray (17), Oliver Metcalfe (18), Jordan Cameron (18), and Michael Harrison (18).



New gliding instructor Pete Bennett, 16

THE ART OF GLIDING



© The estate of Peter Lanyon

■ An exhibition of Peter Lanyon's gliding paintings, *Soaring Flight*, is on at London's Courtauld Gallery from 15 October - 17 January, 2016. One of Britain's most important and original post-war artists, Peter Lanyon produced radical, near-abstract paintings of the tough coastal landscape of his native West Cornwall, inspired by his experience of gliding. He died, aged 46, as the result of injuries received in a gliding accident. <http://courtauld.ac.uk>

JOHN Dimond has won the Margaret Kahn Trophy with his painting *Before the Storm - Schempp-Hirth Gö3 Minimoo*. The prize was introduced at the Guild of Aviation Artists' 45th Annual Exhibition in London in July. The Margaret Kahn Trophy, together with a £100 cash award and certificate, is awarded for the best gliding related oil painting. The trophy was sponsored by Wally Kahn to commemorate his wife's outstanding gliding and cloudscape paintings. Awards will be made at the Guild's AGM next March.



(Above) The Margaret Kahn Trophy runner-up was *Competition Finish - Schempp-Hirth Duo Discus T* by Anthony Cowland
(Left) *Before the Storm - Schempp-Hirth Gö3 Minimoo* won the trophy for John Dimond



PHILIP WILLS MEMORIAL FUND SUPPORTING GLIDING IN THE UK



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

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

More information is available on the BGA website. If you want to just discuss informally, please email Steve Lynn at Stephen@srlynn.co.uk.

Check out PWF Loan Application Form at <https://members.gliding.co.uk/library/club-management-forms-competitions-2/pwmf-loan-application-form/>

We look forward to hearing from you.

In conjunction with the



AIRSPACE GRAB

The BGA's John Williams and Pete Stratten provide an update on TAG Farnborough's detrimental airspace change proposals

TAG Farnborough (TAG) has submitted its airspace change proposal (ACP) to the CAA. Having engaged with TAG on a number of occasions during the consultation phase of the process, the BGA believes that we have a very accurate understanding of the precise proposals that TAG will have made to the CAA. TAG's proposals would fundamentally change the airspace structure over a very large area of southern England – one of the busiest areas of GA activity anywhere in the country. The implications for gliding are highly significant and detrimental.

You might wonder how an ACP is dealt with, as well as the CAA's role in reaching a decision. Broadly speaking, the CAA must manage airspace taking into account efficiency, safety and the needs of all airspace users. They must also consider environmental objectives, joint provision of ATS, national security and international obligations. And, like other UK regulators, the CAA is required to be targeted, proportionate, consistent, transparent and accountable.

Confidentiality clause

The CAA has ownership of the ACP process. Its related policies are described in a couple of CAA publications, which identify how the airspace change proposer is encouraged to decide and submit their own justification for what airspace change they would like to put in place. The CAA then makes a decision based on the evidence submitted by the proposer. Of course, the proposer is required to consult, but not necessarily on all the detail; airspace proposers may apply a confidentiality clause to restrict access to specific detail within proposals submitted to the CAA.

There are a significant number of airspace changes approved each year by the CAA. Many changes are non-controversial for the simple reason that stakeholders recognise the need. The problems occur where, for example, a

proposer sees controlled airspace as a commercial asset rather than an agreed and proportionate solution to a properly explored problem. Without seeking input from the GA community, it is impossible for either a sponsor or the CAA to assess the impact of changes on overall flight safety and efficiency for all airspace users. So, many proposals are inadequately thought through, or simply biased, and poor judgements are made. Many of us can list historic airspace change decisions that were surprising then and remain so. Doncaster comes to mind.

So what is it about the TAG proposals?

TAG is primarily concerned with general and business aviation and is not associated with fare-paying passengers in a commercial air transport sense. Among the hundreds of pages of its consultation documents, TAG implies that its proposals will deliver direct and material benefits to the wider GA community by addressing safety and efficiency issues, and better enabling normal GA operations in the area around Farnborough. However, the clear reality is that TAG's proposals are entirely self-serving; will impact, distort and limit the activities of a great many GA pilots; and increase risk for those operating outside of the boundaries of the airspace being requested.

TAG has repeatedly stated that there are no specific or systematic, demonstrable safety-related issues that require direct action. Our own analysis of airprox and other data concludes the same. There is no safety case for the proposed airspace. It is a matter of principle that airspace changes should not result in a less safe situation. Independent analyses have shown that the majority of GA operators avoid CAS. Similarly independent analyses also show that in the region of 70 per cent of GA traffic will route around new controlled airspace.

The area of open FIR to the west of Farnborough, roughly up to the Solent

CTA, is among the busiest area for GA traffic in the country. There is an already recognised and well-studied GA 'choke point' in the area. If proposed changes are implemented by the CAA, risk levels for GA in those remaining areas of Class G west of Farnborough will increase materially, as both local GA activity and transit traffic would be consigned to a smaller area outside of CAS. There is a clear safety case for not imposing controlled airspace.

So what comes next? The ACP process requires the CAA to consider the detail submitted by TAG and then make a decision. A detailed assessment of the proportionality and safety issues has recently been submitted to the CAA by the BGA and its GA Alliance partners within a wider, robust critique of TAG's proposals. We have advised the CAA that we are more than happy to share details of our assessment of the TAG proposals at any point, just as we will be with any other party should we decide to take our case through any other channel. In the meantime, the CAA has begun a review of the existing, flawed ACP process.

Unprecedented response

We hope this update is helpful. Last year there was an unprecedented response (both in quantity and quality) from thousands of pilots, and outstanding inputs from Lasham and Southdown clubs in particular. We do not know how TAG has chosen to present these in its current submission to the CAA.

It is hard to imagine any grounds on which a responsible regulator could approve the proposals, but we have been surprised more than once in the past. If the worst were to happen, we will have no option but to pursue the matter in every way possible. That may mean that we come to members looking for further support, including financial support. We believe that it is vital to do whatever it takes to protect your continued access to vital tranches of uncontrolled airspace.

Please give priority to NPAS

I HAVE recently had the privilege of flying with my colleagues in the National Police Air Service (NPAS). As a glider pilot, I offered to pass on some feedback to the gliding community.

NPAS helicopters regularly attend what emergency services would call a Category A incident, ie potentially life and death, and can need access to otherwise busy airspace. By way of example, if emergency

services deem the incident to be Cat A, a radio call from NPAS can result in a major airport holding all flights.

During a recent incident, a NPAS pilot called a nearby glider airfield three times on the expected frequency and got no response. The police control room telephoned the airfield and the pilot called again, but still no response. On the final attempt someone responded and 'reluctantly' agreed to hold gliding operations for 15 minutes.

As a glider pilot, I'm sure that the person who eventually answered the radio was not being difficult, but in fact was just a little stressed. I also think that there is too much nervousness about responding on the radio.

The message from NPAS is simple. Please give them priority and respond quickly if called on the radio - they wouldn't ask if it wasn't important.

Justin Butler, Bicester

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 October

General Aviation Group

ROYAL AERONAUTICAL SOCIETY

LIGHT AIRCRAFT DESIGN

METHODS AND TOOLS 2015

LONDON/ 16 NOVEMBER 2015

This conference will provide a mix of practical and thought provoking papers, including detail design issues, advances in manufacturing with composites and funding for small enterprises. There will be an introduction to the open source OpenFOAM CFD software and an appraisal of how flight simulators can help in the design process and potentially support an approach to fly-by-wire for general aviation.

www.aerosociety.com/events/LAD15

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Photo: Alastair Mackenzie

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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



HOW A COLUMN THERMAL FORMS



Kevin Atkinson is the club coach lead for the BGA Aim Higher initiative (www.glidering.co.uk/bgainfo/aimhigher.htm). He 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. He also has more than 7,500 military jet hours (Tiger Moths to Typhoon)

■ In the next *Ask the Coach* Tony asks Kevin about the physical structures of lift in streeting conditions and how to read and exploit streets.

Tony Cronshaw asks Kevin Atkinson about column and bubble thermals

TONY Cronshaw talks with Kevin Atkinson, BGA lead on club coaching, about the difference between bubble thermals and column thermals, drawing on explanations of their physical structures.

TONY: *Last time we discussed the structure of air currents in a bubble thermal [1], forming a recirculating toroidal/vortex “smoke ring”, with the bubble surrounded by sink. How does this compare with the structure of a column thermal?*

KEVIN: A column thermal starts life as a bubble thermal in the lower part of the convective layer, but in certain weather conditions the bubble elongates as it rises into a more unstable layer (see figure right).

The column is driven by the cylinder of sinking air outside the bubble. This progressively elongates the bubble into a much taller, and slightly narrower, shape. The structure of air currents inside becomes an elongated version of the original vortex with additional air being drawn in from the bottom to complete and sustain the column

by generating a light vertical airflow.

TONY: *What weather conditions indicate that columns are likely to form? Or can we also recognise in other ways that columns have formed?*

KEVIN: Columns will tend to form when the wind is not too strong, and the wind shear not too severe to cause the elongated structures to fracture. Ideally, winds of 8-15kts in a developing high pressure favour the formation of columns well suited to cross-country flight. We quickly recognise that columns have formed when we find long climbs directly under clouds from the middle of the convective layer back up to near cloudbase, and the fact that cumulus clouds continue to remain well formed or grow as they drift substantial distances downwind. The tall cumulus in the photo (above) suggests the formation of a column thermal beneath, most likely originating from bubbles releasing from the town below, possibly triggered by a cloud shadow.

In the presence of stronger winds or wind

shear, the columns will fracture or not form at all. We will experience climbs in bubbles with reduced height gains because wind shear also breaks bubble structures. Hence we will require more patience to find and work the lift. Since the potential for fast cross-country speeds is reduced, we reduce our block speeds.

Occasionally on a "column day", if we happen to drop down into the lower half of the convective layer where there are only bubbles, we must change our searching tactics/methodology promptly: This means using a reduced block speed and making the best of bubble climbs from obvious hot spots and accepting reduced climb rates. Remember we can always try searching for a follow-on bubble. The next bubble (if there is one) will be directly upwind of the last one, not far away, so it's well worth a quick search in that direction before looking further afield.

TONY: *What happens in light winds of less than 8kts?*

KEVIN: Columns also often form in very light winds, but this type of column does not necessarily make for easy cross-country flying. Such columns can grow to become massive cells surrounded by huge volumes of sinking air killing off new thermals for many miles around. Crossing big areas of sink is punishing and locating/centring the individual cells of lift under a massive size cloud can be a frustrating process. It is important to remember that rising air will still form a toroidal vortex structure whilst all the sinking air will simply fall like pouring water.

TONY: *The conditions discussed so far relate to days when we have cumulus. What happens on blue days?*

KEVIN: Columns don't form on blue days. Perhaps this is fortunate because their presence and location would be difficult to predict! Columns need an increased level of instability with height plus reinforcement by the accelerating sink generated from cloud evaporation to enable them to grow downwards. Without clouds, bubbles reaching the top of the convective layer simply dissipate. Our technique on blue days is therefore to find bubbles rising from hot spots on the ground and spot the location of trigger features. Although there are no clouds to guide us in finding lift, we can expect a steady stream of bubbles from these ground features as the sun shines on them without interruption.

TONY: *When it comes to task setting, how will a "bubble day" or a "column day" influence our plans?*

KEVIN: You are right that we need to be aware of the significant differences between bubble and column conditions. Achievable cross-country speeds and distances will be much higher in column conditions. I would estimate a typical "glass ship" would be 20 per cent faster (and go 20 per cent further) in column conditions. Remember that conditions can change during the task. We could find bubble conditions in the blue or in areas with less instability (eg nearer the coast). And depending on when we launch, the task could start with bubbles then change to columns as the day strengthens.

TONY: *For advance planning purposes, what in the weather forecast might indicate column conditions?*

KEVIN: The extent of blue conditions in different potential task areas will be indicated in the general weather forecast and by RASP. When we hear the forecaster using phrases "fair weather cloud" or "cloud bubbling up", this can be encouraging, but remember that wind speeds of 8-15kts would be ideal as already discussed. Higher wind speeds will often break up columns, but the formation of streets then becomes another opportunity to exploit.

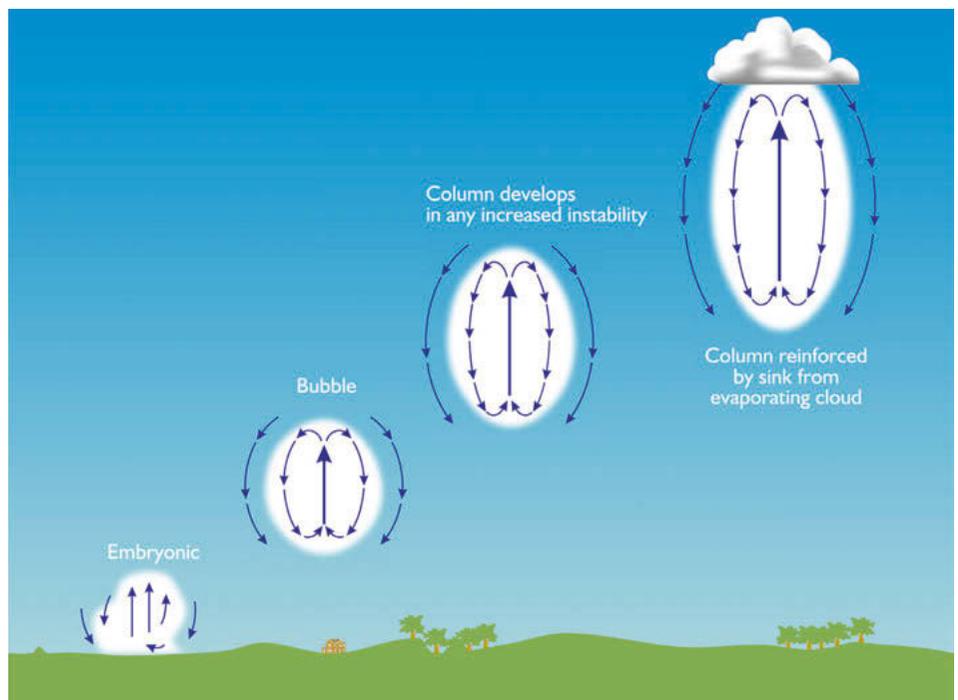
[1] The structure of thermals. S&G Aug/Sept 2015 pp10-11.

DEPENDING ON WHEN WE LAUNCH, THE TASK COULD START WITH BUBBLES THEN CHANGE TO COLUMNS AS THE DAY STRENGTHENS



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 supporting CGC's recruitment and retention sub-committee

■ *Gliding in Lift and G-SINK*, Kevin's newly-published book, is available through Amazon.



FLIGHT BREAKS 31 RECORDS!

Australian glider pilot Lisa Trotter's declared triangle distance of 1,026.8km set a record for the number of records broken in the one flight



Lisa Trotter in her LS8

TRYING TO AVOID LARGE AREAS OF UNLANDABLE OR UNSURVIVABLE TERRAIN SIGNIFICANTLY LIMITED THE TASK POSSIBILITIES

I HAVE about 5,000 hours gliding experience and have competed in many competitions, including at world championship level. Although I have spent most of my gliding holidays flying competitions, I have wanted to achieve a 1,000km flight for many years.

I realised after a while that an essential prerequisite to reach this goal is to actually be there ready when such a flight is possible. I have watched 1,000km days come and go while I was either at work or competition flying. I knew that I had to set aside some time and do some good planning if I was ever going to get there. So, my husband Peter and I decided to spend two weeks at Tocumwal, New South Wales, in December 2013 – a time of year when the days are at their longest. We stayed in a tent in Ingo and Judy Renner's back yard, spending our evenings flight planning and our days flying as far and fast as we could.

I particularly wanted to do a declared triangle 1,000km flight. The challenge is significantly greater than a non-declared or non-triangle flight because of the varied weather systems you must cover to achieve that sort of a distance. No matter how good the day is, there will be a large part of either one or two legs that is not part of the 'good day', or unlandable terrain that must be traversed.

Much of my flight planning was about trying to fit task geometry to favourable wind directions and the strongest thermal conditions within the constraints of landable terrain. Outback Australia gets remote pretty quickly. Trying to avoid large areas of unlandable or unsurvivable terrain significantly limited the task possibilities. Also, the good weather usually ran along a trough line so that on most days there were large sections of the day or the task area with average conditions that would

compromise the 1,000km task goal.

On the day of my record flight, all looked good in terms of where the strong thermal conditions were. The best of the weather across New South Wales and Victoria was neatly located over landable terrain. It looked like a 1,000km day except for... the wind. When I got to the launch point, there was a 15-20kt north-westerly blowing, which would make the first part of the flight tough going and maybe impossible. It was really my last chance, since the weather was not looking good for the next few days. So, I decided to give it a go. No-one else attempted a 1,000km flight on that day!

The flight was done in our LS8 15m, VH-PNL, on 20 December 2013. It took a full 10 hours. The first leg was in a north-east direction to Galong and then north-north-west to a point just north of Tottenham, which is 80km west of Narromine.

I started at 10:37am (or 9:37am Qld time) into conditions that were far from ideal for a 1,000km flight. A 15-20kt north-westerly was blowing and convection was initially going only to 2,500ft AGL. I spent an hour plugging along down low and was then able to get some reasonable height to 6,000ft. It wasn't until three hours into the flight that the cumulus clouds appeared.

At this stage my speed was very slow – only about 85km/h. I was almost convinced that the task wasn't achievable, but then I picked up a 6.4kt climb to about 11,000ft. Still not sure that the task was achievable, I decided to enjoy the day since I had done the hard work and I pushed on to the first turn point. Also, if I could increase my average speed by 15km/h plus, I was in with a chance. The worst likely scenario would be to land out 100km or so from home. With Peter crewing for me, this wasn't a problem.

I had a good run on the second leg and most of the last leg under cus going to 12,000ft. About 190km out, I took a really big climb to 13,500ft then cruised with no lift over a 70km gap to the edge of overdevelopment, which spread for 100km

plus on track to Tocumwal. At the edge of the overdevelopment I thought I would get my last climb of about 5,000ft, but could find only 0.5-1kt by the time I got there.

I spent 30 minutes achieving only 2,300ft and I couldn't get the last couple of thousand feet I needed, so I pushed on under the murk. I headed on through zero lift with some areas of light rain. Still holding out for that last climb, I was considering the possibility that I would have to land at either Jerilderie or Finley airport. As I was approaching Jerilderie airport at about 5,000ft, I felt a big wump under my wing. I hooked into 2kts and climbed to 1,100ft over final glide – whoopee. I had to use lots of self discipline not to push the stick forward and speed home out of excitement. I managed to keep a calm 70kt cruise going to cross the finish with 700ft to spare at about 8:30pm, 20 minutes before last light.

Despite the hard work at times, it was great fun all the way around and hugely satisfying to get home!

The two main records I wanted to break were the World Feminine 15-metre triangle distance and the Australian National General Standard Class triangle distance, which had been held by Andy Pybus since 1986. I was surprised to find that I actually picked up 31 records in total. A record for the number of records! Many of these records were Feminine records, some of which were not too hard to beat, but six of the records were General records.

The most challenging of all the records



was the World Feminine 15-metre triangle distance – superior to all the National General records! Feminine records give women visibility and I am pleased to push the standards of those records high. I also love the opportunity to be a role model for female pilots. A number of female pilots, including juniors, have told me they plan to take my records from me – I hope they do.

Lisa Trotter's 1,026.8km flight on 20 December 2013 (Illustration by Steve Longland)



Lisa Trotter flies an LS8 and ASW 20 at Kingaroy Soaring Club, Queensland, Australia. She has 5,000 hours gliding and 300 power (mostly in an RV7). Lisa has had numerous first place and podium finishes at State and National competitions. She has also competed in Grand Prix qualifier competitions, the Women's World Gliding Championship in Germany in 2005, and the World Gliding Championship in Uvalde USA in 2012. Lisa holds World, Regional and National triangle distance records and General and Feminine speed records

■ My father was an airline pilot and I was in the cockpit any chance I could get. I have always had a fascination for aviation and I got my pilot licence to fly a power plane when I was a teenager, before I had a licence to drive a car.

I stumbled across gliding by taking a gliding holiday with my father at Benalla. Going solo was a synch and was done in a matter of a few hours, but I discovered soaring flight was the real challenge. About 5,000 hours of gliding over 25 years later, I am still working on it and having the time of my life.

So what do I love about gliding? One of the best things is sharing it with my husband Peter. We met on the gliding field over 25 years ago and have since shared a passion for gliding and had many adventures. We own an LS8 and an ASW 20 – two of the sweetest gliders you could ever fly. We both fly competitions and I have steadily been improving

and catching up to my husband's very high standard. We have some friendly competition with each other, much to other people's amusement.

The people involved in gliding are fantastic and like family. There are many in gliding that I admire and find inspirational. Most of all I love the sheer enjoyment I get from playing in nature's playground in the sky. The ever-changing energy, cloud formations and magic scenery, along with the occasional boomer climb or low save, make for an entertaining four or so hours in the air.

But even more than this, I love the natural high and satisfaction I get from meeting the challenges of an adventurous flight. Most cross-country flights have a surreal quality with their powerful weather formations and fascinating terrain to cross. I feel privileged every time I step into a glider to be able to be part of nature in this way.

IN TRAINING FOR JUNIOR WORLDS

Team GB reports from France, where the Juniors were preparing for the Worlds, being held in Australia at the end of this year



Above: Matt Davis and Sam Roddie

Right: Early start for the boys setting off for Le Blanc (Matt Davis)

Main pic facing page: team flying (Mike Gatfield)

Inset pic: Juniors have the airfield to themselves

■ <https://members.gliding.co.uk/junior-gliding>

THE British Junior pilots completed their team training at the French airfield of Le Blanc in June in preparation for the Worlds. When not flying their single-seaters, the Juniors flew the Duo Discus, coached by Brian Spreckley. Here the boys give their accounts of the two-seater training during the week.

Day 1 – Mike Gatfield writes:

A 162km task was set under a sky that had lingering moisture and some dishonest

clouds, which often promised more than they gave. Before we set off, a talk with Brian over coffee and croissants established how we were going to fly for the week: in pairs and trying to stick together without sacrificing cross-country speed. The Club Class worked well together from the off, working the radio chatter and cooperating well. Matt raced ahead at the first turnpoint while I learnt various techniques and gained tips from Brian in the Duo Discus, which were to prove invaluable later on in the week.

Day 2 – Sam Roddie writes:

Monday was forecast to be a changeable day with high cloud moving in from the west, making soaring more difficult later in the day. We set off on a 280km racing task with me in the Duo

Discus with Brian. Most of the task was flown in weak blue thermals, which allowed us to develop our team flying tactics in more challenging conditions where working together can make the difference between completing a task and not. Deteriorating conditions around three hours into the flight led the team to work together to try stay airborne at the far eastern turn point of Argenton airfield; Matt missed out on the climb and landed at the airfield. The rest of us eventually managed to find a thermal to

climb up and head back to Le Blanc with a strong headwind.

Day 3 – Matt Davis writes:

After my little skirmish to Argenton the day before, it was my turn in the firing line in the Duo Discus. With a four-hour AAT (Area Assigned Task) set, the day lived up to expectations with a fairly decent run before it started blueing out halfway round the task. The team flying really came into its own here, with Mike and I working different climbs to climb as fast as possible. About three hours in, the weather really stepped up a gear, with 6kt climbs to well over 6,000ft. This gave us an incredibly fun run back home, with a total distance of 430km at a speed just over 100km/h.

Day 4 – Tom Arscott writes:

The second four-hour AAT of the week was set. However, unlike the previous day, the forecast was for mostly blue conditions. Conditions were fairly weak to start with and both classes started close together. The Standard Class pushed ahead and just made contact with a few small cumulus clouds that were forming in the north of the first sector. However, by the time the 'clubbies' arrived, these had started to disappear. Both classes turned at a similar point and the next leg was flown in completely blue conditions, with the only clouds remaining further north within prohibited airspace. Approaching the second turn point, the Standard Class got lower than ideal and had to spend a while regaining height. This allowed



the Club Class to catch up and ultimately win the day. Both classes flew the minimum remaining distance to complete the task approximately 10 minutes over time.

