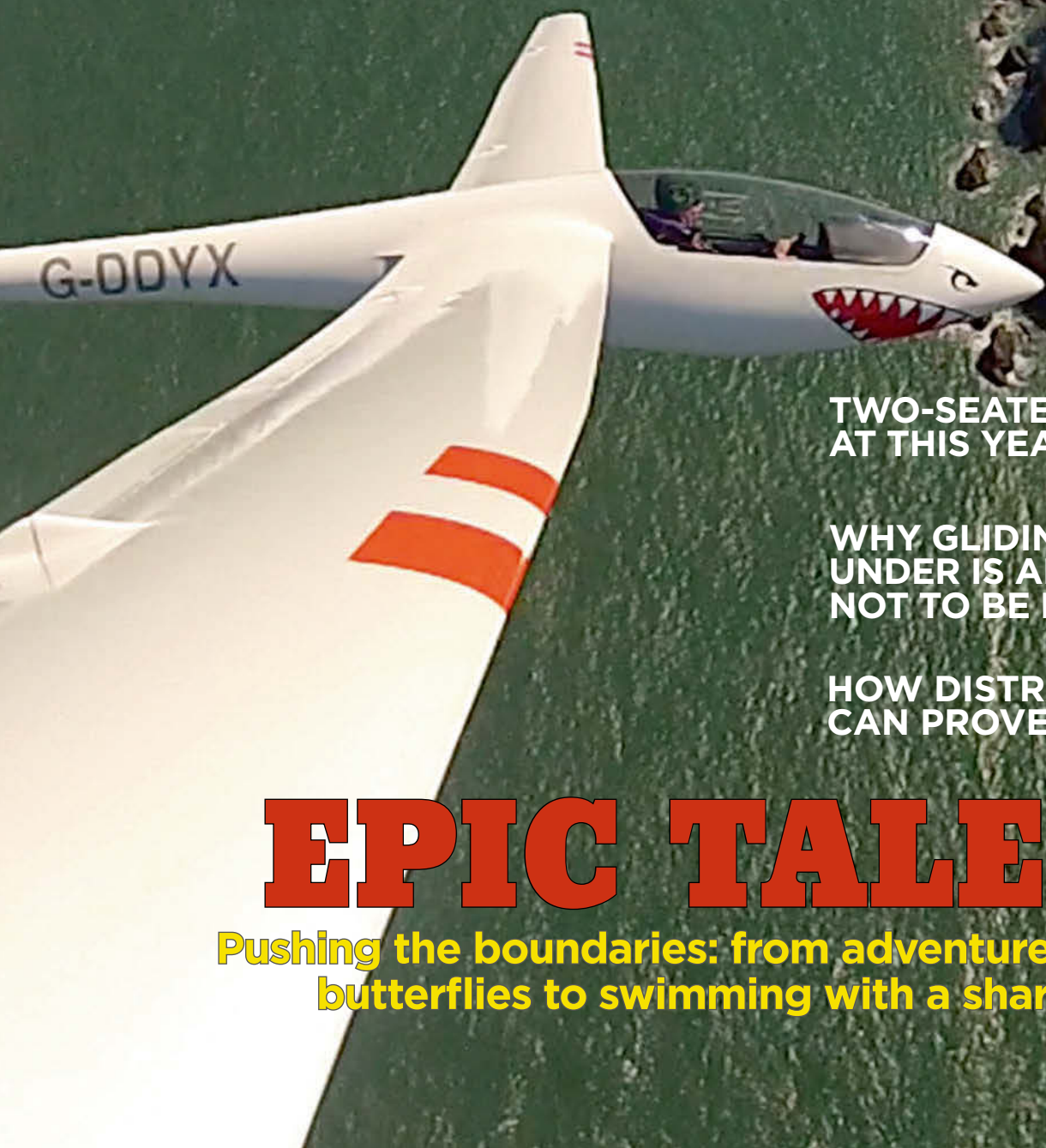


SAILPLANE & GLIDING

VOL. 64 NO.3



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FEATURES

10 AERO 2013

Two-seaters dominated the gliding hall at this year's show, including the introduction of Alexander Schleicher's 20m ASG 32 Mi

20 THREE GOOD REASONS TO GLIDE

Bernard Eckey reflects on the performance triangle in gliding and asks whether a greater emphasis on learning could combat our high drop-out rate

32 ON SAFARI DOWN UNDER

John Clark explains why a gliding safari in Australia is an experience that's not to be missed (and says the crocodiles eat mostly Japanese and German tourists, if you go by the language of the warning signs!)

38 ADVENTURES WITH BUTTERFLIES

Matt Wright feels the butterflies starting to flap their wings as he sets off on another clifftop adventure, this time exploring the north coast of Devon, in his ASW 20



MEMBER OF THE ROYAL AERO CLUB AND THE FEDERATION AERONAUTIQUE INTERNATIONALE



 **THE MAGAZINE OF THE BRITISH GLIDING ASSOCIATION**
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COVER STORY
Turning Combe Martin during clifftop adventures on the north coast of Devon. See p38 for full story. Then turn to p44 to read what happens when even the best of plans fail. (Matt Wright)

DEADLINES

Aug/Sept 13
Articles, Letters, Club News: 7 June
Display advertisements: 21 June
Classifieds: 8 July

Oct/Nov 13
Articles, Letters, Club News: 6 Aug
Display advertisements: 22 Aug
Classifieds: 6 Sept

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› The BGA Waypoint List for 2013 has now been published and is available through the BGA website or directly via: www.spsys.demon.co.uk/turningpoints.htm There are 18 new WPs and five old ones have been withdrawn. The withdrawals are Hemswell (HEM) and Lincoln Station (LIN), because they are too close to the Red Arrows practice zone (R313). Bassenthwaite Lake NE (BTE) has been superseded by new BT2, which is closer to the local ridge. Pershore Airfield (PRS) no longer has a BGA club and, finally, Tuxford Power Station (TUX) was demolished in July 2012. The new points include several in the Lake District for wave and ridge flying, several in the west of Scotland for wave flying, and new ones referenced to Doncaster, Ipswich, Lincoln and Perth. Finally, there are new local points for BGA Clubs at Challock, the Mynd and Portmoak.

› Bill (William) Kronfeld, the only son of the late great gliding pioneer Robert Kronfeld, died in his sleep on 7 March 2013, aged 72. Both Bill and his son Simon were Lasham members and both held Gold Cs. Bill was also a keen sea fisherman. He joined the Imperial College Gliding Club when studying engineering and worked for Ford Motor Company for many years. Bill copied his famous father's feat by soaring over the Matterhorn.

› The IGC Sporting Code committee has put forward a discussion paper regarding the Sporting Code Section 3, gliding and motorgliders, which noted that a difficult to understand Code is a disincentive to the growth of our sport. It calls for suggestions that could lead to a radical simplification of the code. Suggestions should be sent by email to igc-sporting-code@fai.org

› Midland Gliding Club Instructor Steve Male is taking part in the London to Paris cycle challenge organised by children's charity Action Medical Research, from 17-21 July. Failing his private pilot's annual medical check due to high blood pressure was Steve's incentive to get back into shape through exercise, rather than resorting to medication. To sponsor Steve, go to www.action.org.uk/sponsorship/stephenmale

› Aim Higher is a wide-ranging, long-term BGA project, which aims to help clubs support pilots by meeting their developmental needs and by encouraging everyone to raise their sights on what is possible given the necessary skills, knowledge and confidence. There is no age limitation and it is targeted at any post-Bronze or licensed pilot. Details of the initiative, together with a wide range of resources, are on the new Aim Higher page of the website at www.gliding.co.uk/bgainfo/aimhigher.htm



Craig Chatburn (left) is presented with a laptop borescope inspection camera by John Williams

Survey shows way ahead

A RECENT survey of BGA inspectors was very well supported, with 80 per cent of inspectors taking part. Thank you to all those who participated. The results are very interesting and have identified some surprising facts, which will help the BGA plan the way forward. The prize winner,

chosen at random from survey responses, was Craig Chatburn from Portmoak, who has received a laptop borescope inspection camera. Craig has generously donated his prize to the club for members' use.

A full article with survey results will appear in the next issue of S&G.

Sky's the limit at Tibenham

NORFOLK GC hit the headlines in the *Eastern Daily Press* when journalist Lucy Wright visited the club to learn more about its disability gliding project, called 'The Sky's the Limit'.