Day 5 – Mike Gatfield writes:

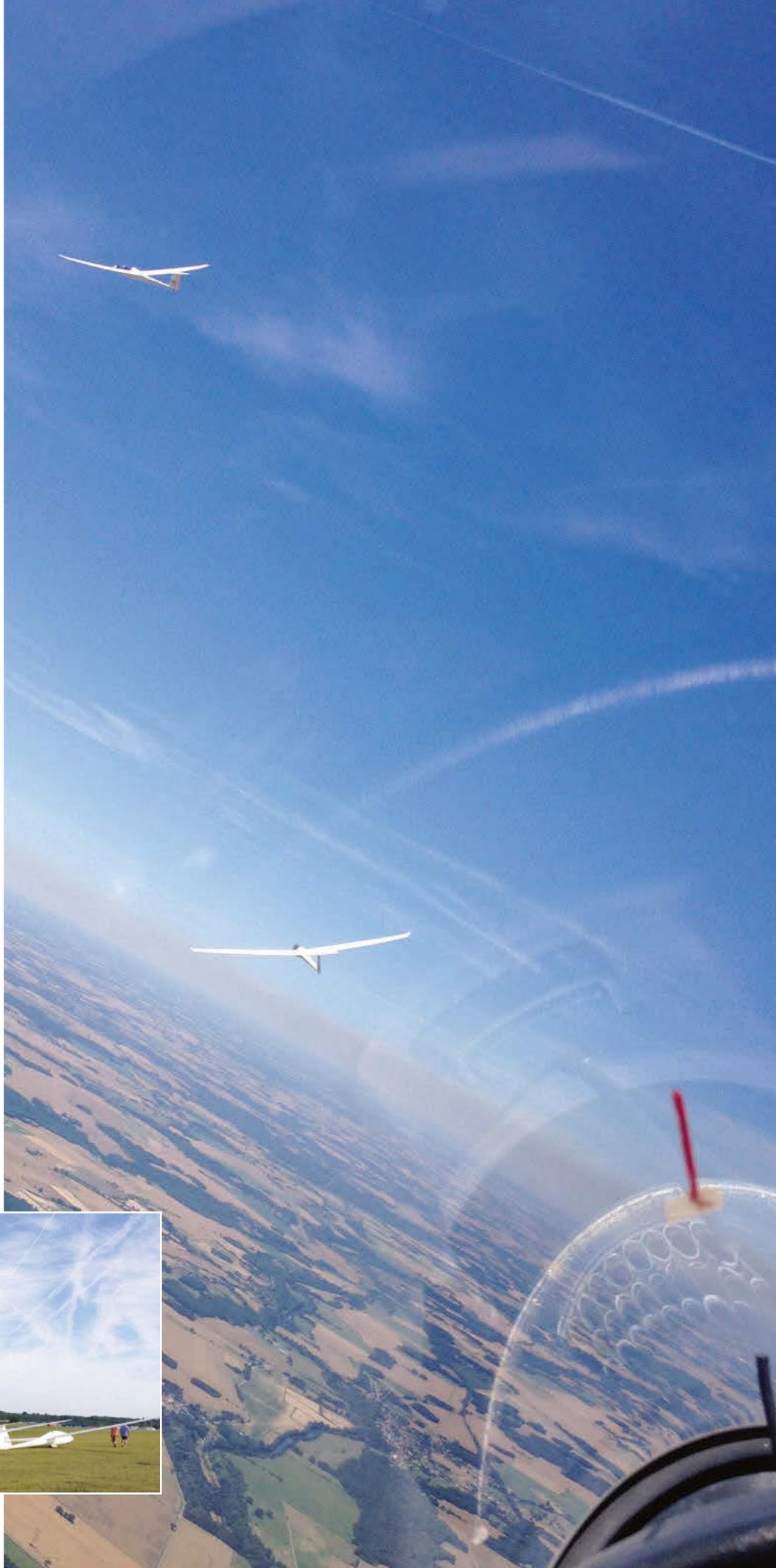
A hot blue day, with high bands of cirrus clouds threatening the sky, saw me in the Duo and Matt in the LS8. We quickly rounded the first turn and headed back downwind to Argenton, of which Matt had fond memories. This time round, however, an area just before Argenton gave the climb of the day – a 6kt monster which put the pair into a good position to cruise round the final turn and race to the finish just before a band of cloud rolled their way. After the day's flying, the boys went down to go find the watercourse Brian had described and found a warm, lazy river.

Day 6 – Sam Roddie writes:

Friday was forecast to be another blue day, similar to Thursday. With a launch time of 13:30, we expected to find some good thermals, but everyone struggled to find enough lift to stay airborne to begin with. Over an hour later, conditions improved and it turned out to be a fairly strong afternoon, allowing us to fly a two-hour AAT to get some more practice at these task types. They are rarely set in the UK, but are commonplace at international competitions. There has clearly been some good progress during the week with the two team pairs working together to find and core good climbs in the blue.

Conclusion

The boys are now well into their preparation for the worlds. Taking every opportunity to fly and, if not, fitting the container and getting prepared for the Junior Championships. The boys would like to thank coach Brian Spreckley, Le Blanc Gliding Club and the Hoods for lending Matt their LS8.



Team manager Graham Garnett sets the scene for the Rieti Europeans and Ian MacArthur reveals the highlights (and lows) of competing in the Club Class

RIETI town and airfield are set in a large bowl in the beautiful and spectacular Apennine mountains, almost exactly in the geographic centre of Italy. The town is a mixture of old and new, with magnificent buildings within the ancient walls and newer developments outside the walls. The people are friendly and the food, as you would expect, is fantastic!

The site is well known as an exceptional competition site and many previous international competitions, European and World Championships have been held here, as well as a regular annual competition called the Mediterranean Cup in the years when the internationals are not being held, attracting pilots from all over Europe and the world.

The competition organisation was excellent. Director Franca Verana had put together an excellent and experienced team, which handled the slightly unusual weather conditions well with well-set tasks, plenty of tugs, good camping facilities and generally a really good atmosphere on site.

Rieti is also well known for its reliable and generally excellent weather conditions and as being a true mountain site, with all the challenges that mountain soaring can throw at a pilot: strong thermals, wave conditions, ridge soaring and spectacular convergences.

But it has a dark side too. The field landing options are very limited indeed. The fields, such that they are, are very small – most are way too small to sensibly land a glider in, there are power wires everywhere and because of the mountainous terrain many of them are on slopes that are too steep to land on.

In some of the valleys in the large task area, there are literally no field landing options at all. Entering these valleys takes considerable thought and a pilot must be able to guarantee before he does fly into these valleys that he will be able to climb out of them again.

When conditions overdevelop, huge and violent

2015 E

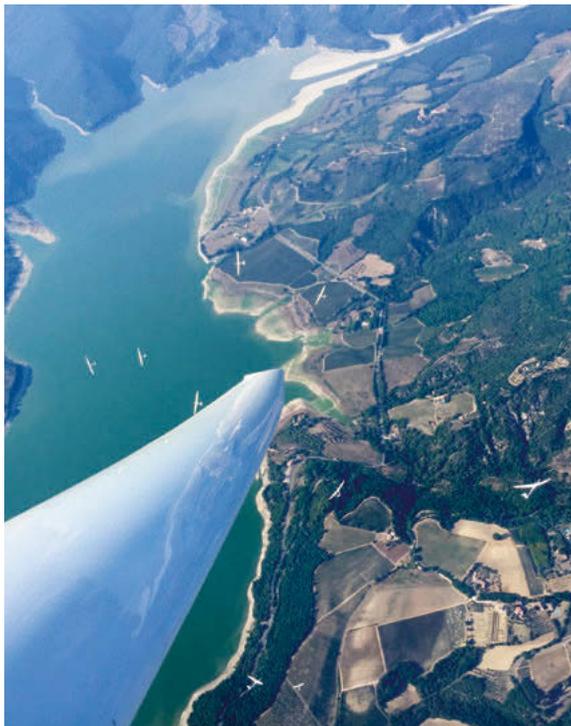


cu-nims form, which can have a dramatic affect on the soaring conditions over a large area.

With this as background, five pilots were selected to fly the 2015 European Gliding Championships for the British Team.

In the Club Class, G Dale was flying his beautiful Libelle, comp number 528, and Ian MacArthur his LS4 DZ. Both Club Class pilots have flown international competitions together before at other venues and, despite the sailplane performance differences, work extremely well as a team. G had flown the Club Class World Championships at Rieti in 2008 and Ian had done a mountain soaring course about 10 years earlier with the Ted Lysakowski Memorial Trust, so both had a good idea what to expect.

In the Standard Class, we had Jay Rebbeck in his LS8 232. Jay is an old hand in Rieti, he has flown the Mediterranean cup quite a few times and knows the mountains well. Jay's international competition experience is extensive and varied, he has represented



Above: Running low over the hills on final glide with F1

Left: A rare gaggle formed in the north-west of the task area, out of the mountains

Facing page: Start zone gaggles over Mount Terminillo

(Ian MacArthur)

**A PILOT MUST
BE ABLE TO
GUARANTEE
BEFORE HE DOES
FLY INTO THESE
VALLEYS THAT
HE WILL BE
ABLE TO CLIMB
OUT OF THEM**

RIETI

EUROPEANS

EGU RESULTS RIETI, 2-15/8/15

Club Class

- 1 Ondrej Dvorak (CZE)
Std Cirrus
- 4 G Dale (GBR) Std Libelle
- 15 Ian MacArthur (GBR) LS4

Standard Class

- 1 Lukasz Blaszczyk (POL)
Discus 2
- 5 David Bromley (GBR) LS8
- 18 Jay Rebbeck (GBR)LS8

15m Class

- 1 Didier Hauss (FRA) Ventus 2
- 7 Leigh Wells (GBR) Ventus 2

■ Congratulations to Team GB, awarded the EGU's Team Bronze medal and trophy

✎ Team GB many times in the past at junior and senior level. With Jay, international competition first-timer Dave Bromley was flying his LS8 F1.

Finally, in the 15m Class, former World Champion and veteran on Team GB, and veteran of the Italian mountains around Rieti, Leigh Wells was flying his Ventus 2a LE. Unfortunately, Leigh was the only UK pilot in the 15m Class and, as such, was slightly disadvantaged in not having a teammate to fly with during the contest.

Every day was memorable, but conditions on day 5 merit a mention. The day was very hazy at the start. Briefing was at 10.30am and the Italian Air Force forecaster was optimistic that there would be good weather,

with some showers expected. The TopMeteo model showed thunderstorms in the south, NOAA showed lots of moisture, but none showed any thunderstorms over Rieti. A big convergence was forecast though.

Club Class were set a 370km racing task, the Standard Class an AAT 290/500km and the 15m 315/512km, both for three hours.

From the mid-part of the launch, there were big, quite undefined Cu developing. By the end of the launch, some pretty towering ones were evident around the local area.

The pilots were calling good climbs and, not surprisingly with the conditions, all made an early start.

Base camp was sweltering – it had been hot all week, but with the added humidity the swimming pool on site was welcome!

At 3pm there was a rapid change in the weather and a few drops of rain started to fall on the airfield. Within just a few minutes this developed into a full-scale downpour, with thunder and lightning. I battened down the hatches and closed all the tents, as the crews were off-site shopping at the time. It was rather nice standing in the rain for a bit and the temperature dropped about 15 degrees.

The pilots were out on task. G and Ian flew south together after getting up; G had a bit of a shocker on the ridges near the first turn – but got lucky. Leg two was fast, hard, into a big storm right at the turn point, but they found a gap to go in and out.

Anyone more than a few minutes behind was shut out of the next leg. The rest of the Club Class flight was straightforward, if a little scary, with climbs under active cells (all the usual – rain, lightning, turbulence...)



A relatively average climb rate in the mountains (Ian MacArthur)

© Benjamin Mégias

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and a 9kt climb onto final glide into another storm. To give you an idea of the nature of the day, they took 3,500ft above final glide for insurance.

The rest of the team had a similar day, with big storms, heavy rain and intimidating conditions. Gliders suffered a little, with tape and yaw strings being removed by the hail.

Leigh was blinded by multiple huge flashes of lightning whilst on final glide. He was 4,600ft feet over glide and lost 3,000ft, having no choice but to run through the heart of the storm with awful visibility, mountains on each side and sinking at 12kt. When he landed, there was a hole in his left wing about 5-7mm round; we have no idea what could possibly have caused it.

Ian MacArthur writes: Rieti was an incredible experience for me, having relatively low hours flying in mountains. The practice week was invaluable; we experienced variable tricky conditions over most of the competition area and I managed to get comfortable scraping around the rocks. G's experience and guidance was a definite help in reducing my anxieties leading up to the competition.

Climb rates and altitudes were amazing; one minute you are climbing at 10kts through 10,000ft, the next, scraping along an unlandable valley desperate for just 1kt!

My low point can only be landing out on the first day after having such a high speed and an almost certain day win up until that point – I just got really unlucky being caught out by a change in wind and a barely soarable valley. During the course of the competition, even some of the top pilots suffered similar fates leading to landouts or much slower speeds.

Two high points stick in my mind – coming back with a day win on day 2 was amazing. I wasn't flying hard, but just enjoying myself and it worked. The other was the day we flew in, out, round and then back into the thunderstorms. I caught up with G as we were approaching the storms and we stuck together through the rain and lightning and made some really good decisions together. Probably a memory I'll never forget.

I was gutted for G as he fell off the top spot in the last few days and, although not inspired by my overall position, I still left with the feeling of accomplishment and satisfaction. It was a fantastic three weeks' flying, a lot of new experiences for me and we put in some really top performances.

Rieti is beautiful, exciting, scary and hot. I'm going back soon.

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SILENT'S OVER LAKE MAGGIORE

Mark Dalton discovers the Silent is golden when in northern Italy for a flight in Alisport's electric-powered self-launcher



Mark Dalton looks forward to a flight in Alisport's Silent 2 Electro

I WAS GENTLY USHERED TO THE HANGAR, WHERE MY FAITHFUL STEED STOOD GLINTING IN THE SUNLIGHT

NESTLED in the foothills of the Italian Alps, on the shores of Lake Varese, sits a charming airfield, home to the Aero Club Adele Orsi. Or at least this is how I would have described the place if I were working for a travel company.

I had travelled to Milan, having arranged a flight in Alisport's electric-powered self-launcher, the Silent 2 Electro. The short drive from Milan was relatively unremarkable, unless you take into account the fact that Italian drivers view the road markings on the motorways as more of an interesting suggestion at best and a minor inconvenience at worst.

The standard Italian driver feels that it is his right to drive pretty much wherever he pleases and at any speed. Which often includes high-speed overtaking on the inside. Of course, this playful fun frequently leads to highly enjoyable exchanges of delightfully complex hand gestures between drivers, presumably to indicate their pleasure at being out on the road together and as a sign of Italian friendship and unity. I must say I found the whole thing very pleasant and even tried out a few of the simpler hand gestures myself. Judging

by the animated responses, I think they were well received.

On arrival at the club, well before the appointed hour, my Italian companion and I settled down to a very civilised luncheon in the balcony restaurant overlooking the well-manicured grass airfield. Beyond this, the vista opened up to the lake itself, with the grandeur of the snow-covered Alps beyond. There was even a sparkling swimming pool just below the restaurant. As we tucked in to our respective hors d'oeuvres (or should I say antipasti), I contemplated how elegantly Mediterranean countries, but perhaps particularly Italy, manage to live. And it's not

only about the weather. Here in Australia, the weather is often perfect and certainly well-suited to outdoor entertainment, but perhaps the style of living here is not as, well, stylish, shall we say, as its European counterparts.

While we were eating, we were entertained by a procession of vintage gliders being towed out to the launch queue, many of which I was unable to identify.

A little later, we were met by the very pleasant and personable general manager of Alisport, Stefano Ghiarzo, and his equally likeable technical manager, Matthias. Both spoke English perfectly. However, since my companion was a native Italian, their conversation occasionally lapsed in to rapid fire Italian. From my very basic understanding of what was said, it went something like this:

Stefano (to my companion): Can he fly?

Companion: Dunno.

S: Why don't you know?

C: I've never seen him fly.

Matthias: But does he seem to know his stuff?

C: Dunno.

S (to M): He's got the right hat. Maybe he'll be OK. We'd better do an aerotow launch though.

M: Isn't he that bloke who landed wheels up and then wrote about it in S&G?

S: Oh God.....

At least that seemed to be the gist of it.

In the ensuing pleasantries I happened to mention how unusual I thought it was to have a swimming pool at a gliding club.

"That is not a swimming pool," said Stefano, with what I thought was a hint of a smile. "It is the reserve water supply for the emergency fire service." Presumably there was nothing in the rules prohibiting human immersion in said glittering pool.

Anyway, after that, for reasons which are not clear, I was treated like royalty. The Italians really know how to turn it on hospitality wise. And yet I did not feel that I deserved it. Perhaps there had been some case of mistaken identity, rather



It will be ready in a few minutes, Luigi is just locking the wheel down and then you can take it for a test flight

like that episode in *Fawlty Towers*, where Basil Fawlty mistakes a hotel guest for an undercover food critic. In any case, I was not complaining as I was gently ushered to the hangar, where my faithful steed stood glinting in the sunlight.

I jumped into the very comfortable cockpit and was quickly shown all the usual controls. With one exception. On the left of the panel was a large switch with OFF and ON clearly marked. Beside that was positioned a rotary knob.

“That is for the engine,” stated Stefano.

“Motor,” corrected Matthias (he WAS the chief engineer, after all!).

Matthias then showed me the complicated way of starting the electric motor. Switch the switch, turn the knob. Take off (or go home). That’s it. Absurdly simple. The motor ran with a throaty whine (if there is such a thing) and, after switching off, the blades settled neatly back alongside the nose. All very reassuring.

By now the vintage gliders were launching and it was time to fly. As we towed out to the runway, after being introduced

to several Robertos and Albertos, I was unceremoniously launched skyward by aerotow. I had been previously firmly told that this was to be the method of launch as using the electric motor as a launcher ‘could be a bit tricky’ and ‘requires concentration’, or words to that effect. Clearly my companion had not sufficiently reassured the two gentlemen as to my abilities. And I could not, in all honesty, blame them.

The launch was uneventful (apart from being told to ‘go up’ by the tuggie. We do low tows in Australia and I clearly was not concentrating enough.). The flight itself was an absolute joy. With the glittering Lake Maggiore below me and snow-covered mountains in the distance, the scene reminded me of those 1960s cinema advertisements for Peter Stuyvesant cigarettes, where curiously handsome and healthy men and women dressed in loose white linen cavort about in beautifully crafted speed boats on the crystal lakes of northern Italy (presumably all wondering where their next gasper was coming from).

There was even what looked, from ☞

Cartoon by Matt Wright,
Devon & Somerset GC

*Silence is golden
But my eyes still see.
Silence is golden, golden;
But my eyes still see.
- The Tremeloes (1967)*

FOR REASONS WHICH ARE NOT CLEAR, I WAS TREATED LIKE ROYALTY. THE ITALIANS REALLY KNOW HOW TO TURN IT ON HOSPITALITY WISE

THE SILENT 2 ELECTRO IS A WONDERFUL EXAMPLE OF THE BEST OF ITALIAN ENGINEERING



Mark Dalton is previously from London Gliding Club, but now in Oz (better conditions!) flying from Kingaroy Soaring Club, Queensland. He flies an ASW 20BL and has 1,750 hours, a Gold badge and two Diamonds

✈ a distance, like a castle perched precariously on a nearby cliff face. On closer inspection, it appeared to be bristling with radio and TV antennae with a variety of satellite dishes included for good measure. It was the sort of castle one expects to see in an old Bond movie and belonging to the Bad Guy intent on world domination.

Bad Guy (stroking white fluffy cat): "Ah, Mr Bond. We've been expecting you."

Bond (handcuffed): "Do you expect me to talk?"

Bad Guy: "No, Mr Bond, we expect you to die..."

[Demoniac laugh]

[fade]

It's amazing where the mind wanders when you're having fun!

After an hour or so, I reluctantly turned for home. After a brief period at VNE, I set up for the downwind leg and called downwind. Stefano came on the radio:

"Mark, have you put the wheel down?"

"Affirm. Wheel is down and locked."

"Mark, are you sure?" I thought I detected a smile in his voice.

I think Stefano had definitely read that episode of S&G where I failed to put the

wheel down. I did, however, triple check that it was, indeed, down and locked.

The landing was straightforward, if a little unnerving, since standard procedure is to land in the opposite direction of take-off. That is, downwind. When I asked about this before the flight, I was told that they 'didn't do this if the wind is strong'. I walked away from that conversation with some confusion as to whether there had been something lost in the translation.

As for the glider itself? It's a wonderful example of the best of Italian engineering, coupled with the convenience of an electric self-launcher. Whichever way you look at it, as battery technology improves, field landings will become a thing of the past. It is, in my view, the way of the future.

As we rolled the glider back in to its hangar, I tentatively asked how much I owed for the flight.

"Nothing," said Stefano.

"But," I felt like saying, "I'm really not an undercover glider critic working for a really important international organisation."

But then I thought, well actually, maybe I should write an article about it in the next S&G...

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- Managers
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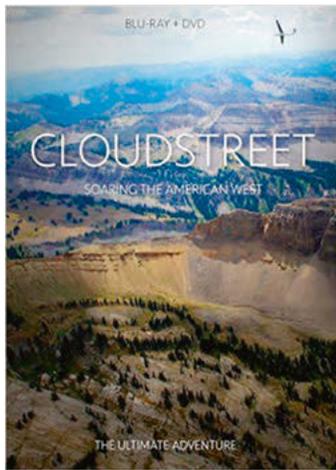


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Zulu Discus with water, from *Cloudstreet: Soaring The American West* DVD

CLOUDSTREET



CLOUDSTREET is available on Blu-ray and DVD, or as a download, and can be purchased from Amazon, Cumulus Soaring, iTunes and Vimeo for around £21.

A preview is available at: www.cloudstreethd.org

CLOUDSTREET: *Soaring The American West* is a visually stunning, high-definition documentary featuring the beauty and drama of a soaring adventure in the American West.

The film, directed by Matthew Murray, has been in the making for the past two years and follows four American glider pilots, Kris Ciesinski, Bill Hill, Mark Mocho and Bob Saunders, and their extraordinary experiences and adventures of soaring along the Rocky Mountains of New Mexico, Colorado, Idaho and Wyoming.

During the film we hear from the pilots about how it feels to fly cross-country in such an astounding environment as the Rocky Mountains, their love of soaring and their considerations as they balance managing the dangers of motorless flight and the joys of true freedom.

Thanks to substantial sponsorship from the Soaring Society of America, Stemme AG and the Conrad N Hilton Foundation, the filmmakers have been able to produce a one-hour documentary that is quite simply

visually stunning. It features the beauty and drama of the soaring adventure in the American West. The film uses newly developed camera platforms and state-of-the-art high-definition camera technology for an unparalleled experience. Using both glider-mounted cameras and camera ships, it captures the drama and excitement of soaring in this incredible landscape.

The film is narrated by Dave Pettitt, whose voice is instantly recognisable from numerous films and documentaries on the Discovery Channel, Disney, History Channel and National Geographic. The narration and interviews contained within the film are particularly easy to understand for the inexperienced pilot, but unfortunately contain limited technical information for the more experienced who may wish to know a little more.

Whether you're already a glider pilot or looking to buy a gift for a friend to show the joys of soaring, *Cloudstreet: Soaring The American West* comes highly recommended.

Richard Crockett, Booker CFI



IN THE competition programme, director Iain Baker said he wanted to make the Open and 20m Two-Seater Nationals “fun and enjoyable for everyone involved”, *writes competitor Paul Fritche*. A nationals, fun? Now that’s an idea!

Rod Walker (my P2) and I enjoyed the week enormously. We had seven well-set, challenging tasks flown in variable conditions, but there were many other little things that together added to the enjoyment of the week.

Iain and his team made the nationals feel special and unique. The competition programme, visits from local TV crews, aerobatic displays, “post-race interviews”, and high quality prizes all contributed to this.

On the flying side, there was a finish ring that was very popular with the pilots. It allowed us to cross the finish line well before arriving at the airfield, which gave time to think and plan an approach, but crucially for the adrenalin levels to drop a little before landing. Gliders were weighed randomly. Towing past the weighing station every morning was a deterrent for anyone

contemplating an extra sneaky barrel.

On the ground, there was tracking of all competitors displayed on a big screen and online. This was great for all those on the ground and at home.

Everyone at Cambridge Gliding Club was very friendly and helpful. The food was excellent, with different themed evenings every day, and the daily and overall prizes were superb thanks to the generosity of the sponsors.

Overall, it was a very enjoyable, well-run, hassle-free comp. It’s always a tense moment to discover the dates and venues of the following year’s nationals. I’ll add Cambridge Gliding Club to my personal “wish list”.

I would like to thank the 2UP syndicate for lending me their lovely Duo, and to Rod Walker for being great company and a legend, both in the air and on the ground.

A fun and enjoyable nationals for everyone involved? I’d say: “Goal achieved.”

■ Paul and Rod finished in second place in the 20m Two-Seater Class.

Gliding Gallery showcases some stunning images taken at the 2015 20m Two-Seater and Open Nationals at Gransden Lodge



Above and main photograph taken by Stephen Langford

■ **TURN TO PAGES 26 + 27**



Photo by Steven Langford

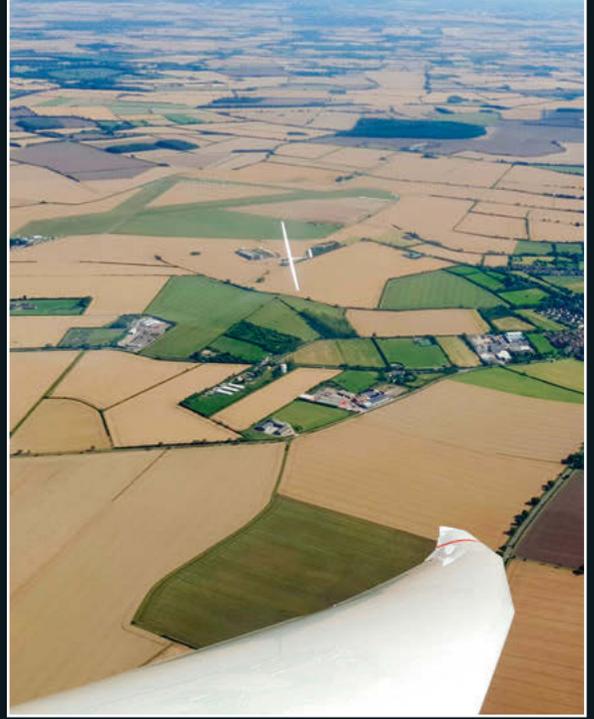


Photo by Brian Birlison



Photo by John Bridge



Photo by Andrew Watson

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



Photo by Andy Miller



Photo above by Mabel Martinelli and photo below by Colin Hinson





Photo by Steven Langford



Photo by Colin Hinson

FROM the outset I was determined to 'raise the bar' and have a game-changing nationals, **writes comp director Iain Baker**. The ambience had to be right – well organised and efficient, yet calm and conducted with good humour. Some of the novel and special ingredients to make this happen were:

- Full online registration so at check-in competitors simply had to sign a pre-completed form
- All briefing times, grid order, first launch times, and so on, communicated by SMS, as well as usual Tannoy and radio calls
- Weight scrutineering of gliders every day
- Super-efficient and safe launching, with all gliders airborne in less than an hour
- Real time race tracking on an 84-inch screen in the marquee, with a near-constant audience watching events unfold
- Single-point website with tasks, results, live tracking with Twitter commentary, photos, etc
- Video clip reviews of each day with pilots, loaded onto YouTube
- Coverage of the nationals on both BBC and ITV Regional evening news
- All club facilities co-located: clubhouse with catering and bar, marquee for briefing/ race watching/eating/partying, extra luxury toilets and showers, two large camping areas
- Goodie bags for all pilots (including personalised beanie hats, thanks to sponsors)
- Official programme
- Professional catering throughout the competition, with theme evenings
- Fully stocked bar with real ale and local cider
- Two party nights with live music
- Various fly-ins by historic aircraft
- And a prize fund worth £5,000



Photo by Andy Miller



Logo by Steve Longland



Photo by Bruce Porteous



■ To see more photographs and for links to results, the official programme and video interviews, visit: www.camgliding.uk/comps/2015/nationals.aspx

LUCKY ESCAPE IN MOUNTAINS

Chris Lewis reflects on how a small patch of green saved the day (and possibly his life) during a flight in the Spanish Pyrenees

RETURNING to Santa Cilia in 2014 reminded me that I was going to write about the day in 2013 when a number of bad decisions came together to cause us to be in a life threatening position. A well-executed landing, in what can only be described as a very small field, 4,200ft up the mountain near a small village called Buerba, saved us.

The day started like most others at Santa Cilia with a 10am briefing, where we were provided with a comprehensive weather

forecast. The weather in the previous week had been very good and Mike Sedgwick and I had made several flights east of Ordesa crossing the Valley de Cinca to Cotelia and beyond, each time pushing on a little further east. The furthest we got that week was Andorra before chickening out and returning to Santa Cilia. If we had been bold, we could have made Cerdanya that day, but not having been that far before and hearing on the radio that conditions ahead weren't great we decided heading back was the wise thing to do.

So, week two started and I was feeling really quite confident. I picked up Murray Armes from Zaragoza and dropped off Mike for his return flight, having had a good week.

The weather forecast on Sunday was similar to the previous day, although it was likely to be a little more blue and the thermal heights a little less high. It was a relatively early start, launching just before midday. Within the hour we were safely established on stage 3 and everything was looking good. We played around on peaks, getting a feel for the conditions, before we worked our way to the east arriving at Ordesa about two hours into the flight.

We overflew Broto at 9,000ft and continued to the east. I remember having a discussion with Murray about whether we should push on across the Valley de Cinca from this height. On previous days I had started off at 10,000ft, but I was feeling confident and Murray had been listening to my stories of the previous day's flights so bowed to my "better judgement". I remember thinking that Jose said you have to trust that the mountains on the other side of the valley will work. What he hadn't said until my de-briefing the next day was that you shouldn't cross the Valley Cinca if it's blue and it was blue this day. So mistake one of the day was leaving a thousand feet lower than I had previously, and mistake two was crossing when the valley was blue.

Anyway, we set off on a long glide across the valley, arriving at Cotelia at 7,000ft,



Lasham Duo in small field in Buerba

which at the time I was comfortable with, trusting that we would pick up a strong thermal off the mountain and be back to a safe height. Unfortunately we struggled to find anything more than enough to maintain our height, skimming around the ridges on the south of Cotelia still heading east in search for better conditions.

We were in gliding distance of Castejon Sos, so had an option to land there. We struggled on a rocky outcrop on the south of Cotelia going as low as 6,000ft and climbing back to 7,000ft before deciding to go back to the west. Mistake three of the day. We were now gliding away from a known land-out field back along an area where we hadn't found any lift previously in the hope that, somehow, the conditions will have changed.

For a while it looked like a good decision. We climbed to a heady 8,000ft as we reached the west side of Cotelia and spotted a nice looking cumulus above a large rock that stands separated from Cotelia. We then played hide and seek with this cumulus, which appeared to always be on the other side of the rock from where we were and in doing so lost nearly 1,500ft, which took us down to an uncomfortable 6,500ft. Still, we could always glide down the valley to the landing strip alongside the Ainsa Lake; a long retrieve, but an option.

We instead decided to go back around the south of Cotelia, looking for where we got the lift to 8,000ft earlier. We attempted to ridge soar the slopes, but with very little wind there was little or no ridge lift to be had, other than the occasional updraft from the valley below. Having not found the elusive lift, we returned to western edge of Cotelia at less than 7,000ft and decided to take a look at the large ridge to the south. Of course, with no wind it was never going to be working to the extent that we needed to get the height to cross back over the valley back to Ordesa. Anyway, we persisted and were soon soaring the southern edge of the ridge, getting back to 7,000ft.

This allowed us to hop over the ridge to try the northern side, hoping it may be working better. We climbed to 7,400ft on the ridge as we returned to the Valley de Cinca. As we reached the end of the ridge our height was now down to 6,600ft, but I decided to push on and we headed out across the valley.

This was probably the fourth mistake of the day. The strip at Ainsa was within glide range, as was the strip at Castejon Sos, but the pull to get home without landing out was strong and there were cumulus on the

other side of the valley. They were working earlier when we were on our way out, so they should be working now, shouldn't they?

My instinct was to keep as high as possible against the mountains, where typically the thermals are strongest. As a result we headed up a valley. This was OK as we could always turn around and fly back down the valley if we found no lift; typically the glide angle is better than the fall of the valley floor.

What I hadn't noticed were the large rocks and gorge at the head of the valley as we entered it. We proceeded up the north side of the valley looking for lift and none was found. At the head of the valley there was a saddle into the next valley, but we had neither the height to safely clear it nor the knowledge, that a later check on the map disclosed, that crossing the saddle would have put us in the valley for the Brotto strip.

We made our way down the south side of the valley hoping for some thermals, skimming close to the trees in ever more desperate hope that something would save us. Looking down into the valley showed zero land-out options. It was a rocky valley floor shaped by the river cutting through the rock over thousands of years. As we approached the valley entrance we realised our way forward was now more precarious as we would need to pass through the gorge with no room to turn and with no real knowledge whether there were suitable landing fields around the corner.

At that moment we found a thermal kicking off a hair pin bend in the road on the valley edge and we quickly centred on it and parked, giving us valuable time to think about our options.

The trace from the logger shows we were parked there for 18 minutes; it seemed a lifetime. We gained 500ft, then lost it. We would gain 600ft, then lose it again. We were able to maintain our height, but for how long? The day was ending, the clouds that seemed well formed earlier were taking on a ragged and scruffy appearance. We decide to split our duties in the cockpit and I concentrated in keeping us airborne while Murray consulted the map, the ClearNav and landing strip book, to come up with possible options for escape. It became clear that we needed a minimum climb of 1,000ft, or more likely 1,500ft, to safely extradite ourselves ↗

WE MADE OUR WAY DOWN THE SOUTH SIDE OF THE VALLEY HOPING FOR SOME THERMALS, SKIMMING CLOSE TO THE TREES IN EVER MORE DESPERATE HOPE THAT SOMETHING WOULD SAVE US



(Above): Soaring peaks in the Pyrenees

(Below) Lasham Duo trailer about to depart Buerba after retrieve



ALL MY SENSES WERE ON THE HIGHEST ALERT. I WAS JUST FLYING THE GLIDER LITERALLY BY THE SEAT OF MY PANTS

■ Towards the western end of the Spanish Pyrenees lies Santa Cilia aerodrome at Jaca, where mountain thermals, wave and ridge can be explored. www.fly-pyr.es

■ This article first appeared in Lasham's *Rising Air*



(Above): North Hangar Santa Cilia

(Below): Entrance to Santa Cilia Airfield



✎ from the fine mess we had got ourselves into. So, the options were clear.

● Option 1: Try flying back up the valley to see if we could find a thermal. We tried that option earlier and found nothing, so if we executed that option we were most likely to lose more height and not be able to get back to the thermal we were parked in at present. So that was dismissed.

● Option 2: There was another valley north of our position, but that looked very narrow and, according to the map, ran up to the high mountains and stopped. That was not very inviting so that option was dismissed.

● Option 3: We could run the gauntlet down through the gorge. We knew we would end up in the Valley Cinca, but from our current best height of 4,600ft we probably would not have enough height to glide to Ainsa without getting another thermal. We were also worried about downdraughts through the gorge, so we dismissed this option as highly risky.

So what was left? Land in the valley below and certainly end up seriously damaged. Land in the trees on the side of the valley; not a good option.

Whilst circling and debating our options, we had both noticed a small patch of green just within glide range on a plateau to the south of the valley. This small oasis of green was surrounded by otherwise barren looking mountain "fields", which would have resulted in a certain crash

had we selected one and a serious threat to our lives.

We simultaneously decided that this patch of green was the only option we had left that may result in a safe landing. We squeezed 4,700ft out of the thermal and headed off in the direction of patch of green in the distance. As we approached, Murray said: "Have you noticed the power cables across the field?" I hadn't, but what I had noticed was the size of the field and the tree on the approach. Knowing the Duo has poor airbrakes and we needed to be low over the tree to have any chance of stopping in the field, which we estimated to be less than 400m long, I looked at our height and decided to take a 270 degree turn before making the approach.

Keeping the speed on I turned right only to be hit by 10 knots of sink, which resulted in a very close inspection of some power cables that we just managed to pull up and get over. Turning right was possibly the last

and nearly fatal mistake of the day, but as it happened we were now nicely lined up with the field. I knew the approach would have to be flown as slow as possible to get the glider into the field. I can't say I was monitoring the airspeed – I probably was, but I was just focused and all my senses were on the highest alert. I was just flying the glider literally by the seat of my pants.

We skimmed over the tree by no more than six inches. Oh, by the way, we had put the wheel down some time earlier – I'm not sure when or whether Murray did it on his own, it just happened. As we skimmed over the tree it became obvious that we would be under the power cables, but we needed to slot ourselves between the fence on the left and the three-foot bank containing gorse bushes and rocks on the right.

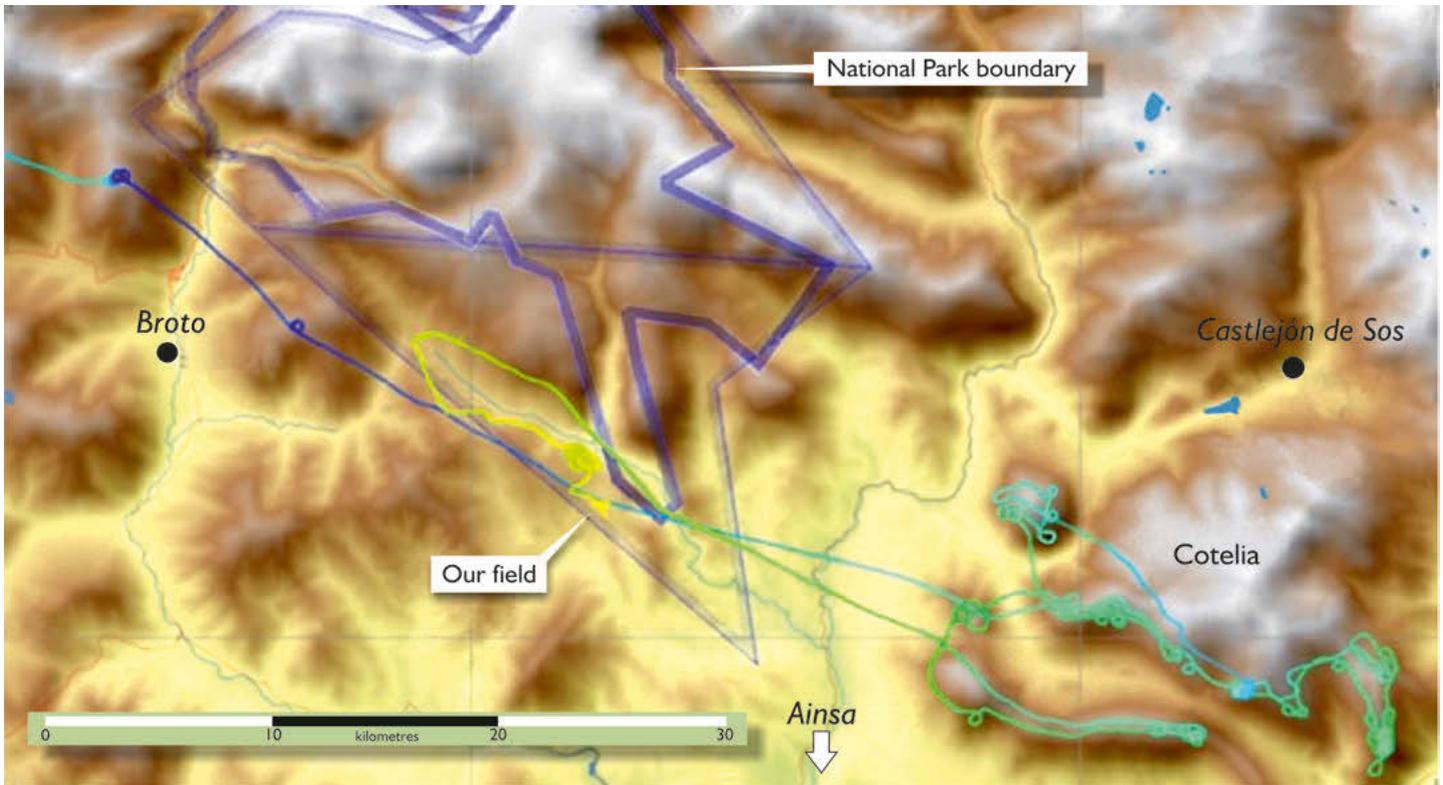
No sooner had the wheel touched down we both heaved on the wheel brake. Before the glider stopped, we skipped over a 12-inch terrace, which was unseen on our approach, but was without drama other than giving us a bit of a bump that ultimately resulted in a split undercarriage door. We stopped about 15 metres from the end of the field and the wing dropped to the ground.

There was a moment of quiet in the cockpit, followed by me saying: "It obviously wasn't our day to die!". We clambered from the glider to ponder how we had been lucky to escape death and find a field of short grass just long enough to take the Duo in an area of completely inhospitable landing options. Apparently the field was owned by four local farmers, who usually grazed their sheep there. Fortunately for us, the sheep were not in residence, but the grass was neatly mown from their previous attention.

Now out of the glider, I realise I was in a state of shock. I knew I had to tell Santa Cilia that we had landed out and that we were safe. Murray found the gate in the field and went off to find the name of the local village he had seen from the air. For reference, it was Buerba. Look it up, it's a lovely little village south of Ordessa. I would, however, suggest you don't attempt to land there.

Looking at my iPhone, which remarkably had a signal, I searched for the telephone number for Santa Cilia. Oh no, I remember I had recently had a new phone and it appeared that Santa Cilia's number hadn't made the transition.

Now what? I was sure I had the number written on one of the maps, but I later found that still in my flight bag in the car. What to do? I decided to call our CFI at Lasham,



Final traces of the flight around Cotelia and flight up valley to our final landing (Illustration enhanced by Steve Longland)

who I was sure would have the number. The conversation went something like this

Chris: "Hi Colin, it's Chris here."

Colin: "Hi Chris, how's it going?"

Chris: "The bad news is I've landed out halfway up a mountain, miles from Santa Cilia. The good news is we're OK and the glider is not damaged." (This was before I had found the cracked undercarriage door, which in the grand scheme of things was completely trivial.)

Colin: "Not to worry, it sometimes happens in the mountains."

Chris: "Do you have Santa Cilia's phone number? I don't have it in my new phone."

Colin: "Not on me. I will text it to you when I have found it."

Chris: "OK. Thanks."

Sure enough, the text came through five minutes later and I called Santa Cilia. I really just needed someone to take control of the situation and mount a rescue. I got through to Anna, the manager of the airfield, whose first response was "are you OK?", which was good, followed by "do you have a retrieve crew?". "Well not exactly," was my reply, "we hadn't planned to land out, is there anything you can do?" "There are some of the Midlands Gliding Club members hanging around. I'll ask them."

And so started the retrieve, which is the subject of part two of my story. Before I finish this part, however, I would like to highlight

a few of the lessons I learned from this experience.

- Becoming complacent in the mountains can kill. I had flown from Santa Cilia for seven years and was becoming comfortable with the surroundings. Too comfortable, as it turned out.

- When in the mountains, always ensure you are in gliding distance of a suitable landing field and remember that going in a straight line from where you are to the nearest field may not be possible because of a mountain being in the way.

- There is always more you can learn from every flight you take. Just small changes to the conditions can mean a totally different experience in the mountains.

- In a time of crisis, if you can park the glider in a thermal or in ridge lift then do so and give yourself time to think through the options. We certainly did that and it was a valuable 18 minutes where we were able to evaluate all the options open to us and, in the end, made the right one.

- Accident/incidents rarely occur from just one mistake, it normally takes several mistakes/bad decisions to be made together to cause an accident. This was certainly the case for us. Bad decisions earlier in the day resulted in us being in a position where we nearly didn't survive.

To be continued...



Chris Lewis first experienced gliding with the Air Training Corps at RAF Tangmere, aged 13. He returned to gliding, at Lasham, in 1998 and went solo in May 1999. Chris achieved Silver in June 2001 and became a BI the following October. He moved up to Ass Cat in March 2004, achieving Gold distance in his Astir during that year's Lasham Regionals. Having passed his NPPL at Lasham Chris is looking to consolidate his power flying, take a motor glider instructor rating and convert to the Lasham tugs. Chris has 1,415 hours on gliders, 303 hours of which have been flown at Jaca, and 40 hours power. He has a share in a Duo Discus XLT at Lasham.

ROTOR LIFT AND GETTING THERE

David Rhys-Jones investigates the chaotic air movement below the inversion and how to take advantage of lift



Wispy clouds are worth investigating

ROTOR LESSON 2 – IF THERE IS A STRAGGLY BIT OF CLOUD WITH NO GOOD REASON WHY IT'S THERE, IT'S WORTH INVESTIGATING

IN THE list of things to do before you die, Omarama rates pretty high and New Zealand is a charming place to escape the English winter. Omarama is famous for wave, merino sheep and not much else. It is a crossroads in the MacKenzie Country, a vast area in the middle of South Island, somewhat similar to Rannock Moor after a 12-year drought. This may have attracted the first Scottish shepherds, who raised the merinos.

In theory, the winds howl round the southern hemisphere with no obstructions other than Tierra del Fuego and hit the Southern Alps. They dump an incredible amount of rain on the west coast and the dry light air gets pushed up over the mountains. On the lee side, it forms into one or more waves as described in Alan Lapworth's excellent *S&G* articles (Feb/March 12, April/May 12, June/July 12). All that is required of the intrepid glider pilot is to take a thermal off the top of one of the convenient local hills with encouraging names like Hugo's Elevator and, bingo, you are in the stratosphere.

In practice, it is not so simple. Although the prevailing wind should be in the west, the Southern Alps actually face north west, which greatly complicates the wave pattern. Also, as every Kiwi will tell you, Australia generates depressions which track across the Tasman Sea. This means the wind could be coming from anywhere. Either way, it is blowing, and you did not come umpteen thousand miles to sit on the ground.

The next problem is to get into the wave. The wave happens above the inversion and, at the height of the Southern Hemisphere summer, that could be between 8-10,000ft. You would have to be quite rich to tow up to that height, so some sort of thermal is necessary. As Hugo's Elevator clearly isn't working, you set off in the general

direction of the Southern Alps. Soon gleeful antipodean accents announce over the radio that they are climbing through 8,000ft over Ben Avon. A quick glance at the map shows Ben Avon to be deep in the second range of mountains. A climb on Magic Mountain on the first range puts Ben Avon within gliding distance. You arrive just above the peak to find horrendous sink. (Rotor Lesson 1 – If it was there 10 minutes ago, it probably won't be there now.) A desperate race across the valley floor brings you to the base of Magic Mountain. The only landout is a farm strip called Longslip. A radio enquiry to Glide Omarama's Gavin Wills about which way the wind might be blowing brings the enigmatic reply: "Look at the river". Fortunately, Magic is working and a painful zig-zag up its windward slope follows.

At the top of Magic, you decide that there has been quite enough stress for the day and decide to return for a cup of tea or an early beer. You are under a 9,000ft 8/8ths cloudbase and, not too far to the north west, there are wispy bits of mid-level cloud that seem to line up. Curiosity overcomes the desire for a stiff drink. (Rotor Lesson 2 – If there is a straggly bit of cloud with no good reason why it's there, it's worth investigating.)