The club has received grants from the Peter Harrison Foundation, the Guild of Air Pilots and Air Navigators, Saffron Community Foundation and Waitrose, to teach disabled people how to fly.

Instructors converted a glider so those with limited use of their legs are able to operate the pedals.

Steve Brownlow, vice chairman of the club, said his aim was to make the sport accessible to everyone.

Kevin Carter travelled to Norfolk to learn to fly. A former firefighter, Kevin was told by doctors that he would never walk again after an accident at work. "I never thought I would have the chance to try something like gliding," he said.

The Peter Harrison Foundation grant included an amount for launch subsidies. Disabled people are invited to try a first flight and make a donation, which goes back in to the fund.



Norfolk GC's John Roche-Kelly (right) explains the controls of a specially-adapted glider for people with disabilities to former firefighter Kevin Carter (Simon Parker/Archant)

WORTHY OF RECOGNITION

CONTRIBUTIONS to gliding were recognised with a number of awards at the Royal Aero Club Annual Awards Ceremony, held in London on 23 April.

A Silver medal was awarded to BGA Vice Chairman Andy Perkins for his work over many years developing and driving forward numerous successful initiatives on behalf of youth and aviation. Now a Senior First Officer for British Airways, Andy's focus is on helping others, particularly the young and underprivileged, achieve their dreams in aviation.

Anne Burgess received a Certificate of Merit for her contribution to gliding in Scotland. For 27 years, Anne has served as Highland Gliding Club's treasurer. She was instrumental in setting up the Scottish Gliding Association, gained the lottery funding to purchase one of the first ASH 25s in the UK, and runs competition control at the UK Mountain Soaring Championships every year.

Skylaunch's Mike Grove was awarded a Certificate of Merit for his work on glider winches, which has been instrumental in transforming winch launching in Britain and many other gliding nations (see p13).

The FAI Paul Tissandier Diploma was awarded to Hugh Browning for his work developing improvements in gliding safety. Hugh has worked tirelessly over the years



Andy Perkins (left) receives a Silver medal from Sir Michael Alcock (Here and Now Photography)

to reduce the number of fatal and serious gliding accidents.

Dr Peter Saundby was awarded the FAI Companion of Honour in recognition of his long and dedicated service to medical aspects of airsport. Peter became Medical Adviser to the BGA in 1967, a role which he fulfils to this day.

The Ann Welch Memorial Award went to Colin Davey of Four Counties GC, reflecting his commitment to the training and development of pilots at every level. In 2012, Colin handed over the reins as CFI: during his nearly nine-year tenure, over 15,000 launches, most of them instructional flights, were flown without accident.

Great results for Gliding Team GB

TEAM GB has been busy practising in the Hahnweide Comp in Germany, with some great results. Derren Francis came first in the 18m Class, with Russell Cheetham 2nd, Mark Holden 3rd, Steve Jones 5th and Chris Curtis 12th. Andy Holmes came 10th in the Standard Class, won by German Joachim Hörsch. In the 15m Class, won by German Tim Englert, Matt Cook was 4th, Phil Jones 5th and Tim Scott 6th. Congratulations to all.

■ The LX Nav Cup comp in Hungary was the second major event in Eastern Europe to be written off by the weather this year.

Future secured

BICESTER GC's future is now looking more secure with the recent purchase of the airfield by Bicester Heritage Ltd. Gliding has for many years been an important activity at Bicester and the club has long been a route for young people to enter into a career in aviation. The club is already recognised as a youth gliding centre and its community volunteer scheme has been successful in making both the sport and the airfield more accessible to the local population, which is also stated as an aim of Bicester Heritage Ltd.