As you approach the cloud, there is a jolt and you almost do a wing over. You desperately turn in to the roughest thermal you have ever flown in. The vario is jammed against the stop and the altimeter is winding through the thousands as you watch it. Looking at the trace, it was averaging 20kts and would have been more if you had been properly centred. At cloudbase you push forward to the windward edge and suddenly find yourself in sunlight and still air, going up at 10kts. In a few minutes, there is a glorious cloudscape and the classic multiple plates sitting over Mount Cook.

Sometime later, with a cold beer, you try to piece together what happened. You were under cloud, over ground that had been in shadow for some time. What could

possibly generate a weak thermal, let alone a stonking, ear-popping monster like that one? All the old text books show rotating air masses under a neat sinusoidal wave patterns. Anyone who has stood in the lee of a mountain in a gale will know this is not true. There will be screeching gusts followed by periods of absolute stillness. The wind can blow in any direction and does not necessarily blow against the prevailing wind as the old model suggests.

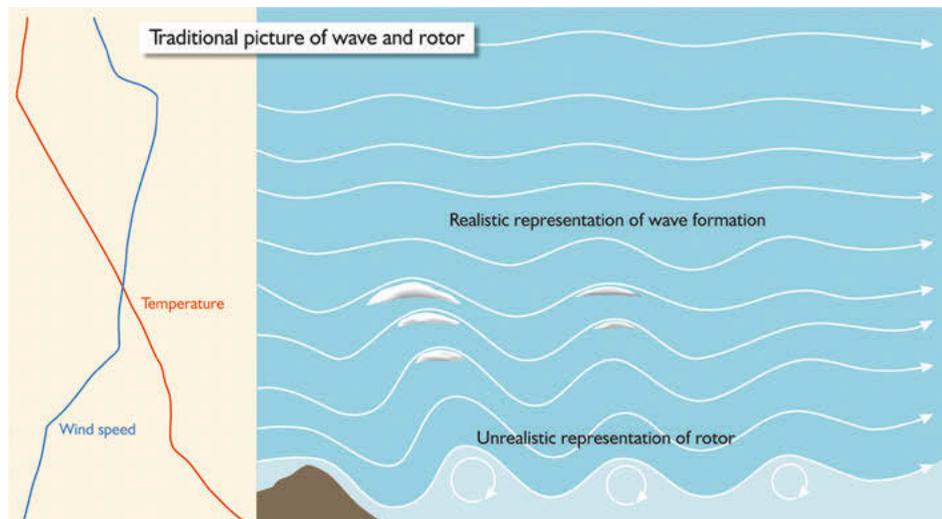
Wave can be considered to be what happens above the inversion – rotor is what happens below it. The inversion is the layer of atmosphere where the air temperature increases or remains the same with height. It is an effective barrier to thermals, which generally stop when they reach it. The air above the inversion has considerable mass and, if pushed up by a mountain range, will bounce up and down as it goes downwind.

As an analogy, consider a bag of shopping suspended from the handlebars of your bicycle. Go over a bump, and the motion of the bag will be similar to the air in the wave. Mathematically, it is easy to simulate and there are numerous papers on the subject.

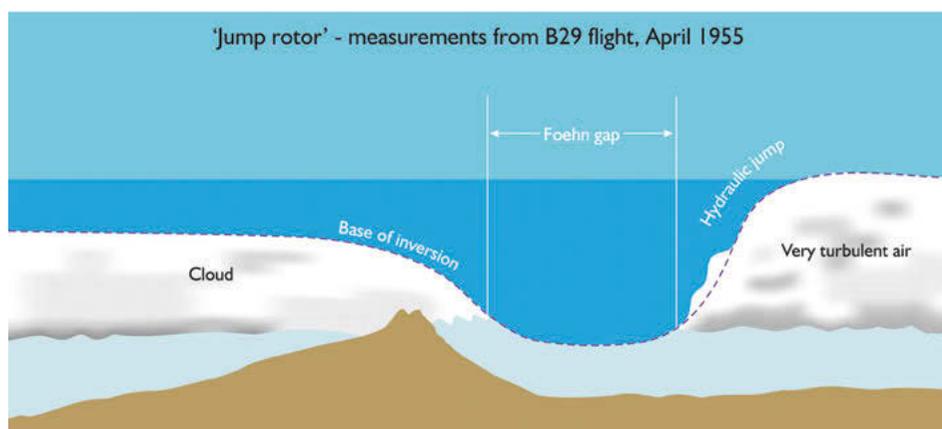
Below the inversion, the air movement is chaotic and, until recent years, was well beyond theoretical analysis. Rotor was reckoned to be behind a number of aircraft crashes in America and funding was found to research it. In the 1950s, the only tools available were instrumented aircraft and gliders. An instrumented B29 flying through rotor experienced 22 upward and downward gusts of up to 33kts over a period of 50 seconds. Larry Edgar, a famous glider pilot, bailed out when his research glider disintegrated in rotor.

Later attempts used LIDAR to try and record what was happening, but nothing gave anything resembling a believable model of the rotor phenomenon. The only fact that did emerge was that there were two distinct forms of rotor. One was similar to the traditional concept. The other was far more dangerous and was christened Jump Rotor, because it resembled the standing wave or Hydraulic Jump that forms downstream of a weir in a river.

By 2004, computers had become sufficiently powerful to model the erratic behaviour of the atmosphere and produce reasonably accurate forecasts. Two American researchers, Hertenstein and Kuettner, who were also glider pilots, decided to model rotor. They took wind and temperature measurements of the air approaching



(Illustrations by Steve Longland)



a known mountain range when rotor conditions existed, and fed them into a computer program. The program was run for some time and produced a dynamic model of the rotor that might exist in a number of atmospheric conditions.

They were mainly interested in the Jump Rotor. They discovered that this was triggered when the wind speed across the inversion remained constant. In this condition the inversion layer split, with the lower half being fed into the rotor area and producing a single mass of very turbulent air, which could rise to two or three times the height of the mountains that triggered it. These conditions should be avoided at all costs by glider and power pilots alike, but are fortunately relatively rare.

Where the wind speed increases across the inversion, it produces the more traditional form of rotor, which they also modelled, and this is of far more interest to glider pilots. As the computer model ran, it showed that there could be several eddies or rotating sausages of air forming under each wave ➤

THESE CONDITIONS SHOULD BE AVOIDED AT ALL COSTS BY GLIDER AND POWER PILOTS



Jump Rotor over Owens Valley

IT ALSO EXPLAINS THE SUDDEN GUSTS THAT WILL FLIP OVER AN UNTETHERED GLIDER OR REVERSE THE WIND DIRECTION ON FINAL APPROACH

bar. Generally there was a large rotating air mass, similar to the classical view rotor. However, upwind there were several smaller eddies, which formed, moved, disappeared or merged with the main eddy. These explain the ear-popping thermals and violent gusts that we find on wave days.

Between any two eddies, one can expect to find air which is either moving up or down very rapidly. This is what will propel a glider pilot into wave or give him that moment of terror when the variometer jams on the bottom stop and the only landout option starts to look unreachable. It also

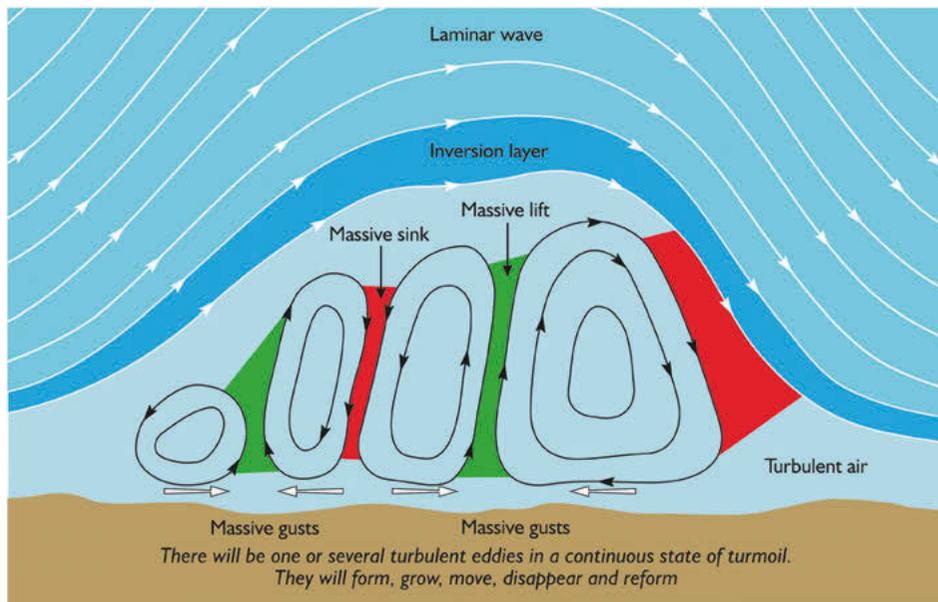
explains the sudden gusts that will flip over an untethered glider or reverse the wind direction on final approach. The position of the eddies can be affected by the profile of the ground, which explains why the locals always seem to get into wave and the visitors generally don't.

So you have a limited range of options. Drive up to Scotland in autumn, when it is starting to get cold, and the inversion is within aerotow distance of pilots of modest means, or drive to sunnier climes and hope to blunder into it. To a home-sick Scot, the Highland autumn may have great charm, but the French Alps are not much further and a pastis on a shady terrace has great attractions. In any two weeks at Sisteron or St Auban, you will generally get a few days of Mistral. This occurs when there is a low pressure over Northern Italy and the wind, which cannot cross the high Alps, roars down the valleys of the Rhone and the Durance.

So how do you do it? First get a briefing from a local instructor, or better still a check flight. This will give you an idea of the areas which will trigger rotor lift and how to get there. More importantly, have a plan of what to do if it all goes wrong. Much of the land that you are flying over will be unlandable and you need to have a knowledge of the ridges that will work in a given wind where you can "park", get your heart rate back to normal and plan your next move. Finally, be aware that the approach and landing will be very turbulent and the wind may be blowing in a totally different direction from what it was when you took off. Keep a good speed until you roundout. If you have any doubts on any of these issues, stay on the ground or fly with an instructor. Also, be aware that while the airspace over the high Alps is FL195, the airspace in the wave areas round Sisteron and St Auban is a lot lower and radio calls need to be made to open them.

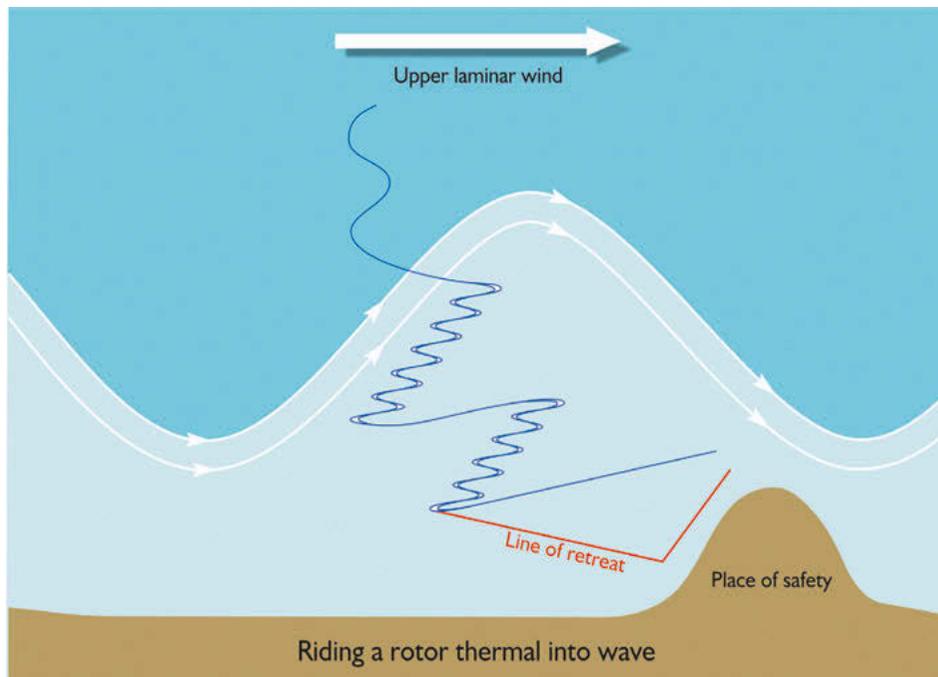
The first golden rule is to have an escape route. On a wave day, things go up pretty fast, but they go down a whole lot faster. An unplanned landing in a small field with 30kt gusts is not to be contemplated. Stay in safe gliding range of a ridge that works consistently or at least a usable field. Safe gliding range is not what your flight computer tells you, but something approaching 1 in 10. The rotor adapts to the terrain and the ridge may well be the trigger point for the rotor thermal.

If there is a rotor cloud, under the upwind edge may be a good place to start. If you spot a wisp of mid-level cloud, it may mark the



Rotor turbulence (above)

(Illustrations by Steve Longland)





Cloud produced by rotor turbulence



Well developed rotor cloud

lift that you are after. You may be lucky and hit the killer thermal that gets you straight into wave, but it may die or drift downwind. You will have to leave it and push into wind to find the next one, and the next one... They will all be rough and you will need to stand the glider on its wingtip and maintain safe flying speed. Unnerving, but very exhilarating. As the last thermal peters out, speed up and push upwind, climbing. If this was the moment, your speed will not drop off, and everything will go quiet. You will be

through the inversion and climbing through crystal clear air at 10 or more knots. This alone will be worth the hours spent behind the steering wheel or in a cramped cattle class seat.

Anyone wishing to learn more should go to the excellent Paper; *Rotor Types associated with Steep Lee Topography* by Rolf Hertenstein and Joachim Kuettner, 2004. Thanks must also be given to Alan Lapworth, who has corrected a number of my misconceptions on the subject.

**THIS ALONE
WILL BE WORTH
THE HOURS
SPENT BEHIND
THE STEERING
WHEEL OR IN
A CRAMPED
CATTLE CLASS
SEAT**

> JOACHIM P KUETTNER

THE paper on which this article is based was co-authored by Joachim Kuettner at the age of 95. Born and raised in Breslau, Germany, he completed a doctorate in law by the age of 21.

Rapidly tiring of law, he obtained a second doctorate in meteorology. For his doctoral thesis, he instrumented 25 gliders to gather information on lee waves. In the process, he gained the world gliding height record by going to 22,000ft, without oxygen.

In WW2, he tested the Me 323 Gigant, the world's largest aircraft. When the aircraft broke apart, he baled out with his parachute opening at 600ft. After the war, he followed his great passion and went to the USA to work on the Sierra Wave Project. Like many talented Germans of his generation, he was drawn to the space race and became director of the Mercury Redstone Project.

In all his years of research, he had measured, analysed and put into mathematical terms the entire behaviour of wave. Almost all the attempts at measuring rotor had been unsuccessful and, in some cases, downright

dangerous. Rotor was just too chaotic to lend itself to any form of mathematical analysis. But suddenly, in the final years of his life, the power of computers had increased to the point where the detailed behaviour of the atmosphere could be modelled with great accuracy. With a fellow researcher, he produced a dynamic computer model which demonstrated how the rotor turbulence developed.

Computing power and analytical techniques have now improved beyond all measure and it should be possible to build three-dimensional models of lee wave and rotor, which will give a very much more detailed representation of the conditions that a glider pilot would find and the lapse rates and winds that would cause them.

Rotor is still a threat to civil aviation and the new Hong Kong Airport lies in the lee of a steep ridge. In certain wind directions and speeds, final approaches can be very interesting. It is possible that an incident will provoke another burst of research similar to that which took place in the 1950s.



David Rhys-Jones joined Southdown GC in 1957 when they operated from Firle Beacon on the South Downs. He flew in Canada in the 1960s, but did not fly again until 1991 when he re-joined Southdown. David has three Diamonds and flies a Ventus 2ct. In retirement, he spends much of the summer in the Southern Alps, flying from Fayence and La Motte. He reached 24,000ft at Omarama, New Zealand, flying Gavin Willis' Discus.



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RIGHT MOO-VES

David Innes reflects on his first (and quite possibly his last) competition, and how an itchy cow won him “task week”

HALF a million years ago, I entered our club’s task week. There were competitors from other clubs participating and it was the closest we’d had to a competition at Aboyne for many years.

What a week. High winds, low cloud, rain – absolutely miserable. We even managed to read all of Innes Lovie’s (no relation) literature pile. Much alcohol, no flying.

I was staying on site in a tent and, on the last morning of the task week, at 05:00 I was wakened by a cow rubbing against the guy ropes of my tent. I got out to chase it off, and looked up. It is Scotland in the summer so the sun is already up, and there to the northwest are a nice collection of wave bars.

So with great enthusiasm I wake up the tug pilot and Peter Whitehead in the club caravan – this was before our magnificent clubhouse. We rig the K-6e and, being an OO, Peter signs the declaration. Aboyne Airfield, Tarland Square and Braemar Showground (where they have the Highland Games) and Aboyne again.

I take off and am soon up and away. I take the sink and fly over the airfield, then back into wind, sidestep to Tarland, then along a wave bar towards the SW. I jump forward one bar, which is enough to get me to Braemar. I am focused on speed, not height, so I am only at 5,000ft AAL.

As I turn Braemar, the wave just stops; no more lift, but no great sink, so I just head on home, allowing for drift. Passing Balmoral, I see lowish cloud ahead and I know there are mountains which might be in the way. So I continue, then dive towards the lower edge, a quick look under to check that the mountain tops are below cloudbase, and zoom back into cloud, flying on the same magnetic heading I had already established inbound. I drift down and clear cloud safely, but by Ballater I am at 1,200ft AAL, ie just clearing the hill to the south of Ballater.

Hmm, getting back could be a challenge, but I use the ridge lift south of the River Dee to extend the glide. I recovered to land on 27, but was quite grateful for the 15ft drop at the east end of the field giving a slightly



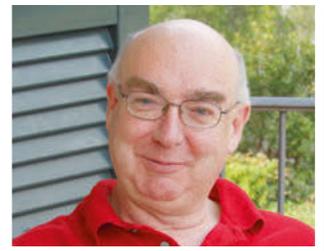
“Moo’ve it – there’s wave about!”

greater margin on my lower wingtip turning finals.

We parked the glider and prepared breakfast in the launchpoint caravan. Eventually, the other competitors arrive from their rather more luxurious accommodations. There is much ribbing about “you’re rigged early” and “you’re optimistic”, etc. The three of us said nothing, we just finished breakfast, and the day again developed into nothing...

Then, two hours later, someone read the logsheet. “You jammy b\$\$\$\$\$!” was heard around the caravan, as the only soaring flight of the task week was finally discovered. I collected the trophy at the annual dinner, and then promptly retired from competitive flying undefeated, to give the others a chance.

Cartoon by Matt Wright,
Devon & Somerset GC



David Innes is an Ass Cat instructor at Deeside Gliding Club. He has Silver C, got his Gold height in a Capstan, and Diamond height, in 1976, in a Swallow



Friendliness and hard work are abiding memories of the Europeans held in Ocseny, Hungary, for Andy Davis, who brought home a Bronze medal



ON ARRIVAL at Ocseny airfield after the long drive from the UK, Pami (my wife and crew) and I were welcomed by dusty and paint-spattered members of the local club. The extraordinary friendliness and hard work of the organisation and volunteers would become my abiding memory of the entire championships. The members of the host club were some 25 in number and just about every one of them and their family members volunteered to help with every task involved in running an international championships from contest director down to the most menial, but vital, job. All cheerfully done in daily temperatures of 35-40°C.

The organisers had put a huge amount of thought into preparations for the event. Large diameter hosepipes had been laid throughout the glider parking area from which gliders could be filled directly by hosepipe from taps spaced every few metres. Concrete pads had been set into the edge of the runway, to stand the scales on which gliders would be weighed every day as they were towed out to the grid. An extensive wifi network had been established throughout the camping and public

areas, which could actually cope with the demand (most of the time!). A large marquee had been set up in the public area with catering, bar facilities and a programme of evening entertainment.

Ocseny airfield is situated in the flood plain of the river Duna (Danube) in southern Hungary with the town of Szekszárd, nestled against vine-covered hillsides, a few km to the northwest. From overhead Ocseny, the infilled ancient oxbows of the Duna could clearly be seen imprinted on the chequerboard of the farmland below, legacy of the original river courses and tributaries before canalisation of the river to control flooding. Twenty km to the south-east, the Gemenc forest, a wetland forest and national park, dominated the river valley with a spiderweb of water courses clearly visible through the trees.

During the championships practice period, which was flyable almost every day, the British Team pilots were able to experience flights out to the east towards the border of Romania, south to the borders of Serbia and Slovenia, west along the mountains past the historic city of Pecs and northwest to Lake Balaton. We learnt that conditions over the



Photo: Barnabás Osgyáni



hot, dry heathland and scrubby forests of the Great Hungarian Plain lying between the Duna and Tisza rivers could be spectacularly good, with rapid cumulus development, whilst there would also be large blue holes around the less-favoured areas of the major river valleys and Lake Balaton.

Pami and I established our daily routine for the contest during the practice period, from leaving our accommodation, preparing and ballasting the JS1, towing out to the grid across the scales, and parking securely every evening. She might not have the brute strength of some of the boys, but Pami can be very persuasive when help is required and has certain other advantages over the boys.

The practice period allowed the pilots to familiarise ourselves with the airspace in the competition area. The airspace changed daily and the airspace zip folder provided by the organisation contained over 100 individual files, which the pilots were required to switch on or off as appropriate in the short time between briefing and first take-off. Following feedback, the organisation agreed to email a daily airspace



18m Class winners' podium (left to right): Andy Davis, Sebastian Kawa and Roman Mracek (Max Kirschner)



Team GB and crews at the official opening of the 2015 Europeans at Ocseny, Hungary (Max Kirschner)

Main photo: 18m Class teammates Andy Davis and Russell Cheetham polished their team flying during the practice period and were working well as a team by the first contest day (Steven Langford)

EGU RESULTS OCSENY, 13-24/7/15

18m Class

- 1 Sebastian Kawa (POL)
ASG 29
- 3 Andy Davis (GBR) JS1 C
- 10 Russell Cheetham (GBR)
JS1 C

Open Class

- 1 Lukasz Wojcik (POL)
JS1 C 21m
- 8 Peter Harvey (GBR)
JS1 C 21m
- 15 Iain Evans (GBR) JS1 C 21m

20m Class

- 1 Andreas Lutz Wolfgang
Janowitsch (AUT) Arcus M



Team GB (l-r): Andy Davis, Peter Harvey, Iain Evans and Russell Cheetham (Max Kirschner)

AN OPPORTUNISTIC BUBBLE PUT US IN THE PERFECT POSITION TO SNEAK AWAY EARLY THROUGH THE START WITH A SMALL NUMBER OF 18M GLIDERS

✎ file to the team captains each morning, which contained only the airspace active on that day. Thereafter, until the end of the championships, team captain Max Kirschner would give us a USB stick at briefing containing the daily airspace file and we would copy this to our laptop or SD card for loading into navigation computers on the grid.

Typically, the first climb after releasing from tow would be over or downwind of the industrial estates on the edge of Szekszárd. Climbing up in the first thermals, the valley of the Duna would inevitably be blue with a line of small cumulus clouds forming on the edge of the hills west of the valley. Through the haze to the east, distant cumulus tops would be visible on the far side of the Duna. We would climb as high as possible on the edge of the hills before crossing the start line and gliding out 30-40km across the river to arrive low down and locate climbs under the cumulus east of the Duna. Other flights would involve following a line of convergence over the hills south-westwards towards and past the historic city of Pecs before returning back eastwards, leaving the hills behind to make a long glide across the Duna towards the first cumulus clouds east of the river. With these clouds often spreading out, the thermals very bubbly in nature and a high cloudbase, it soon became clear that finding and centring the first climb quickly would require good teamwork.

Russell Cheetham, my 18m Class teammate, and I polished our team flying during the practice period. We had already flown the Hanweide competition together in May as a training event. Following Hanweide, I had fitted the new 18m Evo tips to my JS1 as it was clear that Russ's JS1, already retrofitted with the Evo tips at Hanweide, was superior to mine in long fast glides. I was very pleased to see during our training flights at Ocseny that there was no discernible difference between our Evo tipped JS1s.

Russ and I have different styles. If we could effectively blend our differing styles so that we could stay connected to each other on task we had the potential to make a very potent team pairing. By starting together we could press on to locate and centre the first good climb after the long glide across the Duna by sweeping the sky in line abreast

without wasting time searching around in the first lift we encountered. This would set a confident positive tone for the rest of the flight.

In the bubbly thermals it was inevitable we would at some point get separated as one of us would core the climb cleanly first turn, the other would miss it or slowly fall out of the bottom and have no option but to move on. Or one of us would chance on a better line as we passed under the clouds and we would rapidly become separated vertically. Generally, when one of us wanted to leave a climb and move on, both of us would go together, but there were times when the climb was perceived to be of such critical importance, such as approaching a blue hole, that one of us (usually me!) would want to stay and continue climbing. We agreed that it would be OK for us to split up if one got a lucky break. In any case, the trailing pilot would usually catch up thanks to information on conditions ahead being reported back by the leading pilot.

By the first contest day we were working well as a team, connecting before the start, starting together and switching in and out of pair flying and loose formation modes of operation as circumstances dictated. I had observed that Russ was closing the flights out better than me and had worked hard to improve the last part of my flight although still not up to Russ's standards. We were clearly performing well both individually and as a pair. If we could avoid making big mistakes, one or both of us would be sitting in an 18m podium position at the end of the contest.

Russ and I had a solid start to the competition, starting together every day and returning good day results, apart from a blip on my part on Task 3 when, separated from Russell and leading the front gaggle along the last leg, I couldn't resist the lure of better-looking clouds way off track to the north. This proved to be further off track than expected, costing me 15-20 minutes, a pile of points and, with the benefit of hindsight, probably cost me the Gold medal.

Both Russ and I had individual day wins and on other days we were generally close to the day winner's speed and points. After Task 6, I moved into the overall lead with Russ in 6th place. Another good team performance on Task 7 saw me extending my lead slightly with Russ moving up into 4th overall and, thanks to the performance of Pete and Iain in the Open Class, the Brits also had their noses ahead in the Team Cup standings.

It all went wrong for us on Task 8, a 558km racing task. Russ and I made our first big miscalculation of the contest. We started late amongst the last group of gliders to start and the day failed to develop as expected. Despite nearly catching the day winner Sebastian Kawa on the last leg, where I saw him leaving the last proper cloud at cloudbase just as it fizzled out in front of my eyes leaving no decent lift, I steadily fell behind as the day died early to finish 13km/h slower. Sebastian moved into 1st place and I fell back to 2nd overall. Worse still, Russ, who had been a few km behind on the last leg, missed the last climb onto final glide and started his engine 45km from the finish to effectively end his chances of a medal.

A reasonably solid performance on the penultimate day moved Russ up to 10th place overall, with me remaining in 2nd behind Sebastian to set up an interesting last day. Russ and I decided to gamble on an early start given that early showers were forecast and a large shadow was apparently about to shut down the first sector. An opportunistic bubble put us in the perfect position to sneak away early through the start with a small number of 18m gliders. The gamble didn't work, the later starters went a little faster and, despite reportedly nearly landing out in the first sector, Sebastian Kawa put in another solid performance to hold first place. Czech pilot Roman Mracek pulled a huge performance out of the bag to win the day by a large margin and leapfrog from 5th into 2nd place.

Prizegiving was a time to reflect and say goodbye to old rivals and friends. Sebastian Kawa was in a class of his own yet again. I felt that third place in the 18m Class was a fair reflection on my performance. Russ



managed to fight his way back into the top 10 after the disaster on Day 8. In the Open Class, where the Polish pilots reigned supreme, Pete Harvey placed 8th and Iain Evans – in his first international – placed a very respectable 15th. Sadly, the Team Cup eluded us on this occasion.

I could not finish this report without mentioning Adam Czedladzki of Poland. Adam, a paraplegic following a gliding accident some years ago, flew his specially adapted JS1 to second place in the Open Class, a truly outstanding performance from a brave and determined man. Is gliding unique as a sport in that a person with such a physical disability is capable of competing equally and successfully at the highest level against able-bodied competitors?

Pami Davis doing a great job crewing for Andy (Barnabás Osgyáni)



Andy Davis is a retired 747 captain/airline pilot, with over 21,000 hours power flying and 6,000 gliding hours. He was Standard Class World Champion in 1993 and 2003, and brought home a Silver in the 2014 Leszno Worlds. UK 18m champion in 2014, Andy has been the winner of the UK Open Class for the past two years. Through his friendship with the Jonker brothers, he has been following the JS1 project since it first started over 10 years ago and, after seeing the prototype wing come out of the mould at Potchefstroom, he immediately ordered an early production JS1 in which he soon won the UK 18m nationals. Andy and Iain Evans are jointly Jonker Sailplanes Agents for Western Europe



International night was a perfect opportunity to plug Lasham Glide 2016 (Max Kirschner)



Benarty shines in the early sunset (Qin Cao)

SOARING BEYOND

Oxford University's Qin Cao explains why Portmoak is a paradise for early solo pilots during an annual inter-uni expedition

Cable on. Black weak link – Take up slack – All out'. I was up in the sky with 'Miff' (Ian Smith) in our K-21 and was instantly stunned by the beauty of Loch Leven, surrounded by rolling hills and colourful fields.

With Bishop Hill and Benarty on both sides of the airfield, Portmoak is a paradise for early solo pilots experiencing the thrill of ridge soaring, as well as opportunities to get connected with the wave. It is, therefore, no surprise that generations of university gliding pilots have marked Portmoak as

their annual expedition destination. It's a tradition dating back to the year 2000.

On Good Friday, the university gliding clubs from Nottingham, University College London and Oxford made their way with trailers to the picturesque site and were immediately greeted by familiar faces and smiles. Again, the inter-uni week was generously supported by the Scottish Gliding Centre and welcomed by the home university club of Edinburgh.

Rumour has it that Scottish cows wear raincoats all year round. However, our week was clearly blessed by the weather gods. The first day started with very light wind – though the ridge was not working well, many of us got check-flights cleared and were able to go solo. It was then followed by four consecutive days of great flying conditions, wind from the right directions and of perfect strength.

All of us, with various flying experience, had great fun soaring the ridges, circling in thermals; some very lucky people also played with the wave! Everyone made great progress in their flying training and a member from both Oxford and UCL went solo. Hearty



In trouble? No, just ridge soaring captured from an interesting angle, with some wispy 'smoke' clouds, and (left) Salute! (Qin Cao)



Oxford University Gliding Club crew with 'GAM' – our favourite glider (Debbie Thomas)

THE WALL

congratulations to Jonathan and Brahim. Some got to experience different types of gliders; a few also successfully completed tasks in their Silver and Bronze syllabus.

As an inter-uni event, flying is only one part of the Portmoak experience. Evenings were filled with all sorts of drinking (or non-drinking) related fun. Parties were hosted between different clubs and pilots gathered together and compared their own flying notes, home airfields and learning progress.

There was a great atmosphere for team bonding while cooking together and playing Cards Against Humanity.

Big thanks go to OJ, Debbie and the team from Bicester who made this expedition possible and a major thank you to the Scottish Gliding Centre for hosting us. Needless to say, we will see you all again at Portmoak next Easter!

■ Many thanks to Mandeep Singh and Jeffrey Shen for their help in compiling this article.

AN AWESOME EXPEDITION

I WOULD encourage all universities to take their pilots to experience the fabulous flying Scotland has to offer. This trip wouldn't be as exciting or as sociable without the attendance of other university junior pilots. Oxford Gliding Club and University College London were a pleasure to be around and it was wonderful meeting new pilots from across the country. I would like to thank the organisers from the Scottish Gliding Centre, and Allan Garrity, trip CFI, for making this event such a success. Final noble mention goes to Alan Marshall from Bannerdown GC, for instructing and looking after the Nottingham University pilots throughout the event. This has been an awesome expedition, and we're already looking forward to what next year will bring.

– Mandeep Singh, Nottingham University Gliding Club

Jonathan Pedde celebrates his solo flight with a 'wild haggis' feather (Qin Cao)



TASKS THAT KEEP IT INTERESTING

Two newcomers to Competition Enterprise reflect on a relaxed approach to some challenging and exciting flying



Robbie Rizk (left) with Liam Vile

FROM the beginning of this year, I had planned to do something, just anything, as I was getting bored with habitual and routine flying at my home club, **writes Robbie Rizk**. However, I was slightly daunted by the prospect of a full-blown rated competition.

After talking to Andrew Cluskey and Chris Davison, regular ‘enterprisers’, I was immediately convinced of the relaxed environment and clever tasks of Competition Enterprise, which made it seem a perfect setting for what I wanted – hours building, exciting flying, and flying with some of the best pilots this country has to offer. Also, the fact that it was at Sutton Bank this year, a club I’ve always wanted to fly at, further tempted me. So I entered and soon the list of pilots came out and it definitely did not disappoint.

Fast forward a few months and my dad and I were driving up to Sutton Bank with the glider

– an ASG 29, which he kindly lets me fly. It was to be one of many journeys up and down the A1 that week for him, as he soon found out.

We rigged in cloud. The first couple of days were average and I flew small distances. Most days, we gridded in conditions that were so bad, had I been at home and looked out the window I would have gotten back into bed! Day 4 was no exception, but once we got off the conditions were nice despite gusts in excess of 30kts. Due to this, it was streeting quite nicely and almost everyone either stayed on the ridge or pushed into wind – a sensible idea, but no... I was so tempted by an incredible street downwind. My mind was in two halves: “Go for it, Robbie, you’ll get loads of points.”

“Just play it safe, Robbie, and get the bonus points for landing at base.”

I went for it and kept pushing till I was out over the sea at Filey. I had got the bonus points for flying over the east coast. Success, I thought, but getting back to SUT was a distant thought, so when I turned around

into a 51kt headwind at 3,000ft with 70km to go, I was scratching my head, going back as far as I could along the street I came down before it ended.

I looked at the nav, still 50km to go. Right, time for the engine, but due to a limiting speed of 60kts (due to risk of over-revving) I wasn't making much progress. A closer inspection of the flight afterwards showed I was going faster than I thought and, in hindsight, I should have pushed on although I wasn't happy with an approaching line of showers. Anyway, I landed in a mile-long grass field – my first field landing.

The next day was a rest day, where talk of 800kms was being made and Channel crossings. Everybody was planning something big. My biggest flight before then had been a 200km triangle, so I was planning on doing 300km. Apparently this wasn't enough and seeing Liam Vile attempting a 500km triangle in a K-6 made me go for it. Due to wind conditions at SUT that day, we ended up flying from Rufforth. First launch was at 09:49 – a bit early I think because I witnessed a few relights and I, along with G-RIEF, had to start the turbo to stay up. Eventually I got away and started the first leg with a 2,500ft cloudbase.

First leg – Rufforth to Bury St Edmunds – was a distance of 220km, longer than my longest flight. After a slow start, I was going south, just missing all the MATZs on the way down and attempting to clip The Wash to get bonus points without entering the danger area. Dave Masson predicted East Anglia would be the best area and by God he was right. I turned BSE, getting a great look at Lakenheath and Mildenhall from 5,000ft. I turned and met up with Adrian Emck in his K-6, who was attempting a 600km. I kept pushing west to Hus Bos, which was my second turn point.

On the way it turned blue again as predicted, the theme of the week it seemed, and as I was struggling I gave HB a call. No answer, so I tried pushing on to Saltby to save 50km on the retrieve and I made it, making it 390.3km, my Gold distance. Saltby, being my home club, was the best place to land as there was a BBQ that night. I slept in my own bed, a luxury after the tent, and enjoyed a cooked meal from my mum. We drove back the next day at 6am and flew in very frustrating conditions, so I landed almost immediately after release.

The last day looked a grim prospect to start off with, but turned out to be the most fun I've had in a glider. With every launch

that went past, gliders were being sucked into the wave. I think every single glider got into it, and the wave kept going and going up. Initially, I followed Mike Armstrong to get into the best line and, after he left, I was climbing, meeting a few people on the way. My high point was 13,090ft and a gain of over 10,000ft put a huge smile on my face. I had done my Gold height when I thought it would have taken me years to get the chance. If the claims go well, my Gold badge will have been completed in three days.

If Competition Enterprise doesn't capture the essence of our sport, I don't know what does. It was a great week and thanks to all involved for making it incredible.

W RITING as a newcomer to the Competition Enterprise scene, *says Mike Armstrong*, I knew little about the format other than that it was different. The frustration of grid squatting for hours during regionals and nationals due to the restrictive nature of the "fairness" rules has become greater over the years. This arises from missing soaring windows due to low cloudbases, held launches and starts, times to launch the grid, or underset tasks when the weather was good.

So the lack of flying, which is surely what most of us want, led me to a late decision to give Competition Enterprise a try, hosted this year by the YGC at Sutton Bank. A certain pilot, when he heard I had entered, told me that I must be mad because "they set tasks that no-one understands, fly in cu-nims and Justin Wills always wins". After the first two days I thought he was maybe right! The tasks were certainly different, cloud climbs to over 12,000ft were achieved and Justin 🐾

THE LAST DAY LOOKED A GRIM PROSPECT TO START OFF WITH, BUT TURNED OUT TO BE THE MOST FUN I'VE HAD IN A GLIDER. WITH EVERY LAUNCH THAT WENT PAST, GLIDERS WERE BEING SUCKED INTO THE WAVE



Robbie Rizk started gliding in 2009. He went solo on his 14th birthday. Robbie was national advanced glider aerobatic champion and a British aerobatic team member in 2013. Now 16, he has a Gold badge, 220 hours, and recently became a BI at Buckminster



First field landing for Robbie Rizk



Mike Armstrong flies from Camphill. Solo at 16, he has over 6,000 hours gliding, three Diamonds and a 750km diploma. Mike has been instructing for over 50 years "and still not had the sense to stop". He entered his first competition in 1966 and various regionals, occasional nationals and most two-seater comps since, but never Enterprise until 2015

■ **Competition Enterprise 2016 will be at Shobdon, 2-10 July**
www.compenterprise.uk

✎ won the first two days.

What actually happened on Day 1 was that Justin interpreted the weather and the task far better than anyone else, was willing to fly downwind until the sea got in the way, after getting clearances through Teesside and Newcastle airspace, and only turned back when cu-nims advanced towards him. This gave him 50 per cent more points than the runner-up. As an aside, he landed at a deserted Millfield with a storm approaching. There was no mobile phone signal, so Justin used 121.5 to call a passing airliner and get a message relayed to Control to say he was OK – now that's enterprising!

The Day 2 task was a series of 10km rings to fly backwards and forwards between in any direction. I struck lucky with a second place and all of 99 points, but a fun flight of nearly two hours. Slightly sobering was a glide angle of 1 in 11 for 20km due to ice on the wings of my Ventus. On Days 3 and 4, there were interesting "Wimbledon" tasks (over the net and rally – use your imagination), which led to some wave flying for a few and some great performances in average conditions.

A highlight at briefing was the Diana King/Tony Maitland/Phil King "double" act when

describing how they won both days, running out of fuel in their Duo trying to turbo home on one of them. I hesitate to mention this, because they bought an excellent meal when I helped on the retrieve, but there is no loyalty in competition! Liam Vile, in a K-6, came a brilliant second on Day 3.

Day 5 was scrubbed with rain and showers all day, BUT the forecast for the following day was excellent with David Masson predicting a 500km or maybe even a 750km day. However, because the wind could have been above the 10kt limit for launching in a NW wind at SB, it was decided to play safe and relocate to Rufforth to guarantee early and safe launching.

After a logistical exercise of removing covers, de-rigging, driving to Rufforth, rigging, ballasting, covering up, returning to SB to sleep and back to Rufforth for 9am briefing, it proved to be an inspired decision.

The task was East Coast Mainline, a series of TPs down the east coast with the furthest at Clacton on Sea. There were options to turn round at any time, bonus points for over the sea at the Wash and Clacton, and two gliding sites of pilot choice could be added at any stage. Several of us got to Clacton,



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197th field landing for Enterprising Nick Gaunt (Chris Davison)

which really isn't surrounded by airspace as expected and chose different sites later. Having taken Gransden Lodge and my home at Camphill as my extra TP, I managed 634km to win the day – just! It goes to show what an accurate forecast, a good relocation, first launch at 09:45 (whereas SB wasn't soarable until later) and an enterprising task can achieve, with 13 flights over 500km (including two firsts from Geddes Chalmers and Gareth Francis) and over 10,000km flown in total on the day.

Day 6 was a bit of an anti-climax after the previous day, with a lot of tired pilots (the longest duration I heard was nine and a quarter hours by Mike Pope – who says stamina reduces with age?), but some remarkable flights using thermal and shear wave in a hot southerly airflow gave another chance for us to enjoy the King/Maitland/King “double” act as day winners at the following briefing.

The final day (seven out of eight!) turned out to be an unexpected wave day with over 12,000ft available (with bonus points) to the patient pilots. Distances of up to 540km were achieved, even though there was a curfew at 5:30pm to be observed, with loggers to be in Control by 6pm in order to get final scores out in time for prizегiving.

The prizes:

- First: Justin Wills (supported as always by Gillian) for the 14th time.
- Second: The King/Maitland/King “Duo”, who kept No 1 on his toes.
- Third: Me – shock.

■ John Cadman Trophy – Robbie Rizk, who completed his Gold height and distance and achieved his first field landing, as well as securing a podium place on Day 4.

■ Sam Witter Trophy – Guy Glover and Clive Groves for the best flight after a relight or engine start. They fired up on the “mega” day at 600ft just 7km after the start, but then went on to fly another 415km for no points. More enterprise.

■ Blunt Nails Trophy to Mike Witton, who kept just ahead of the K-6s in his Libelle.

Thanks to the Enterprise Club, Andrew Reid for incredibly efficient scoring and Dave Masson for remarkably accurate met (and they both amazingly found time to fly as well!), Andrew Cluskey for the SMS notifications of gridding/briefing, Andy Parish and Sutton Bank (and Rufforth) for hosting the competition and all the competitors for a fun and safe competition.

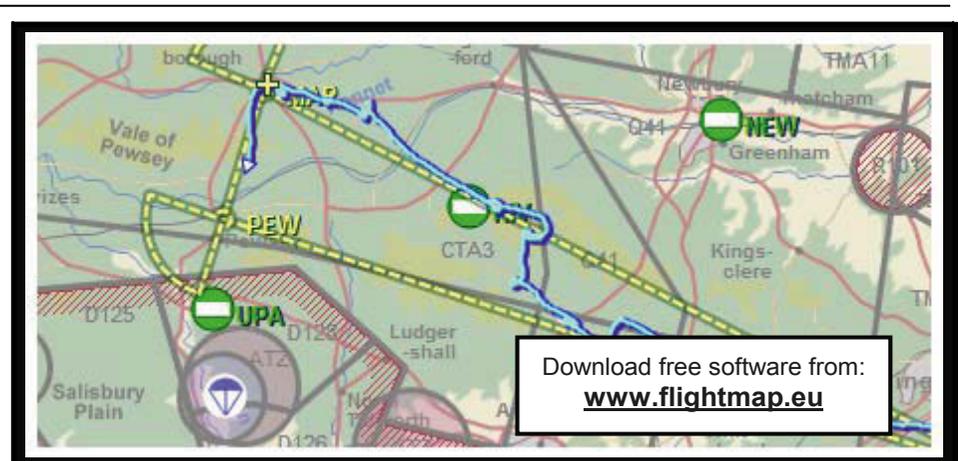
SO WHY ENTER ENTERPRISE?

- You can maximise your flying – I flew for 30 hours and 1,500km in one British summer week from a northern site, compared with 10 hours (plus five hours waiting for the start line to open) and 1,050km in a Midland Regionals.
- Pilot selected start times – grid up when you want, launch when you are ready.
- No held starts, so less congestion near the airfield.
- Tasks are not prescriptive when the weather is uncertain, which allows flying and scoring when a set task would probably be unachievable. Bonus points for height gains, flight over coasts, etc, keep it interesting.
- Minimal rules and restrictions – only enough to keep everyone legal and safe.
- Above all, it is FUN.

REASONS NOT TO ENTER?

- Sitting in the rain at a regionals as I write this after three flying days out of seven (Enterprise tasks would probably have been flown on at least five days) I'm struggling for ideas.
- Maybe it's not for pilots who don't like making task decisions, or those who only want to hone their speed racing skills.

I'm not saying don't enter regionals/nationals, but Enterprise 2016 here I come!





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LS SAILPLANES

The history of Rolladen-Schneider gliders, from the LS1 to LS11

IN THIS work, Wolfgang Binz brings us a detailed history of one of the world's most successful glider manufacturers, Rolladen-Schneider, and the family of gliders produced.

Starting from the foundation of Rolladen-Schneider in 1926, Binz, a glider pilot himself, goes on to explain how Walter Schneider and Wolf Lemke teamed up to produce some of the world's best-selling sailplanes. Lemke, the real design genius behind almost every design, was to quickly establish his reputation as one of the world's leading aerodynamicists of his time. His excellent design abilities launched one of LS' biggest successes, the LS4.

Early production models showed promise at the 1980 World Standard Class Championships and, by the 1984 World Championships, the 15m LS4 went on to dominate the grid, with an astonishing total of 16 out of 27 gliders competing being LS4s and taking the top seven places!

With the LS4 helping to secure the immediate future of the company, Binz continues the story through the different models, including the not so successful LS7, which began to strain the company's finances. With the company under pressure for new success, comparison tests were going on between the highly successful LS4 and LS6; cue the legend, the LS8. Developed in both 15m and 18m, the LS8 was to prove to be another of the company's success stories, with the type taking 2nd, 4th and 5th places at 1995 World Standard Class Gliding Championships. By the 1997 World

Championships, the LS8 had taken the top six places and was to go on to be one of the world's best-selling gliders.

Although the LS8 had helped to turn the company's fortunes around, with a changing market and a decline in gliding numbers, the 1990s were to prove challenging times, not only for Rolladen-Schneider, but for the entire industry. By 2001, the talented Lemke had retired. Despite the commercial success of the LS8, the writing was on the wall with the company failing to prosper and, after bankruptcy and an acrimonious court battle, in 2003 Rolladen-Schneider aircraft passed to DG (DG Flugzeugbau).

Printed in German, clearly this book's appeal would have been considerably enhanced had the book been brought to a wider audience with text in both German and English. Nevertheless it is a must for any LS owner and enthusiast, with the publishers, Equip, now going some way to addressing the problem, by supplying a separate, but professionally presented, précis booklet of English text to accompany the book.

Running to some 208 pages, this lavishly illustrated hardback book is typical of Equip's reputation for well-designed layouts and good quality bindings and is supplemented with some beautiful line drawings of the various LS series by Martin Simons.

Bruce Stephenson, VGC



LS Sailplanes, from the LS1 to LS11, by Wolfgang Binz
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THE COST OF TRAINING

THE maintenance side does not cost money in order to train or participate. The flying side does as there are costs associated with training to become an instructor. There are currently two types of bursary available from Philip Wills Memorial Fund (for under-30) and Honourable Company of Air Pilots (for under-25). Details on both are available from the BGA website.

Some clubs have successfully gained grant funding to cover the costs of pilot development to help them to invest in the training infrastructure of their club. Others do not charge club members for the flying that they do in preparation for instructor courses.



Shenington GC's Lucy Wootton, now 21, became the BGA's youngest inspector at the end of last year aged 20

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

INVESTING IN THE FUTURE OF SPORT

OCCASIONALLY, a topic emerges from several sources at once. The falling numbers of instructors and inspectors at clubs is one such topic and it raises great concern because both are vital for clubs to operate, ie for you to fly. There are more gliders than ever before in the UK, yet we have fewer people to maintain them. The numbers of British glider pilots are at least holding, if not gently increasing, yet we have fewer people to coach, teach and supervise them. This is an unsustainable situation.