DATES NATIONALS, REGIONALS AND OTHERS

Club Class Nationals	Lasham	25/5-2/6/13
European Champs (flapped)	Vinon (France)	8-21/6/13
Comp Enterprise (not rated)	North Hill	29/6-6/7/13
Women's Worlds	Issoudun (France)	29/6-13/7/13
European Champs (unflapped)	Ostrow Wlkp (Poland)	5-21/7/13
15 Metre Class Nationals	Hus Bos	13-21/7/13
Open Class Nationals	Aston Down	3-11/8/13
Standard Class Nationals	Aston Down	3-11/8/13
18 Metre Class Nationals	Bicester	17-25/8/13
Junior Championships	Nympsfield	17-25/8/13
National two-seater comp	Pocklington	18-25/8/13
UK Mountain Soaring Champs	Aboyne	1-7/9/13
Glider aerobatic competitions		
Nationals	Saltby	30/5-2/6/13
World Glider Aerobatic Champs	Finland	18-28/7/13
Saltby Open	Saltby	6-8/9/13

■ **BGA Club Management Conference, 16 November, 2013 at Warwick University**

LASHAM REGIONALS	25/5 - 2/6/13
WOLDS REGIONALS	15-23/6/13
SHENINGTON REGIONALS	22-30/6/13
EASTERN REGIONALS	TBA
NORTHERN REGIONALS	27/7 - 4/8/13
BIDFORD REGIONALS	13-21/7/13
BICESTER REGIONALS	27/7 - 4/8/13
MIDLAND REGIONALS	3-11/8/13
INTER-SERVICES	3-11/8/13
SOUTH WEST REGIONALS	3-11/8/13
GRANDSDEN REGIONALS	10-18/8/13
DUNSTABLE REGIONALS	17-25/8/13

Fly with the best

THERE is a unique coaching event in Namibia later this year, providing the opportunity to fly with the best in the sport of gliding, with a complete brain dump of knowledge. With high performance two-seaters, such as the Arcus and ASH 25, in a reliable thermic area, with long days, there will be plenty of opportunity to explore a pilot's ability in almost all the technical areas they will encounter in top competition.

Eight former World or European Champions, including our own Peter Harvey and Andy Davis, will be sharing their experience as coaches. Just a few places on two seven-day courses (costing €5,500) are currently available between 1-14 November at Kiripotib, Namibia. The event is organised by Rent-a-Glider (www.rent-a-glider.com) and more information is available from ludwig.starkl@starkl.at

Making the most of good weather

THE second week in May saw some of the most consistently good gliding weather we've experienced in the UK for quite some time. Also, in contrast to the past two years, the good weather so far this year has been kind and often coincided with weekends and holidays.

Worthy of mention is Afandi Darlington's flight from Lasham on 6 May, in his ASG 29 (LAS-BAN-WEN-BIC-LAS-LEI). "I did the club 504km task but was back at Lasham before 4pm, so went to Leicester Forest East and back to Lasham for an additional 318km, making 822km free distance at 112km/h," commented Afandi.

The next day, Ed Downham completed a 596.3km flight (LEZ-MNS-DUN) at an impressive speed of 126.2km/h, in EB28 '13'.

Met guru Dave Masson explains what's been happening to our weather: "After the excessive rainfall of 2012, the watertables were full with water pouring out of springs and many fields remained waterlogged through March. Much of March was dominated by high pressure to the north bringing cool, dry unstable air from the east, though often there was too much cloud and wind for good soaring. Those that flew mid-late March got used to seeing snow on the hills and patches of snow lingering in fields on the Southdowns, Cotswolds and even the Chilterns.

"The situation continued into April and, with higher pressure and more sun, finally yielded a really good day on 6 April. Then there was a quiet patch with little rain and the surface of the ground drying out nicely. Another good, settled period began on 19 April post cold front, with high pressure building in just the right place to bring dry unstable air from the north and a really good day on the 20th, albeit good blue in places. The weather remained soarable and XC-able through to the end of month, with the high pressure to our west building and declining, often supplying cool dry air with the occasional refreshment from a cold front. The best of these days was the 30th, which, though rather spread out in many areas, culminated in several 750km and many 500km."

■ Congratulations to Rob Lockett for an outstanding flight on 5 April from Tibenham to Redruth, Cornwall - a stunning distance of 491.8km in an Olympia 2b!



Over 100 winch launches took place during the 2013 Youth in Aviation Flying Day, held at Bicester Gliding Club on 4 May, allowing some of the more inexperienced present to have a go at gliding. The powered line-up was also even more impressive than previous years

Combining flying with fun

THE 2013 Youth in Aviation Flying Day - hosted by Bicester Gliding Club and facilitated by The Air League - proved to be hugely successful. Over 100 young people from a range of organisations attended and it was fantastic to see old faces and meet a lot of new people keen to become more involved in aviation.