Gliding is so much more than just the flying. If you are passionate about the sport, volunteering to become either an inspector or an instructor can be incredibly challenging and rewarding. When I discussed this point with Mike Fox, the BGA Training Standards Manager, he said: "I always used to wonder why people became instructors, and then I became one myself." He went on

to list some of the advantages:

- Makes you think about the methods you use to fly yourself.
- Improves your flying accuracy.
- May allow you to fly more types of aircraft.
- Massive sense of achievement as your student attains various milestones.
- Allows you to help your club while flying (not fixing the winch).
- Gives you a say in club operations and pilot training.
- Often gives cheaper membership rates.
- Allows you to fly at low cost.

I also discussed the point with Gordon MacDonald, BGA Chief Technical Officer. It takes four years of steadily gaining practical experience and competency to become an inspector. This year, Gordon has started to run one-day 'BGA Club Maintainer' courses. After covering compliance (how, where and why) and aircraft manuals, the course swiftly moves on to tackle 'how do we fix it?'. Successful completion of this course gives certain advantages: the pilot owner can do a lot more with their own aircraft; it opens the door for more club volunteering; it gets an individual on the path to becoming a BGA

Inspector. Gordon is currently developing a two-day 'BGA Club Maintainer' course. Details of forthcoming courses will be made available on the BGA website and circulated to clubs.

So how do we in the sport begin to turn this around? Let's start by encouraging people like you (yes you, reading this now) to find out more, ask questions and to begin to think that this quiet thought that you've been having for a while now about getting the right training and making it happen... that thought can become reality.

Secondly, when someone comes and asks questions, possibly a little tentatively, that you fully explore the possibilities. I know from personal experience just how demotivating it is to be told that becoming a BI isn't possible, because as a young person, I'll be leaving the sport soon. I know that you reading this wouldn't dream of saying such a thing, but some of your colleagues at other clubs have been known to. Maybe the person standing before you isn't quite ready yet, but what do they need to do in order to make progress?

At the Club Management Conference, we will be discussing what the barriers to more specialised volunteering roles might be and ways that clubs help to overcome them. The most obvious are time and money. For both roles, time is vital for learning and developing the necessary skills, competencies and judgement required to have confidence to fulfil the role. There are probably opportunities to make use of time a little differently, especially when club glider workshops are often populated by retired people, mid-week, which then becomes the time when club glider maintenance is carried out. The BGA is currently working on doing what it can to ensure instructor courses fit people's busy lifestyles and limited resources.

For the health of our sport, we have no time to lose. I have used this page in the past to discuss the concept of succession planning. We are fortunate in gliding with the quality and calibre of our dedicated volunteers, who keep clubs running. It is important that all of us find ways to encourage greater numbers of fresh volunteers to join them.

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■ Chris Basham straps GCSE pupil Anna Stafford (16) into a club two-seater to fly with BI Nigel Warren during Friends and Family Day at The Park. Anna is recovering, having been off school for a year incapacitated by ME. Since she was unable to attend school, she had Chris as home tutor. This was a red letter day for Anna and she coped admirably

*This page clockwise from top left: TV presenter and actor Robson Green flying with Richard Abercrombie at Borders during the filming of ITV's *Tales from Northumberland**

*Dame Penelope Keith with Deeside instructor David Innes, while filming for Channel 4's *Penelope Keith's Hidden Villages**

Girl power (l-r) Lizzie Westcott (15), Jess Summers and Mia Saunders (both 16) all went solo during a Devon & Somerset course week in early August

■ 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

New electric Pawnee at Borders



■ Really cheap to run, fits easily in the hangar, but seems a bit lacking on power when tried on an aerotow! In reality, a built-to-scale model glider, complete with a 'mini George' scale pilot of Borders' tug pilot George Brown, who recently had a 'significant birthday' and passed 11,500 tows - some achievement! Congratulations George.



This page clockwise from top left:
Bobbie Jones has produced an ingenious (copyright HGCI!) 'boarding card' that members can give to friends and contacts to encourage them to come for a flight

Adrian Hobbs took this photo at the end of the 2015 Dunstable Regionals

The Heller family – dad, son and daughter – sent solo by Don Puttock (left) during a course at Cotswolds. Dad is a senior flying doctor in Australia

Essex's PW6 was purchased from Cotswold GC. The crew pictured aerotowed the Essex K-21 to Aston Down, via Bicester to refuel, and then returned by aerotow from Aston Down, towing the PW6, which was a part exchange for the K-21. (l-r): Dave Hertzberg, Mike Harris (tug pilot) and Alex Harris (Dave Jones)

Sea Cadets during a silver and gold wing flying course at Lee-On-Solent, as guests of Portsmouth Naval Gliding Club

XH558 during one of two flypasts at Kent GC on 15 August, en route from Headcorn to Herne Bay (David Pye)

Promising sky over Upwood during NVGC task week in August (Richard Aylesbury)

Kent's Oli Lee and David Pye in Florence (T-21) in August



CLUB NEWS

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

THE good weather has at last arrived and we are beginning to reap the benefit from it. Flights are getting longer and the airfield looks very busy at times. Over the Silverstone weekend, when our airfield is unavailable, a small party enjoyed the hospitality of Oxford Gliding Club at Weston on the Green for some experience in winch launching. A great weekend and useful to see how another club operates. We have sold our stalwart and reliable Cub to an owner in the USA and are now looking how we can reprofile our fleet.

David Sibthorp

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

LOTS of congratulations this time – they go to: Rich Hafferty, Charlotte Acton and Sam Arnold, who have completed their Bronze and Cross-Country Endorsements; Alex Bartlam and Tony Barber have completed Bronze; and Alex B and Charlotte have their 5-hours. Callum Harlness and Bob Bromich have done some competition flying. And finally, we wish Carl, Kayt and William Peters all the best as they leave us for more Scottish adventures.

Alison Arnold

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

SAD news from The Park: our K-6 CR BNH has succumbed to glue degradation in the main plane and has been withdrawn for workshop consideration. Good news: Tim Fletcher came first at the Shenington Regionals despite powerful opposition. Tim and Will Ellis won four out of six days at the Club Class Nationals, Will coming first overall! We are looking forward to our Friends and Family day in August, and the forecast is looking good. Our tug needs some work, including refabricating in places, so that is being undertaken by Dick Yerburch and Mark Player.

Chris Basham

BICESTER (WINDRUSHERS) **WWW.WINDRUSHERS.ORG.UK** **515458N 0010756W**

THIS year saw the completion of a member-led refurbishment of one of the club's K-13s; the initiative was created by Terry Mitchell, who organised the strip down, refurbishment

and recovering of the fuselage. The hard work paid off with several thousand pounds saved. Terry's wife, Marie, has secured £10,000 for 8.33khz radios in the club fleet. BGC recently hosted the Club Class Nationals, which saw six days of great competition, with congratulations to Will Ellis of Bath, Wilts & North Dorset GC. Congratulations to 16-year-old Callum Lavender on winning the Sports Class in the Dan Smith aerobatic competition.

Martin Clark

BIDFORD (BIDFORD) **WWW.BIDFORDGLIDINGANDFLYING** **CLUB.CO.UK 520803N 0015103W**

THE Bidford competition saw only four flying days, with a total 1,020km distance set. The winner was Howard Jones, with Dave Findon 2nd, Bill Ingles 4th and Jon Wand 5th. Eric Dillon flew the final leg of his Silver a mere 37 years after the first two legs! We have six juniors making good progress towards their first solo.

Mike Pope

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

FOLLOWING the resurfacing of the road across the airfield, plans are afoot to upgrade the fleet and start work on the maintenance building. Members are helping refurbish the ex-Neath GC Pawnee and it is starting to look like an aircraft again. Martin Pingle flew a fast 300km at the end of July and there has been a lot more cross-country activity than usual. A welcome influx of new members is great news and one of them, Dan Seymour, went solo during July. Without doubt, things are on the up and up at Talgarth, so book in for autumn wave flying.

Robbie Robertson

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

Our first regional (HDT) competition for several years has been judged to have been a great success. Our thanks go not only to the organising group, led by William Parker with Tim Scott and Nils Wedi, but also to 871 Squadron at the Army Reserve Centre for the superb facilities and support they gave to the club. Congratulations to George Hunter on his Silver and excellent performance in the regionals, and to Conall Preston and Rupinder Loyal on their first solos. On the fleet front,

ECZ should be back in service for Aboyne, refinished, with a new panel and S80 variors with AHRS. We are gradually moving the fleet into the glass age, and our membership and launch rate are both up this season. We also have a major promotional photo article in the Bucks County range of magazines.

Roger Neal

BORDERS (MILFIELD) **WWW.BORDERSGLIDING.CO.UK** **535314N 0020510W**

WELL done Alex Crews on going solo in August. We have been having some great soaring, with wave, hill and thermal all present. We're about to embark on the annual tour to Saltby, hoping for good conditions. We have also hosted ITV's *Tales from Northumberland* with Robson Green. They were filming for the third series, due to be broadcast in the autumn. Finally, it is with great sadness that we lost Dave Wilson, a legend at Borders. His smile, enthusiasm and passion will be missed by all who had the pleasure of knowing him. All of our thoughts go to his family. (See obit p68.)

Rich Abercrombie

BOWLAND FOREST (CHIPPING) **WWW.BFGC.CO.UK** **535301N 0023714W**

FLARM is now fitted throughout our club fleet and pilots are undertaking a programme of briefing and training. A number of expeditions have been undertaken by Chipping pilots. Our cross-country initiative has really taken off and pilots are flooding our A and B league ladders with claims. Special congratulations to Lewis Gray, who obtained his Silver 50km from our site as one leg of a 100km diploma, and also to Mike Blocksidge, who flew his glider home from an expedition in Cambridge and made it back to Rufforth. Well done, too, to Richard Peake, David Stopford and Adam Stach, all recently solo.

Keith Clarke

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

THE weather was moderately kind for Sid's Task Week with four contest days in A class and two in B. Carol Smith won the B class and Graham Morris a very closely fought A class. Congratulations to Oleg Rzhondkovskyi, who re-soloed in FDF and completed his

First solos for (left to right): Harry Gribble, 15, at **The Park** with John Hull; Alex Crews with **Borders'** instructor Geoff Forster; Richard Peake, an ex-PPL pilot, leaving the "dark side" to solo in a proper aircraft at **Bowland Forest**; Chris Hayes-Oldroyd with **Burn** instructor Tony Flannery



Bronze, and to Kathryn Comley (solo). Also to Christophe Nutricy, who flew his first trial lessons and P2 with his new Ass Cat rating. Perhaps the best day of the year was 7 June. The biggest grid in a while saw flights in excess of 600km, plus some 500km and other personal bests.

Bernard Smyth

BURN (BURN)
WWW.BURNGLIDINGCLUB.CO.UK
534445N 00150504W

BURN Airfield has been sold by the government-owned Homes and Communities Agency to Selby District Council and we are negotiating a long-term lease. We congratulate Chris Hayes-Oldroyd (solo at 15) and hope for many years of successful gliding ahead. We had another visit from BLESMA and the limbless war veterans had an enjoyable day of gliding as our guests. Our open day was held in July with the public able to learn about gliding and visit the workshop, but with the emphasis being on learning to fly and enrolling new members. Everyone enjoyed themselves and three new members signed up.

Chris Cooper

CAIRNGORM (FESHIEBRIDGE)
WWW.GLIDING.ORG
570613N 0035330W

CLUB secretary Phil Hawkins recently paid a visit to the most southerly gliding club in the UK, Seahawk GC at RNAS Culdrose. We thank CFI Chris Bryning, instructor Jordan Richards and everyone else who made the day memorable. Meanwhile our club fleet, and a number of privately-owned gliders, have become FLARM equipped. We also have a FLARM base station up and running, currently with a temporary aerial, but this will be improved. Club pilots managed to get "on the podium" in both legs of our Inter-Club League at Easterton and Portmoak, and we look forward to next year's competition.

Phil Hawkins

CAMBRIDGE (GRANSDEN LODGE)
WWW.CAMGLIDING.UK
521041N 0000653W

IT has been a busy summer: we welcomed 16 new members, held nationals and our very first cloud rally. In order to encourage more women to take up gliding, together with the WomenGlide UK, we held a Women Go Gliding Event in August. Kevin Atkinson,

the BGA's lead on club coaching, visited us in June to hold a week of coaching and ground school, which was a great success. Congratulations to a number of our members on their achievements: Justin Brister (Silver Height), Finn Sleigh (Gold Distance), Mark Lawrence-Jones (Diamond Goal), Bruce Porteous (Standard Aerobatics Badge) and Chris Havers (Silver Distance).

Julia Rigby

COTSWOLD (ASTON DOWN)
WWW.COTSWOLDGLIDING.CO.UK
514228N 0020750W

TWO of our wooden two-seaters have suffered under rigorous glue inspection, so we have purchased a K-21 and ordered another. We have also purchased a K-23. Mike Weston flew some visitors from Sportability and refreshments were kindly organised by Helen Weston and Jacqui Huband. Doug Heller, an Australian flying doctor, went solo on one of our courses, followed by son Tom and daughter Rosa. Dave Hatchett has also soloed. Graham Turner and Ed Foggin were retrieved from Wales, finally arriving back at the club at 3:30am! Finally, congratulations to Tom Gooch (winner of the Blue class of the Dunstable regionals).

Frank Birlison

DARLTON (DARLTON)
WWW.DARLTONGLIDINGCLUB.CO.UK
531444N 0005132W

THE past few months have seen a variety of achievements and activities at the club. Congratulations to David Cobham (solo) and Simon Brown, one of our juniors who successfully completed his 300km cross-country triangle. The club held a very successful flying day for Arnold's University of the Third Age (U3A). All of their members enjoyed the experience. In July a Full Cat instructors course was conducted by CFI John Maddison in his role as RE. The instructors were from local clubs, with Buckminster's CFI Peter Uden sitting in as an observer of the course. All candidates were successful in this section.

Barry Patterson

DEESIDE (ABOYNE)
WWW.DEESIDEGLIDINGCLUB.CO.UK
570430N 0025005W

DEESIDE won the Scottish Inter-club League for 2015. Dame Penelope Keith flew in our Puchacz with instructor Dave Innes during

filming for her *Hidden Villages* Series. David Innes has been appointed chairman of the Scottish Gliding Association. We were saddened by the passing of Dr Dicken Hovell, who had been a Deeside member for over 40 years, serving on the committee and a stalwart of the Capstan syndicate until poor health stopped him coming to the club.

Glen Douglas

DENBIGH (LLEWENI PARC)
WWW.DENBIGHGLIDING.CO.UK
531239N 0032312W

EVEN during the quiet season, the wave flights keep on coming with four wave flights in July up to 11,000ft. Book now for Autumn Wavefest 3-30 October www.denbighgliding.co.uk

Clare Witter Holland

DERBY & LANCs (CAMPBILL)
WWW.DLGC.ORG.UK
531818N 0014353W

THIS is our 80th year, celebrated with a jazz band and a buffet. An old stone gatepost has been erected with a plaque to commemorate the event. Two members reaching the same age as the club were presented with Honorary Life Flying Membership. The vintage rally was successful, but the Longest Day, organised by Alan Jolly, suffered with strong winds and wave restricting the flying. However, 15,000ft was reached and the Caroline Trust benefited by £107. Mike Armstrong and John Klunder represented us in Competition Enterprise, Mike finishing 3rd in Enterprise and then 4th in the Hus Bos Challenge Cup.

Dave Salmon

DEVON AND SOMERSET (NORTH HILL)
WWW.DSGC.CO.UK
505107N 0031639W

CONGRATULATIONS to first solos: Paul Kane, Josh Funnell, Rob Rand, Chris Woodward; and to Pete Startup, who finally managed his Diamond Distance. Well done also to Pete Bennett, Paul Little and Andrew Logan, who completed their 5-hours. Pete Bennett has also completed his Silver. We've had a record number of group evenings with the weather gods turning it on just in time, but our cross-country days have been few and far between. We have been running a course week for six members and two of our Junior members soloed, joined the next day by a third – all girls.

Jill Harmer



(Left to right): First solos for Craig Mustoe at **Cotswolds**; David Cobham, with instructors at **Darlington**; Josh Funnell, 14, at **North Hill** (Ali Funnell); **North Hill** 5-hour gang; Paul Little, Pete Bennett, Andrew Logan (Fiona Bennett); Steve Roberts (4th from left) receives his wings from **Dorset** CFI Pete Molloy



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

THE weather finally gave us soarable days for task week. Our AGM had a good turnout and we learned that we'd had a good year and an influx of new members. The Thursday saw Patrick Naegeli check out Nathan Hanney for his Full Cat rating. Also congratulations to Steve (The Weatherman) Roberts, solo off the winch. Friday saw a southerly blowing in from the sea, but some early launchers were treated to 4-8kt thermals and a cloudbase up to 6,500ft. Many thanks to all those who helped make the week a great success!

Colin Weyman

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

THE year is going well with lots of ridge, wave and thermal days, and wave evenings. Recently we have sent three pilots solo with several coming on well. The members' fleet is growing with a DG-202, a Pik, a Std Cirrus and several K-6s to add to the others already here. Our rota of local winch-drivers is keeping us operational seven days a week. The simulator is being shown by willing members at local events to promote the club to Cumbrian locals and paraglider pilots.

John Castle

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

WE have a new club two-seater, a PW6, which will be a good addition to the fleet. The brave crew that collected the glider aerotowed all the way from Aston Down without stopping on a fairly challenging day. Many thanks to Dave Hertzberg and Alex Harris for flying the glider, and to Mike Harris for flying the tug. We look forward to having plenty of flying in the PW6 and also in our new Astir during our final flying week in August. Congratulations to Nat Ridgeway (solo) and Karl Tunnicliffe (Bronze and cross-country).

Cathy Dellar

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

CONGRATULATIONS to Kaz Fuks, Richard Hayhoe and Bradley Soanes (Silver), Mark Wilshaw (Silver duration), Adrian Tills (Gold distance and Diamond goal), Mark Butcher

and Jerry Newbery (Diamond distance). Cadet Seb Brown went solo in July and is proving a good soaring pilot. Steve Grant has resoloed. Welcome to new members, Pat Nolet, Les Jordan, Mitchell Musard, Bradley Short, Gary Morris, Adam Ayala, Ben Miller, Chris Williams, George Lipton and Tony Deakin. Piers Douglas and Luke Taylor are being sponsored by The Air League and the Honourable Company Of Air Pilots respectively. Our open day in June was a great success.

Paul Robinson

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

CONGRATULATIONS to Chris Roberts (solo); well done also to Iain Evans on his 15th place in the European Championships, his first major international competition. The open weekend was busy, with trial lessons and a stream of people to fly the BGA simulator; we have been taking trial lesson bookings steadily since then and are hopeful of recruiting several new members. Bobbie Jones has produced an ingenious (copyright HGC!) 'boarding card' that members can give to friends and contacts to encourage them to come for a flight. They are designed to work either for a gift or for selling a trial lesson.

Diana King

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

DESPITE the worst the weather could do, there have been big smiles at Easterton, especially Geddes Chalmers (500km) and Alistair Webb (solo) – congratulations to both. Wet weather also put the dampers on the club mini expedition to Aboyne, but those intrepid souls who made the journey enjoyed the hospitality of the Deesiders and managed a few flights. More drainage work was carried out on site and the new area of land to the north of the clubhouse was levelled and re-seeded, thanks to all those who helped. Our successful Air Cadet training programme continued with another course in mid-August.

John Thomson

KENT (CHALLOCK)
WWW.KENT-GLIDING-CLUB.CO.UK
51123N 0004950E

THANKS to Gen Francis for celebrating her early retirement with us. As I write, a group

has gone to Shenington to look for thermals while the rest of us enjoy Mediterranean conditions. Our courses are very popular and our professional instructors, winch driver and catering team ensure high satisfaction in every sense. Project Regrade is adding 14 acres of usable area to the west corner of our field to give us more to play with. We are looking forward to a dynamic task week in early September and the post-task week jazz evening and BBQ.

Mike Bowyer

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

SO far we have had good cross-country days midweek when we don't fly, weekends seem to be lacking. Just now most of the active members are in France so there is even less flying. Our launch point bus has died and been replaced by a caravan, which should do the job if we stop it leaking. Our K-21 trailer has been put on a new base, which replaces all the rusty bits; thanks to John Burdett and David North. The EuroFOX is proving a good investment and saving a lot of money.

John Martindale

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

DESPITE a dismal start, we have seen some impressive flights this year. Amongst a few over 750km, two worthy of mention are Patrick Naegli (907km of a 1,000km task) and Bob Thirkell (fast 815km). Last time we congratulated Rene Lans (first 50km) and said he was one to watch. He's since flown his first 300km and 500km in club gliders. Olly Metcalfe has also flown his first 500km. Congratulations to Mike Foreman and Alan Ecton on their first 750km. Meanwhile Liam Lyons has flown his first 300km in his K-6 and Adrian Emck a fast 500km, also in a K-6.

Mike Philpott

LINCOLNSHIRE (STRUBBY)
WWW.LINCSSLIDINGCLUB.CO.UK
531836N 0001034E

WE have a new website, built by Katharine York, which has dragged us kicking and screaming into the 21st century. Katharine and Paul Kerman have also acquired a pristine DG-300 from the south of France. Paul in his second day in the aircraft flew it to Kirton in Lindsey for his Silver distance. Flies

(Left to right): First solos for Nat Ridgeway, with Essex instructor Dave Hertzberg (Dave Jones); NVGCs Rod Izatt, with Steve Jarvis; Northumbria's Planty in the spotlight for a local TV station; Becky Heron goes solo at Oxford; Miike Newton completes Silver C at Crowland



all right then! A group of members enjoyed an expedition to Shenington and a great time was had, thanks to all at Edgehill.

Dick Skerry

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

CONGRATULATIONS to Roger Millins (solo). The regionals were a great success, with 50 entrants. Congratulations to winners Stefan Astley (Red class) and visiting pilot Tom Gooch (Blue class). It was a family event with one father and son (Malcolm and Rhoan Birch) taking both class day winner prizes on one day, whilst another father and son – Bill and Justin Craig – managed to land out in the same field, despite being on different tasks. Our thanks go to director Tim Jenkinson and his team, and to Trevor Carey, whose cuisine was brilliant. The season continued with another task week in August.

Andrew Sampson

MENDIP (HALESLAND)
WWW.MENDIPGLIDINGCLUB.CO.UK
511544N 0024356W

TWO of our juniors competed in the Bidford Regionals, with Jack Tonkin coming third. Our new cable draw out equipment, designed and fabricated by Nick Patterson, is proving to be very effective. We have been granted a loan from the Philip Wills Memorial Trust for the construction of our glider workshop, thanks to the work of our treasurer Tony Smith. We had a surprise visit from two tame ferrets. They did no damage and were eventually taken into custody by the RSPCA. We are having a Junior Introduction Day in August and advertised for interested juniors to come along, with bursaries available.

Barry Hogarth

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

AT the time of writing, wood week is taking place and our course season is going well. Amongst our recent visitors, three pilots from North Hill achieved their Silver duration flights on the same day. The Mynd was well represented at the Hus Bos Challenge Cup, with six of our pilots taking part this year. Congratulations to Mark Sanders on his recent Diamond distance on 31 July, flying Devizes, Grafham Water and Moreton in the Marsh. Congratulations also to Evelyn Davies and

Sarah Platt, who have both re-soloed after a lay-off of a few years, and to ex-instructor Phil Foster, who has likewise re-soloed.

Steven Gunn-Russell

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

CONGRATULATIONS go to Rod Izatt (solo), Paul Capitain (re-solo after 33 years), Ollie Wilson (Bronze), Lewis Smith (Silver) and Tim Williamson (Silver). In May, some members enjoyed a week at Edensoaring. Our new Grob Twin Acro II is already proving its worth and many thanks go to Michael Muir, Brian Palmer and Alan Wyse for their efforts to make this happen, along with club members who initially supplied 'crowd funding' to secure the deal. We welcome six more scholarship trainees to the club, who begin their training soon. Meanwhile, planning is under way for our September open weekend.

Phil Tiller

NORTHUMBRIA (CURROCK HILL)
WWW.NORTHUMBRIA-GLIDING-CLUB.CO.UK
54560N 0015043W

CONGRATULATIONS to Tim Neville, who completed his Silver distance from Currock Hill to Sutton Bank. Thanks to Colin Sword, Planty has renewed his instructor rating and Keith McIntyre has become NGC's first IFP. John Anderson, 86, soloed at the club after 23 years out of fixed-wing flying. Chris Noon and Tony Anderson have passed their Bronze badge. They are both enjoying flying their new Pilatus B4 and SZD55 gliders respectively. Finally, we hosted another Air League scholarship over two weeks in July for three lucky recipients.

Rob Rose

NORTH WALES (LLANTYSILIO)
WWW.NWGC.ORG.UK
530239N 0031315W

WE are grateful for members who have allowed us to fly lots of visitors. We have gained quite a few new members, including a husband and wife. It is great to report Ian Masson going solo during a flying week at York GC; now you can benefit from your share in the Zugvogel. More good news for our club, congratulations to Nigel Morris (who also joined us after a voucher flight) has qualified for his inspector's ticket, which will be a great help to Ken Fixter.

Brian Williams

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

WHAT a busy summer it was. We welcomed visitors from Banbury and Windrushers, temporarily displaced from their airfields and WGC bought their Dyneema SkyLaunch winch to play with. Becky Heron has gone solo, Lukasz has converted to the K-8 and Boris has converted to the Astir. At our summer party we said a temporary goodbye to treasurer Martin Brown, who is to sail around the world. Peter Boulton has been elected VGC Chairman.

Norman G Nome

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

OUR Longest Day "dawn raid" began in a Bocian at 4am, thanks to Kev Fear, who got up to aerotow. Our annual dinner was a very enjoyable celebration. Ex-CFI Dave Crowhurst has been elevated to honorary membership for his service to the club. Tony Claydon and Mike Newton have earned Silver Cs, and Claire Buckley was presented with the CFI's trophy for progress towards solo. In December last year, tug pilot Dave Gillam suffered an airborne heart attack, but landed safely before being airlifted to hospital. We are delighted he has made a full recovery.

Tim Beasley

PORTSMOUTH NAVAL (LEE ON SOLENT)
WWW.PNGC.CO.UK
504855N 0011225W

A VERY busy summer! We had a successful friends and families day, with over 80 launches – even without our tug. Chris Bishop completed his Gold, while Simon Gutman completed his Silver with five hours in the K-6CR. The 14-year-old best friends Lewis Merry-Taylor and Jack Bradshaw both had perfect first solos in the K-21. In July we took most of the juniors to Bicester for a week of soaring. Jason Walton and Zoe Mallam achieved five-hour flights, while James Kirby's first solo cross-country was over 100km.

Zoe Mallam

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

CONGRATULATIONS to: James McIntosh (solo), Peter Brown (re-solo after 45 years), Harry Wilson, Jonathon Bradford and



(Left to right): First solos for Tom Winterton at **Seahawk**; Ryan Mochar, 16, with **SGU** instructor Kate Byrne; **Shenington's** Bill Gordon after a 40-year break; Lewis Halliday, sent solo two days after his 14th birthday by Peter Gill at **Seighford**; **Upward Bound Trust's** Ladia Prokop (Chris Scutt)



☞ Lachlan Sloan; John McShane (Bronze, cross-country); Michael Keely, Charlie Gray (Silver height); Silver distance and height, AJ Randalls (a cadet); Dougie Wilson, for Gold height, together with Dougie Wilson – they are off to explore in a DG-300. It is our second year at hosting courses sponsored by The Air League; three students had two weeks to learn to fly. Our new K-21 will soon be online; so far, one aerotow test flight lasting 23 minutes on the clock.

Chris Robinson

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

THE club has been busy with an international airshow at our home station, where we had a stand promoting gliding and our residential Royal Navy gliding scholarships. The club would like to congratulate Tom Winterton on his solo, and course member George Willmont from 626VGS on his re-solo. We wish our CFI Chris Bryning good luck as he competes in the Inter-Services and Jordan Richards, who will attend the Junior National Championships. We thank all members and visiting instructors, who assisted the smooth running of our summer courses.

Jake Matthews

SHALBOURNE (RIVAR HILL)
WWW.SHALBOURNEGLIDING.CO.UK
512014N 0013239W

THE Wednesday evening progression group has proved popular and we are holding our task and soaring week in August. Thanks to Ken for driving the winch. The "spice to taste" chilli night was a success, with Tony P and Trevor contributing more healthy options with home-grown fruit and veg. Thanks to Pete for organising and playing chef. Shalbourne has once again been in the TV spotlight as part of the ITV1 programme *100 year old drivers ride again* (Happy 100th Bert!). Congratulations to Sean for going solo and to Tony for converting to the K-8.

Claire Willson

SHENINGTON (EDGEHILL)
WWW.SHENINGTON-GLIDING.CO.UK
520507N 0012828W

MIXED weather continues, but we have had some good days where Lech Zakrzewski and Alan Chubb earned their 100km diplomas. Bill Gordon has recently re-soloed after 40 years! We had a very enjoyable regionals

competition in June. Thanks must go to all the competitors for making it such fun. This year's winner was Tim Fletcher. We must thank our outgoing regionals chairman, Alan Langlands, for all his hard work. We have had a number of expeditions from other clubs.

Tessa Whiting

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

THE pagan gods smiled on us for the mid-summer solstice, and around 80 launches were recorded. A superb feast completed the day, provided by Maggie Clews and co. Max Mingay and Piers Rex-Murray have become BIs, the latter at 17 being our youngest ever. Paul Fritche came third in the Standard Class Nationals and added another 750km to his logbook. Crowds came to our vintage glider and car rally in June and this may become a regular event. Dominic Fritche has completed his Silver and Andrew Longhurst his aerobatic rating. One of most pleasing developments at Southdown this year has been the growing number of young people joining us.

Peter J Holloway

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

WE have been making the most of the weather and our newly-acquired second Astir. Pete Burgess achieved all his Silver C qualifications in one flight soon after gaining his Cross-Country Endorsement, and Dave Lewis has completed his Silver. Dave Hendry achieved Gold distance and Diamond goal and Stan Fenton achieved his Diamond goal. Richard Slater did his second fully qualifying 500km Diamond distance and became, along with Maureen Weaver, one of only two members to have done two 500km+ flights from Usk. Ash Lambe and Iain Wood passed their NFT test for the NPPL SLMG rating, Simon Williams soloed at Usk and David Ephraim and Alex Allen re-soloed.

Stuart Edinborough

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

TO everything there is a season – summer at SGC! Peter Gill sent young Lewis Halliday solo two days after his 14th birthday. Congratulations to David Gill for achieving a Gold distance, and to Neil Frost and

Paul Hodgetts for 300km flights. Mike Fox completed a 538km round trip of Brecon, Grafham Water and the Cotswolds. Whilst loitering in his Libelle over Telford, Derek Heaton spotted the last airworthy Vulcan over Cosford. The club K-8 is now suspended in the newly-installed hoist, whilst several tug pilots have converted to the Pawnee. Another popular training week, organised by Dave Knibbs and Paul Whitters for aspiring Bronze pilots, was successfully completed, to be closely followed by two club task weeks.

Malcolm Taylor

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

WE have purchased a very good condition LS4 for the club to further members' cross-country flying and expand the club. Many of our recent solo members are progressing extremely well, with a few of them now in pursuit of their Silver badge. Junior Pilot Daniel Brown completed his first 500km, aged 21. Congratulations to Kit Buchanan and junior member Jesal Patel for going solo. The start of August saw the club's annual task week, which proved popular.

Daniel Brown

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

THE HusBos Challenge Cup was four days of often long and challenging racing. HUS member Garry Stingemore won, home-grown pilot Steve Pozerskis came second and Paul Crabb of HUS third. Task week 2015 was another fun-packed week for members and visitors from Portmoak. Thanks to all who worked so hard to make 2015 competitions a success. At the time of writing, HUS tops the average distance list for multiple flights on the BGA ladder. We've welcomed a new team to the café and a new administrator to the office. Cadet, ab-initio and pilot training is always available with our experienced team.

Tony Lintott

TRENT VALLEY (KIRTON IN LINDSAY)
WWW.TVGC.ORG.UK
532745N 0003436W

OUR open day achieved over 100 flights and gained some new members. A big thank you to everyone who helped. Midweek flying has been very beneficial this summer: Geoff Davey and Colin Metcalfe have been putting

(Left to right): First solo for Rebekah Hart at **Welland**; winners Joel Hallewell (Beginners), Paul Conran, comp director for BAeA, and Will Blackburn (Sports) at **Pocklington** aerobatics comp; Peter Sturdgess, member in 1967, now 93, returned to fly at **Wrekin**: first solo for Ayrton Hornsey at **York**



the Marianne through its paces, doing at least two 300km flights; Dave Bieniasz completed his Diamond distance; and Ian Hall has his Silver distance. John Williams and Steve Nock have done several 500km. If anyone wants to join us on weekdays, make sure you're on the email list and we'll let you know when we're flying. Alan Spencer has become the latest addition to the tug pilot's list.

Dave Bieniasz

UPWARD BOUND TRUST (HADDENHAM)

WWW.UBT.ORG.UK
514635N 0005630W

CONGRATULATIONS to Ladia Prokop, who had his first solo flight in June, and to Alex Burdyga, who went solo in July. We had a members' flying week in August and will be teaching our new pilots how to aerotow. Dave Bramwell performed a flying display in the Kite 1 at Shuttleworth in July, alongside Graham Saw in the Grunau Baby. Our K-13 'Huey' is nearly ready for service after its refurbishment and our other K-13 'HRAF' has returned in good health from its inspection. Many thanks to Dave Watt of Bicester for generously lending us his Capstan whilst both of our two-seaters were away. An expedition to Edensoaring is planned for September.

Chris Scutt

VALE OF WHITE HORSE (SANDHILL FARM)

WWW.SWINDONGLIDING.CO.UK
513614N 0014030W

OUR new CFI, Dan Carter, is encouraging instructors and pilots, which will help us to recruit new members. We were also delighted to welcome several Wyvern members to fly at Sandhill Farm while Upavon was unavailable. In July we held a Wings and Wheels Fly-In. This year the weather was kinder and there were a number of interesting aircraft. Two of the visitors even arrived in gliders from Lasham, with some tale about having landed out. A good time was had by all, except for one couple who went home to Old Sarum by taxi after their Zenair refused to leave our lovely airfield. We're looking forward to more good soaring before the end of the season.

Paul Kellett

WELLAND (LYVEDEN)

WWW.WELLANDGC.CO.UK
522758N 0003430W

SUMMER finally appeared at Welland. We have enjoyed a hugely successful flying week, which saw Mark Rushton achieve

1,000hrs and Rebekah Hart return after 25 years to achieve her wings. For a handful of members, the season hurtled into view from the cockpit of a 1950s de Havilland Vampire as Nigel Betteridge, Andy Burton, Mick Nunley and Paul Porter got to experience jet flight first-hand. Many thanks to Fred Thomas for arranging this extraordinary experience. Celebrations continue as Andy Burton completed 323km, Andy Bennett achieved his Bronze and Alan 'The Legend' Bushnell clocked up a phenomenal 2,000hrs. Congratulations also go to Dave Arblaster, who has completed his inspector's rating.

Rebekah Hart

WOLDS (POCKLINGTON)

WWW.WOLDS-GLIDING.COM
535541N 0004751W

CONGRATULATIONS to Joel Hallewell, solo on his 14th birthday and Will Blackburn, who has qualified as a BI before he is old enough to have a driving lesson. Our Taster Day was a great success, flying over 150 visitors. We also recruited at least eight new members. We held our first glider aerobatics competition under the auspices of the British Aerobatics Association, directed by Paul Conran. Youth won the day, with Joel Hallewell taking first place in Beginners and Will Blackburn first place in Sports. We look forward to hosting more aerobatics courses and competitions in future, our own two-seater competition in August and next year's Club Class Nationals.

George Morris

WREKIN (RAF COSFORD)

WWW.WREKINGLIDINGCLUB.CO.UK
523824N 0021820W

SUMMER Thursday evenings have seen increasing numbers of young RAF airmen and airwomen from Cosford and Shawbury experience flying with the club through the RAF Charitable Trust sponsored gliding bursaries. The club bid a fond farewell to two long-standing club servants with the replacement of both the Supermunk and SLMG by a Turbo-Falke motor glider. There was tremendous excitement during the Cosford Airshow when we housed the BBMF Hurricane and Spitfire, but neither proved suitable for aerotow for the superb glider aerobatics display by CFI Ian Gallacher! Finally, congratulations to Colin Haines on achieving his 50km Silver distance, and to Wayne Roe on achieving his first solo.

Geoff Catling

WYVERN (UPAVON)

WWW.WYVERNGLIDINGCLUB.CO.UK
511712N 0014700W

THE core soaring season has been a little disturbed at Upavon, mainly due to very variable weather. Not only that, the Army conducted a large exercise on the airfield and a couple of weeks and weekends were lost, forcing a split in Wyvern Wings task week. Our latest challenge is negotiating continued shared use of the airfield when the Air Cadets return to flying. Nevertheless we have had a steady level of club and visitor flying with Wednesdays for Servicemen tasters being popular. Congratulations to Paul Wright for completing his 500km and Allan Tribe was a creditable 9th overall in the Club Class Nationals.

Paul Jessop

YORK (RUFFORTH)

WWW.YORKGLIDINGCENTRE.CO.UK
5357100N 00111332W

IT'S been a great summer for the club. We have done plenty of flying and a few members have made further steps towards badges including: John Masheder for completing his Cross-Country Endorsement; John F for the grizzly 5-hours; Ken Foster for a height gain; and Tom Pavis for his Silver distance (about time). We have completed another course, with Ayrton Hornsey making his first solo flight and Tim Howie re-soloing. Thanks to Ken Foster for organising, Keith, Chris, Geoff, Tom and anyone I've missed out. It was a great effort and we're all very grateful.

Simon Hawkin

YORKSHIRE (SUTTON BANK)

WWW.YGC.CO.UK
541338N 0011249W

LOTS going on. Our second EuroFOX is being put together (thanks again Richard), the tug hangar's in use (but needs a floor) – oh, and we're flying as well. First solos for Mark Newburn, Charlie Willoughby and Tom Dale, amongst a raft of achievements – including Robbie Rizk's Gold height and distance while Competition Enterprise was here. Out-and-returns to Clacton and lots of other great flights show what can be done from here.

Chris Thirkell

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



> CLUB FOCUS

DERBY & LANCS

AT A GLANCE

Membership:
Annual: £395
Student: £107
Under-18: £56

Launch type:
Winch launch - £8
Two-seater time - £0.42
K-18 - £0.35
K-8 - £0.25

Club fleet:
2 x Puchacz, 2 x K-13,
2 x K-8, K-18

Private gliders:
32

Instructors/Members:
20/130

Types of lift:
Ridge, thermal and wave

Operates:
Seven days in summer, six
in winter

Contact:
01298 871210 - office
01298 871207 - clubhouse
Email enquire@glidingclub.org.uk
www.dlgc.org.uk

Long and Lat:
531818N 0014353W
Radio frequency 129.975
call sign Camphill Base

FOUNDED in 1935 by the amalgamation of the Derbyshire Gliding Group and the gliding section of the Manchester Aeronautical Society, the club has remained on its site at Camphill ever since. The freehold of some 100 acres and associated buildings was bought in 1990.

In the heart of the Peak District, the airfield sits at 1,300ft on the corner of a plateau with south and west facing slopes offering ridge soaring in winds from south to north-west straight off the launch. Nearby hills of the so-called Dark Peak offer soaring in all wind directions. Wave is commonplace and days of mixed ridge, thermal and wave can keep you absorbed for hours.

Over the years, the farm buildings have morphed into high-standard club facilities. There is a bar and catering that also provides refreshment at the launch point. There are eight overnight bunkrooms and plenty of space for campers in vans or tents. Wifi access covers the whole field and, with digital projectors in two rooms, briefings and presentations can access online material.

Visiting pilots are always welcome, be they very beginners or venerable pundits, solitary wanderers, or veritable flocks.

The club operates seven days a week, but in the winter (mid-September to early April) we take Monday off, unless the forecasts indicate that may be the best day of the week. In the summer we employ a full-time instructor and winch driver in the week, and weekends are staffed by members. Summer courses for the public and for members run alongside club flying. Visiting trainee pilots are most welcome on a course or simply to join in normal club instruction.

Launching is by winch only and visits by powered craft are by prior permission only. There is some disadvantage to operating in a national park, despite the glorious setting!

A favoured venue of the Vintage Club, healthy and thriving, soaring for all tastes - there's a lot to Camphill. It's definitely a site you should know about. Come and visit, mount a club expedition, fly in for tea as part of an out-and-return - or just an out.

Peter Gray

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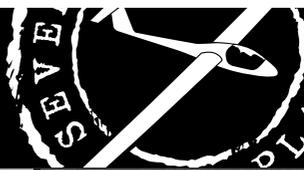
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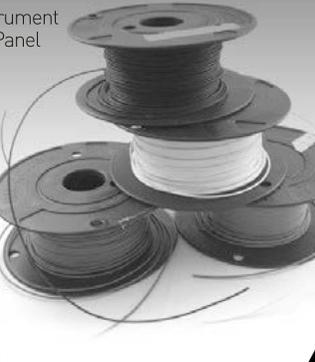
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Above left: Doing your A badge the hard way! Above right: Electronics-free simulator session. Main pic: Grunau Baby III launching (David Weekes)

GOING DUTCH

Terlet, near Arnhem in the Netherlands, was the venue for an enjoyable 43rd VGC International Rally, reports Bruce Stephenson

IT WAS that time again! Yes folks, the event that all vintage enthusiasts had been waiting for; the 43rd VGC International Rally at Terlet (27 July – 6 August). Sadly rally goers were treated to the opening days of heavy rain and high winds, which kept everyone firmly on the ground. However, as the VGC International Rallies are all about friends and good company, many a happy hour was spent catching up on news from all over the world!

If the opening weather was not enough, this year's rally had been tinged with other frustrations for the organisers, which were to have some significant impacts. With Dutch authorities playing a heavy hand in introducing initially severe restrictions on foreign-registered Annex II gliders, the Dutch rally organisers rose to the challenge and, at one point, even made a direct plea to the Dutch King, King Willem-Alexander. With Royal support, the short-sighted authorities soon changed their tune, but entrants were saddled with having to make a direct application to the Dutch CAA (with a processing time of up to eight weeks and an appropriate charge! Who said EASA was about harmonisation?). Unsurprisingly, the extra bureaucracy was to take a heavy toll

on rally goers, no doubt contributing to the abnormally low count of gliders this year – just 65.

It didn't seem to impact too much on the numbers attending, however, with around 250 participants from 13 countries. This made the international evening a fun night for all, as we glided our way from British Curry to Swiss Chocolates, all supplemented by German and Belgium beer, or, for those for a slightly stronger taste, Polish vodka.

One young German couple really capped off the cordial feeling of the evening, when Michael Auberger got down on one knee to propose to his future wife, Yvonne Stempfle!

With the wet weather beginning to abate, the first tentative flights took place on the Thursday morning before rain yet again stopped play. However, late that afternoon saw more flying, with the approach of a long-awaited high sitting out over the Atlantic. In the evening was the staging of the AGM, with the outgoing president and chairman resigning their positions; it was a fond farewell to both Nick Newton and Jan Forster. New chairman Peter Boulton was duly voted in, with Jan Forster somehow popping up as the new VGC President! Friday dawned a lovely clear day, with ☺

■ Thanks to Astrid van Lieshout for her assistance in compiling this report.

■ See you in Finland for the 44th VGC International Rally (25/7-4/8/2016)
www.vintagegliderclub.org



Erwin Janssen's answer to overcrowded thermals! (David Weekes)



Burkhard Wittje's K-2b cavorting around the skies (Alex Gilles)



(L-R): Marijke Waalkens with Manfred Müller-Christiansen, Gitta Jünemann and Judith van der Horst (Jan Das)



Shaun opens the rally with a little assistance from VGC President Nick Newton (Bruce Stephenson)

■ Apologies to Mark Wakem for misspelling his name in the caption under the photo of his Sky on p63, Aug/Sept 15.

everyone scrambling to rig their gliders and rally flying finally kicking off in great style. That evening saw a fascinating talk by Simine Short (from the USA) on the history of soaring. There was also a highly successful auction, with proceeds going to the VGC.

Saturday, with an even hotter start, saw one of the rally highlights, with the official handover of the Scott Viking to Gliding Heritage Centre representatives (see below). Bob and Sylvia van Aalst, a determined Dutch couple, campaigned for months to raise the money to secure this unique 1938 glider and return it to the UK. To Bob and Sylvia, we all extend our heartfelt thanks and you have more than earned a special place in British glider pilots' hearts.

Despite the inclement start to the rally, the weather largely held, with the end of the rally seeing some really great flying, especially on the Monday afternoon



with really monster thermals! Also worth mentioning was the Dutch evening, a celebration of Dutch cuisine and culture, which was a huge success, not to mention a visit on the Saturday by the Topolino (Fiat 500) Car Club.

In spite of the weather, by the end of the rally there had been a very respectable 466 hours flown from 347 winch launches, 119 aerotows, plus 15 auto-launches!

Thanks must be given to Neelco Osinga (chief rally organiser) and his faithful Terlet crew, with special thanks to Astrid van Lieshout and the Vereniging Historische Zweefvliegtuigen, who did themselves proud, often under challenging conditions.

All in all, it added up to a week of unmitigated flying fun, not to mention the fine wine and even finer company; what more could anyone ask for? I can't wait for next year's bash.



SATURDAY 1 August 2015, at the 43rd International Vintage Glider Club Rally held at Terlet in The Netherlands, saw the presentation of a unique glider to the Lasham-based Gliding Heritage Centre, *writes Paul Haliday.*

The sole surviving Scott Viking 1 was one of only four Scott Viking 1s built by Dunstable-based Scott Light Aircraft Ltd in 1938/39 and had previously been in the hands of its Dutch owner, Willem den Baars. Fellow VGC member and friend of Willem, Bob van Aalst, raised an appeal to purchase the Viking so that it could be presented to the Gliding Heritage Centre, as he believed that the glider should be returned to its country of origin.

Despite its obvious vintage looks; the Scott Viking was an innovative glider that enjoyed features that we now take for granted on gliders today. Rigging was unbelievably easy by the standards of the day; all the control surfaces featured self-

connecting controls and the wings were simply each attached by two conical pins, plus a drag pin. The ailerons also could be used as flaperons to give the best glide angle over a wide speed range.

The Scott Viking 1 played its part in WW2; two of the four gliders built were used in the highly secret Worth Matravers radar trials carried out in late June/early July 1940. Here, fearing an invasion by Germany spearheaded by troop carrying gliders, the British carried out secret tests using the Chain Home radar system to see if gliders could be detected approaching the British mainland from out to sea. As it turned out they were and Britain could be assured that if such an invasion came they could at least be warned.

Our Scott Viking was not pressed into service by the RAF, which probably accounts for its survival. In 1948, after some restoration, it began its post-war gliding career, passing through the hands of



Ulrich Hoetling's lovely SZD Bocian beautifully framed through the lens of Alex Gilles



Chilling at 6,500ft: Ulrich Hoetling and David Weekes in Oxford GC's T-21 Daisy (David Weekes)



The K-4 Rhönlerche owned by Karel Dop, takes to the skies (Vincenzo Pedrielli)



Coventry Gliding Club before being bought by Lou Glover in 1962. Lou owned the glider for nearly 40 years before selling it to Mike Beach in 2001, who then sold the glider to Willem den Baars in 2004.

The GHC Scott Viking 1, BGA 416, is named 'Lou the Glue' in honour of its longest-term owner and it is a condition of its sale that it will retain this title.

Bob had originally had the idea for an appeal fund to purchase the Scott Viking whilst attending the International Vintage Rally held at Lasham in 2013. Returning home to the Netherlands he began the appeal, collecting pledges, initially from members of the Dutch Vintage Glider Club (VHZ), before expanding the appeal to vintage glider enthusiasts of all nations.