All of the organisations present were pivotal to the success of the day. The BGA had the gliding sim set up, the Light Aircraft Association were on hand to discuss their various youth programmes, the RAeS were present to discuss their offering to young people, Air Scouts were buzzing around in their Venture and the RAF and Air Cadets were keen to talk to all

present about the fantastic opportunities they offer.

In addition, both CTC and CAE Oxford were present with cadets to talk about becoming a professional pilot and we were thrilled that a few Air League members took some time out to talk about their experiences as cadets with some of the larger flying schools. Also present were Aerobility and the Guild's Young Members. Having such a diverse range of organisations in attendance afforded a great opportunity for networking, sharing information and, above all, to learn about new ways to get airborne, whether for a career or simply for fun!

Scott Pendry



■ This stunning painting, *On meeting a bird* by Robert Fleuret of Southdown GC, is just one of the paintings that will be on display at the Guild of Aviation Artists 43rd Annual Exhibition 'Aviation Paintings of the Year'. Held at London's Mall Galleries, the exhibition is open to the public daily from 23-28 July 2013 between 10am to 5pm. There's late opening until 8pm on Thursday 25 July and a 12.30pm closing time on the final day, Sunday 28 July. www.gava.org.uk

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Memories from Marandellas

HAVING recently restarted gliding at Staffordshire Gliding Club, after a 14-year sojourn, I decided to once again take up subscription of *Sailplane and Gliding*.

In your Feb/March issue I read with some interest Colin Hunt's article (*Fond recollection of school days*, p6, *letters*) in which I noticed a name that was often mentioned in our household.

Much to my father's often maligned self, the name was often heard in conjunction with the words 'when I was in Rhodesia'.

The name I refer to was that of Jimmy Harrold, who along with my father and one or two friends assisted in setting up the gliding club in the late-50s.

Despite our relentless mickey taking, I have to say that the words 'when I was in Rhodesia' were probably my most favourite words when growing up because dad was, and is, a very good story teller. I transcribe below the letter my father wrote to me on the subject of gliding in the early days in Rhodesia.

➤ I FIRST met Jimmy in about 1957, purely by chance, at the garage at which I was then working. I had gone to what was then Southern Rhodesia in 1955, having spent several years as a gliding instructor with the old 166 Gliding School at Hawkinge in Kent.

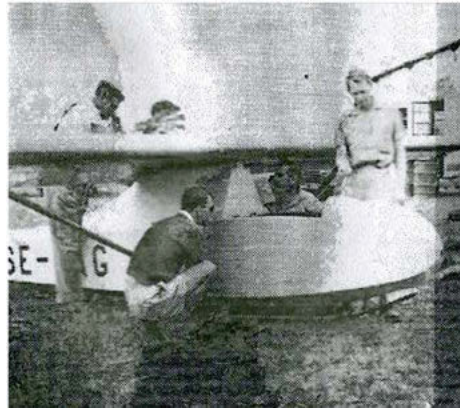
It was there in 1945 that I gained my 'A' certificate (No 4424) before going into the RAF, returning to Hawkinge after my three years' national service. In the early days of course as an instructor you didn't actually fly as it was all ground slides and low hops, until the introduction of the old T-21. My original category on the two-seaters was given to me by no less than Derek Piggott.

However, back to Rhodesia! I have never been sure how it was we got around to the subject of gliding, but Jimmy persuaded me (not difficult) to join Salisbury Gliding Club. It was not long before I was instructing again, which went on until 1961.

It was then that there seemed to be considerable interest in gliding in Marandellas, so a meeting was called at a local hotel with over 20 people turning up.

With promises of cash, we went ahead with obtaining two gliders from Sweden: a Kranich and a Grunau Baby.

In order to get a feel for the Kranich we found that the gliding club at Bundura had one, which encouraged (not that it took



The Grunau Baby that was first used at the Marandellas Gliding Club. Dad Stanford is the one crouching behind the cockpit with Jimmy Harrold standing behind him.

much) myself, Jimmy and Jamie Marshall to fly down to Bundura in Jamie's Fairchild Argos to test fly the Kranich.