The €8,200 target was reached a couple of months prior to the planned presentation ceremony at Terlet and all monies were gratefully received in good time. Initially, it had been planned to collect pledges of

€82 each from 100 people, but as it turned out some donors wanted to pay more. For example, the Dutch Vintage Glider Club (VHZ) contributed €1,000 in addition to the monies already pledged by its members.

The Gliding Heritage Centre would like to express its wholehearted gratitude to everyone who thought that bringing the Scott Viking back to Britain was a cause worthy enough to contribute money towards. We'd like to thank Willem den Baars for agreeing to the sale, and especially Bob van Aalst, his wife Sylvia and the whole van Aalst family, who worked so hard on the appeal to raise the funds to buy the glider.

The Scott Viking is now on display within the Gliding Heritage Centre hangar. We plan to return it back to an airworthy condition in the medium-term future, and we look forward to the day when our visitors can marvel at this unique and special glider as it flies above them.

■ www.glidingheritage.org.uk

Bob and Sylvia van Aalst with the Scott Viking (Colin Simpson)

'Lou the Glue' is named in honour of its longest-term owner

Scott Viking on its journey 'home'

This innovative glider is now on display within the Gliding Heritage Centre hangar (photos by Paul Haliday)

THE SCOTT VIKING WAS AN INNOVATIVE GLIDER THAT ENJOYED FEATURES THAT WE TAKE FOR GRANTED ON GLIDERS TODAY

BGA accident/incident summaries

AIRCRAFT

Ref	Type	Damage	Date, time	Place	Age	PILOT Injury	P1 hours
39	ASG 29	minor	10/03/15, 14:30	London GC	58	none	not reported
Wheel-up landing damaged the fuselage and gelcoat.							
40	K-13	substantial	14/03/15, 15:30	Channel GC	56	none/none	93
Wingtip dropped to the ground during a winch launch trial flight. A witness reports that the wingtip dragged along the ground for about 20ft before the glider took off and then rotated about the wingtip, crashing nose first from a height of around 10ft. The wind was 15 knots, straight down the launch run. The wingtip holder reports feeling the wing pushing down on his hand and after letting go of the wing it immediately dropped to the ground. The launchpoint controller did not give a stop signal, but the winch driver cut the power and braked when he saw a wing come up. There was minor damage to the nose, the rear of the fuselage was twisted. The club will recommend that their members read the BGA's <i>Stop the Drop</i> winch safety presentation.							
42	T-61	substantial	04/03/15, 12:30	Oxfordshire Sport Flying	74/67	none/serious	18,381
Heavy landing damaged fuselage tubes, wheel box and prop tips. The P2 suffered a crush fracture of one vertebra. After a normal approach, the aircraft "stopped flying" at about 15ft, crashing to the ground before either pilot could react. Curlover from upwind trees in the 15-knot wind cited as a possible factor. The club intend to equip all of their aircraft with impact-absorbing cushions.							
43	Swift	minor	22/03/15, 15:30	Buckminster GC	40	none	3,900
Undercarriage collapsed during landing ground run as the glider rolled off the concrete on to the grass.							
44	RF 5	minor	22/03/15, 15:00	South Wales GC	61	none	1,300
Top engine cowling detached during flight. After an hour's flying, the pilot throttled back and increased speed to glide back to the airfield. Soon afterwards the cowling came off, touching and damaging the propeller.							
48	K-21	minor	08/03/15, 14:45	Buckminster GC	58/-	none/none	1,316
Heavy landing burst nosewheel tyre and caused slight delamination to wheel mount. During the roundout, the handling P2 noticed the glider drifting slightly sideways in the crosswind and pushed the stick forward to get the glider on the ground, landing nosewheel first. The slight delamination was not noticed until a later inspection.							
52	Astir	minor	10/04/15, 13:25	Borders GC	70	none	10
Cracked undercarriage door. After a slight bounce on the first touchdown the pilot reduced the airbrakes and the subsequent PIO ended in a heavy landing.							
54	K-21	minor	11/04/15, 16:15	Bowland Forest GC	32/56	none/none	164
Underside of fuselage damaged during heavy landing. The wind had a slight crosswind component from the left, the cable had been retrieved to the right of the glider. At the beginning of the take-off the glider yawed right and the right wing went down slightly. Both the P1 and the launchpoint controller reported that the wing remained well clear of the ground and that the wings were quickly levelled and the ground run continued as normal. The winch driver interpreted the wing drop and yaw as the start of a cartwheel so he cut the power and applied the brake. There was still enough momentum in the launch for the glider to take off and start to rotate before the cable slackened and back-released. A witness reports a delay of a couple of seconds after the release before the nose was lowered to just below the horizon. The airspeed was by now below the minimum landing speed and the P1 could not prevent the glider from landing heavily on the nose and main wheels.							
55	Duo Discus	minor	11/04/15, 13:40	Lasham GS	79/78	none/none	590
Heavy landing after the canopy came open during aerotow take-off. On a busy day, the pilots found themselves at the front of the queue before they were fully ready. Their rushed pre-flight checks included being hooked on to the aerotow rope before the canopy was closed and checks completed. After the canopy was closed, the launchpoint controller noticed a gap between the frame and the fuselage and asked the front seat pilot to confirm that the canopy was secure. After receiving a confirmation the launch continued. During the early part of the take-off the canopy opened, both pilots reached to hold it and for a few seconds neither pilot was flying the glider. After the rope was released, the glider landed heavily and bounced before landing again beside the runway. The front canopy hinge was broken and one pilot received a cut to his arm.							
56	Discus	minor	08/04/15, 12:55	Yorkshire GC	51	none	22
Wheel-up field landing damaged undercarriage door and fuselage gelcoat. During the DI, the pilot mistakenly set the altimeter to 1,000ft QFE. After 45 minutes local soaring and with an indicated height of 1,200ft ATO the pilot decided to return to the hill top airfield. After turning towards the airfield, the pilot realised that the glider was too low and set up a circuit into a field at the bottom of the hill, unfortunately omitting to lower the undercarriage before landing.							

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.

BGA accident/incident summaries *continued*

AIRCRAFT

Ref	Type	Damage	Date, time	Place	PILOT Age	Injury	P1 hours
57	Vega	substantial	17/04/15, 13:55	Denbigh GC	59	none	1,100

Undercarriage collapsed on landing, damaging the undercarriage doors and scraping the fuselage. The visiting pilot lowered the wheel as part of his pre-landing checks, but during his double check on short final he noticed that the lever was not in the locked down position. When he attempted to lock the wheel down, a gust lifted a wing and the glider started to drift off the runway so the pilot chose to fly the glider to a safe landing.

62	K-8	substantial	23/04/15, 17:05	Cotswold GC	58	none	3
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Heavy landing bent the fuselage frame. During a hangar landing the pilot ballooned during the roundout, reduced the airbrakes and eventually landed heavily.

Incidents

38	Twin Astir	none	05/03/15, 18:10	-	-	-	-
----	------------	------	-----------------	---	---	---	---

Wheel-up landing. The club safety officer's report highlights the importance of pre-landing checks.

41	Arcus	minor	14/03/15, 14:30	-	-	minor	-
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The engine was started during the DI and the glider moved forward, contacting the hangar door and trailer. One of the owners suffered a cut knee requiring stitches.

45	Ventus	substantial	25/03/15, 08:30	-	-	-	-
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Trailer rear-ended in slow moving traffic. Wingtips, rudder, an aileron and the trailer all damaged.

46	Vega	minor	08/02/15, 13:00	-	-	-	-
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Wing knocked off trestle, damaging the trailing edge and top surface.

47	EuroFOX	none	21/02/15, -	-	-	-	-
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Tug upset. During an aerotow, the P1 took the K-21 out of position and handed control to the P2. A large bow developed in the rope which the P2 corrected, but, as the rope came taut, the glider was still off to the side. The tug pilot reported a violent twist to the right as the tug yawed, rolled and pitched nose down before the glider P1 released. The CFI reminded club members of the relatively light weight of this type of tug and that if a large bow does develop, pilots should take corrective action and then release the tow just before the rope comes tight.

49	K-6	none	15/03/15, 14:15	-	-	-	-
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Just as the "all out" signal was given to the winch, it was noticed that the two-wheel tail dolly was still attached. The launch was stopped and the dolly removed.

50	Puchacz Puchacz	substantial substantial	31/03/15, 02:00	-	-	-	-
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Damage to fuselage and fin, canopies destroyed. Both aircraft were left out overnight and blown over in winds reported as 20kt, gusting to 50kt.

51	Puchacz	none	01/04/15, 11:00	-	-	-	-
----	---------	------	-----------------	---	---	---	---

Field landing during early instructional flight after the instructor allowed the student to fly the glider out of range of the airfield.

53	LS4 Discus	none none	11/04/15, 13:55	-	-	-	-
----	---------------	--------------	-----------------	---	---	---	---

Near head-on collision. The CFI examined the igc files and estimates the vertical separation to have been 15m and the closing velocity greater than 150 knots. The report does not mention whether either glider was equipped with FLARM.

58	K-21	substantial	18/04/15, 19:30	-	-	-	-
----	------	-------------	-----------------	---	---	---	---

Tow incident damaged tailplane and elevator. While being towed using one-man tow gear, the mainwheel fell into a rut, allowing the nosewheel to contact the ground. This lifted the towbar off the car tow ball and the glider ran into the back of the car.

59	Astir	minor	18/04/15, 10:20	-	-	-	-
----	-------	-------	-----------------	---	---	---	---

Rigging incident left dents and cuts in wing surface. Part of the one-man rigging aid collapsed during rigging and the wing fell onto a corner of the base of the rigging aid.

60	K-13	minor	19/04/15, 10:00	-	-	-	-
----	------	-------	-----------------	---	---	---	---

Damage to nosewheel bracket mount weld noticed during DI.

61	LAK 17	none	10/04/15, 11:30	-	-	-	-
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Wheel-up landing on grass landing area. The visiting pilot lowered the undercarriage, but then retracted it while trying to climb away in weak lift. When he continued with his circuit, he omitted to lower the wheel again.

BGA BADGES

No.	Pilot	Club (place of flight)	Date
FAI 750k Diploma			
104	Mark Newland-Smith	London	07/06/2015
105	Andrew Roch	London	07/06/2015
106	Alan Eckton	Lasham	07/06/2015
107	Michael Foreman	Lasham	07/06/2015
108	Jeremy Pack	Lasham	07/06/2015
Diamond Badge			
801	Alan Langlands	Shenington	02/10/2014
802	Geddes Chalmers	Highland	09/07/2015
803	David Rhys-Jone	Southdown	30/07/2015
Diamond Distance			
1-1213	Jeremy Lee	Portsmouth Naval	07/06/2015
1-1214	Alistair Bridges	Lasham	08/06/2015
1-1215	Martin Clark	Bicester (Nympsfield)	07/06/2015
1-1216	Gwyn Thomas	Anglia	07/06/2015
1-1217	Oliver Metcalfe	Lasham	09/07/2015
1-1218	Shaun McLaughlin	Gliding Centre	09/07/2015
1-1219	Mark Butcher	Essex & Suffolk	09/07/2015
1-1220	Peter Startup	Devon & Somerset (Nympsfield)	09/07/2015
1-1221	Jerry Newbery	Essex & Suffolk	09/07/2015
1-1222	Stephen Tilling	Shropshire	07/06/2015
1-1223	Gareth Francis	SGU (Rufforth)	09/07/2015
1-1224	Daniel Brown	Stratford On Avon	09/07/2015
1-1225	Simon Bawden	Bristol & Glos	09/07/2015
1-1226	Jeremy Pack	Lasham	07/06/2015
1-1227	Rene Lans	Lasham	09/07/2015
1-1228	Paul Candler	London	09/07/2015
1-1229	Richard Slater	South Wales	31/07/2015
1-1230	Geddes Chalmers	Fulmar/Highland	09/07/2015
1-1231	David Rhys-Jones	Southdown	30/07/2015
Diamond Goal			
2-2512	Allan Melmore	Lasham (New Tempe)	19/01/2015
2-2513	Andrew D'Arcy	Midland	30/05/2015
2-2514	Michael Gadd	Dartmoor (Aston Down)	07/06/2015
2-2515	Roger Green	Cotswold	07/06/2015
2-2516	Maxwell Mingay	Southdown	07/06/2015
2-2517	Daniel McCormack	Bowland Forest (Dunstable)	07/06/2015
2-2518	Anthony Heritage	Chiltern	07/06/2015
2-2519	Christopher Ballance	Bicester	07/06/2015
2-2520	Adrian Tills	Essex & Suffolk	07/06/2015
2-2521	David Hendry	South Wales	07/06/2015
2-2522	Rene Lans	Lasham	07/06/2015
2-2523	Timothy Dutton	Wyvern	07/06/2015
2-2524	Susie Edwards	Derby & Lancs/ Southdown	07/06/2015
2-2525	Paul Candler	London	31/07/2015
2-2526	Chris Pullen	Wyvern	07/06/2015
2-2527	Darren Smith	Lasham	31/07/2015
Diamond Height			
3-1782	David Fidler	Cranwell (Sisteron)	28/04/2015
3-1783	Alan Langlands	Shenington (Aboyne)	02/10/2014
Gold Badge			
Roger Green	Cotswold	07/06/2015	
Christopher Bishop	Portsmouth Naval	18/07/2015	
Gareth Francis	SGU	09/07/2015	
Robbie Rizk	Buckminster	11/07/2015	
Lt McFarlane	Wyvern	07/08/2015	
Vivian Watt	Wyvern	28/04/2015	
Roger Wells	Cranwell	07/08/2015	

David Wilson (1932-2015)



MEMBERS of flying and gliding clubs all over the north were saddened to hear of the death of David Wilson on 24 July. Dave was devoted to aviation of all kinds for most of his 83 years and was kept active until health issues forced him to stop relatively recently. During more than 60 years of gliding, he was an instructor, a CFI and a technical officer. He will be fondly remembered and much missed by all those who knew him.

Dave began gliding at Moonrakers, the RAFGSA club at Lyneham, to avoid endless square-bashing during his National Service RAF days. In the RAF he was a RADAR engineer and he was always involved with electrical engineering and electronics of one sort or another professionally.

David became a PFA/LAA inspector in 1968 and was one of their longest-serving inspectors. He started work as BGA inspector/senior inspector in 1974 and continued to inspect, maintain and create flying machines of all kinds until recently. He flew and fixed countless types, including gliders, hang gliders, motor gliders and microlights.

He flew at Sunderland Flying Club, was CFI of Newcastle Gliding Club when it was based there, and was involved in starting up Carlton Moor Gliding Club (Newcastle and Teeside) when they moved. Dave was the founder member of Northumbria GC in

1962 and CFI there for 10 years. His Eagle (with Dave as PI) was the first glider to fly at Borders (Milfield) in August 1969 when a group of people interested in starting a flying club there invited him across to the disused RAF aerodrome to assess its potential as a gliding site. He was also the course instructor for a couple of seasons at both Pocklington and Feshie Bridge.

When not flying, David was an accomplished gardener and, along with sharing his home-grown tomatoes and other produce with club members, he famously grew a much pampered and celebrated pineapple.

In 2012, in recognition of his services to aviation, he was awarded a BGA Diploma. The nomination was supported by two gliding clubs and the LAA, and spoke of "his commitment to and initiative in aviation, revealed by the number of flying and gliding clubs he played an important part in founding". His 60 years of unswerving commitment to aviation, the sport of gliding and, more recently, to Northumbria and Borders Gliding Clubs made him more than worthy of this accolade.

He was a man of independent views with a mischievous twinkle, who was ever happy to share his passion and knowledge of gliding. Thanks to Dave there are many of us who will continue to believe, as he did, that "it is always soarable". We extend our sympathy to his son Peter and wife, Beryl.

Helen Fraser, Borders Gliding Club

Gold Badge cont'd

Alan Langlands	Shenington	02/10/2014
Darren Smith	Lasham	31/07/2015
David Fenton	South Wales	31/07/2015
Gold Height		
Roger Wells	Cranwell (Sisteron)	28/04/2015
Jordan Richards	Seahawk (Talgarth)	10/06/2015
Simon Brown	Darlington (Sutton Bank)	31/07/2014
Bradley Soames	Essex & Suffolk (Sutton Bank)	07/06/2015
Christopher Bishop	Portsmouth Naval (Aboyne)	28/10/2014
Robbie Rizk	Buckminster (Sutton Bank)	11/07/2015
Vivian Watt	Wyvern (Sisteron)	28/04/2015
Alan Langlands	Shenington (Aboyne)	02/10/2014
Michael Blom	Peterborough & Spalding (Aboyne)	02/10/2014
Gold Distance		
Jonathan Sharp	Anglia (Hus Bos)	30/05/2015
Allan Melmore	Lasham (New Tempe)	19/01/2015

Andrew D'Arcy	Midland	30/05/2015
Michael Gadd	Dartmoor (Aston Down)	07/06/2015
Roger Green	Cotswold	07/06/2015
Maxwell Mingay	Southdown	07/06/2015
Daniel McCormack	Bowland Forest (Dunstable)	07/06/2015
Anthony Heritage	Chiltern	07/06/2015
Christopher Ballance	Bicester	07/06/2015
Jordan Richards	Seahawk (Talgarth)	08/06/2015
Adrian Tills	Essex & Suffolk	07/06/2015
Roy Garden	Deeside	11/06/2015
Christopher Bowden	Derby & Lancs (Saltby)	07/06/2015
David Hendry	South Wales	07/06/2015
Rene Lans	Lasham	07/06/2015
Andrew Cobbett	Lasham (Bicester)	07/06/2015
Timothy Dutton	Wyvern	07/06/2015
Susie Edwards	Derby & Lancs/ Southdown	07/06/2015
Adrian Lake	Chiltern	09/07/2015
Christopher Bishop	Portsmouth Naval	18/07/2015
Gareth Francis	SGU (Rufforth)	09/07/2015
Robbie Rizk	Buckminster (Rufforth)	09/07/2015
Lt McFarlane	Wyvern (Bicester)	07/08/2015

BGA BADGES cont'd

No. Pilot Club (place of flight) Date

Gold Distance cont'd

Roger Wells Cranwell 07/08/2015
(Bicester)
Michael Hunton Cranwell 07/08/2015
(Bicester)
Paul Candler London 09/07/2015
Christopher Pullen Wyvern 07/06/2015
Darren Smith Lasham 31/07/2015
David Fenton South Wales 31/07/2015

Silver Badge

Peter Burgess South Wales 07/06/2015
Jonathan Hunt Oxford 15/06/2015
Andrew Garner Lasham 30/05/2015
Colin Haynes Wrekin 07/06/2015
George Hunter Booker 21/05/2015
Charles Taylor Bicester 29/06/2015
Ranald Porteous Cambridge 30/05/2015
Jon March Edensoaring 17/05/2015
Christopher Parsons London 06/06/2015
Kazimierz Fuks Essex & Suffolk 07/06/2015
David Spillett Banbury 07/06/2015
Dominic Fritche Southdown 09/07/2015
Richard Hodge Lasham 18/01/2015
Emily Tillett London 07/06/2015
Alan Carter Cotswold/
Dartmoor 09/07/2015

Lech Zakrzewski Shenington 15/06/2015
Bradley Soames Essex & Suffolk 07/06/2015
Simon Gutman Portsmouth 07/06/2015
Naval

Andrew Greenhalgh Essex & Suffolk 24/06/2015
Paul Isaacs Southdown 07/06/2015
Peter Bennett Devon & Somerset 22/07/2015

David Lewis South Wales 25/07/2015
Clement Allen Derby & Lancs 29/07/2015
Amy Randalls Angus 08/08/2015
Graham Hoile Bath, Wilts & N Dorset 25/07/2015

Richard Hayhoe Essex & Suffolk 18/07/2015
Oleg Rzhondkovskiy Bristol & Glos 30/07/2015
Paul Kerman Lincolnshire 01/08/2015
Walter Hall Trent Valley 31/07/2015

Silver Height

Devon Burnley Cranwell 31/08/2014
Alexander Rose Oxford 07/06/2015
Peter Burgess South Wales 07/06/2015
Andrew McCrorie Lasham 28/04/2015
Andrew Garner Lasham 30/05/2015
Nigel Baston SGU 20/05/2015
David Spencer Derby & Lancs 08/06/2015
William Harrop Staffordshire 30/05/2015
Jacob Matthews Seahawk (Talgarth) 23/03/2015

Callum Lavender Bicester 01/07/2015
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Danny Richmond Anglia 11/04/2015
Callum Lavender Lasham 28/05/2015
(Aston Down)

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Samantha Arnold Bannerdown 30/05/2015
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(Sutton Bank)

Zoe Mallam Portsmouth 31/08/2014
Naval

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Kevin Russell Cotswold 07/06/2015
Robert King Shenington 07/06/2014
Jacob Matthews Seahawk 14/03/2015
(Talgarth)

Callum Lavender Bicester 01/07/2015
Ranald Porteous Cambridge 30/05/2015
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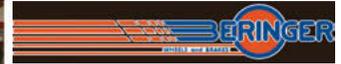
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INSTRUMENTS

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With all the easy to use powerful features and multiple installation options of the original Clearnav, but completely revised hardware giving up to 10 times faster processing, instant display update, much brighter screen but even lower power. Further new software features added free for purchases in 2015. Existing Clearnavs can be upgraded to the full Clearnav II Specification.

CLEARNAV2
£2,395.00

CLEARNAV2UPGRADE
£795.00

BUNDLE PRICE
CLEARNAV 2 + CNV VARIO **£3,295**



"Simply the best vario I have ever used, period" – Gee Dale

"The CNv is ASTOUNDINGLY WONDERFUL !!!!"

– Dave Ellis (Designer, Cambridge 302 vario)



Mountain High Oxygen Systems

DID YOU KNOW THAT IT'S NOW A LEGAL REQUIREMENT TO CARRY OXYGEN FOR FLIGHTS WITH PASSENGERS ABOVE 10,000FT? (As well as being sensible).

Mountain High oxygen equipment is the effective standard for glider installations; constant flow operator-adjusted systems for cost-effectiveness, or EDS systems for maximum duration and 'fit-and-forget' ease of use.

AFE can supply systems optimised for your requirements in single or 2 seater installations.

Prices from **£389.95** for constant flow systems, **£659.95** for EDS system

We can also fill your own system on site at our Oxford location, or have 5-yearly testing and certification.

Oxygen filling: **£20.00** (2,000psi); **£25.00** (3,000 psi)

Testing and certification: **£49.95** including refilling

Call our Oxford Office for expert advice on the appropriate system



CNv vario

The best performance vario/flight director and navigation system, with multi-sensor technology for optimised gust elimination and accurate winds in straight or circling flight. The Club version can be software upgraded to the full capability including task flying and IGC flight recording by purchase of an X-C licence.

Available with mechanical pointer, LCD display or both, and multiple displays can be attached for 2-seater applications. The CNv system gives maximum capability in minimum space.

CNv (mechanical pointer)
CNvNAV (LCD Display)
CNvNAV (Both Displays)
X-C pack (Software upgrade to IGC)

£1,195.00

£1,055.00

£1,524.00

£545.00



AvMap Ultra EFIS



The UltraEFIS is a stand-alone device with Ultra bright 3.5" sunlight readable display. Less than 50mm depth behind the panel, and weighing only 145g the Ultra EFIS can be easily installed in the same location as a standard 80mm Artificial Horizon, connecting to the GPS supplied, 12V power and Pitot/Static system.

Designed for sailplanes and ultra-light aircraft, the Ultra EFIS contains solid-state gyros, accelerometers, magnetometer sensor and air-data sensors.

The display gives true attitude, indicated and true airspeed, altitude, heading information and a slip ball. The alternative HIS display gives full navigation information using its built-in updatable world-wide Jeppesen Database.

£895.00
AVMAPEFISULTRA



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Direct replacement for standard SLA batteries,

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- Fast charging performance
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If you are not lucky enough to be taking your glider wave flying or even better to the warmth of the southern hemisphere, then winter is the perfect time to get any maintenance done.

Contact us now and book in your glider for a time that is good for you. We can get almost anything airborne...