While down there I managed to scrounge a suitable drum for our winch that we were building for the grand sum of nothing, as long as we paid for the rail transport – not bad at all. It probably cost us a few beers.

The two gliders eventually arrived at Beira in what was then known as Portuguese East Africa and Jimmy Marshall and myself went to fetch them. This was quite an interesting story in itself because we ended up in the middle of a cyclone and then, on the way back crossing what was known as the Pungwe flats, we had a smidgeon of a disagreement with a Portuguese lorry driver, who was reluctant to move from the centre of the road. However, after many vehicles had piled up behind the two protagonists, he eventually moved over enough for us to go past. He had the last laugh though because at Vill Peri the police pulled us up, said our trailer was too long and fined us £25 before sending us on our way.

Anyway the club got under way with Jimmy and myself as instructors, using the old Fishair airstrip. Fishair was the old company which Jamie was part-owner of.

Flying went on every weekend, with numerous people going solo.

It was sometime later that we introduced boys from Peterhouse school to gliding. I remember on one flight with a lad from there, we climbed very high (probably

in excess of 12,000ft) and looked down on a Vickers Viking making its Beira, Umtali, Salisbury run. Very interesting for the pupil!

Not long after this the Kranich met an untimely end when, during a launch failure, one of the teachers from Peterhouse school, Harry Pallett, managed to turn it to match wood. One of those things in those days, especially as the airstrip was quite a difficult site – especially in one direction, if memory serves me right.

We now needed another glider so hearing that a T-31 was available at Umtali (the very same one mentioned in Colin Hunt's article), Jimmy, Jamie and myself flew down to fly it. We bought it and trailered it back to Marandellas, where we flew it for many years.

During our Salisbury gliding club days, Jimmy was selected to fly in the world gliding competition in 1960. I went as team manager/retrieve driver, etc, aided and abetted by Kath, Jimmy's wife. He flew in the Standard Class in a K-6 and came tenth.

The comps took place in Butzweilerhof, close to Cologne. It was interesting because the airbase/camp accommodation was divided into three sections: the German section, which was taken over as accommodation for all participants; the Belgium section, which was out of bounds for health and moral reasons (don't ask why!); and the British section, which was where all meals were served.

I remember many things about the competition, but most of all the meeting of so many interesting people, including Hannah Reich, the famous test pilot and glider pilot!

Jimmy himself went on to fly in the world comps in Argentina in 1963 and again, I think, in 1965 at South Cerney where I met up with him, having returned to England in late 1963 with the object of training as a school teacher.

I went on to keep in touch with Jimmy by phone for many years after that. He told me that he had bought a Libelle and that the Marandellas club had

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 June

✎ eventually folded. As ever though, Jimmy managed to hold on to the winch on his farm and would get his lead hand to winch him up so that he could fly over to the Salisbury club and then soar back later in the day. Typical of Jimmy, who was an incredible pilot!

Unfortunately, I lost contact with Jimmy when things changed drastically in Rhodesia and it became Zimbabwe. As he would now be 94 and I know he had lost an eye (but had kept on flying), I can only guess what happened to this fantastic chap.

Dad has stopped gliding now having spent his last gliding days down in Devon at Dartmoor Gliding Club.

He lives with mum near Okehampton still running a small holding and living with their dogs, cats, chickens, Alpacas, goats and, of course, each other.

I live in Shropshire and can only hope to emulate some of the exciting things my dad has done. Having returned to gliding at Staffordshire Gliding Club (a very welcoming and friendly club), I hope to get back to some of the flying I used to do, as well as returning to instructing eventually, which was always something I enjoyed.

Graham Stanford, Staffordshire GC



Some stormy recollections

IT WAS nice to see the snippet about Aden in a recent *S&G*. In the mid-1950s, I served there as an Air Signaller on No 84 Squadron - Vickers Valetta transport aircraft. The weather could deteriorate rapidly, as captured in the photo above of a sandstorm that hit RAF Khormaksar on 3 July 1957.

It was taken, I believe, by one of the station photographers.

Dennis Pasco, Cambridge GC

Survival of the fittest

CURRENTLY there are 85 clubs affiliated to the BGA. In 1931 there were 41. Here is a list of those clubs: Bridlington GC, gliding ground (gg) Bridlington; Channel GC, gg Folkestone; Dorset GC, gg Up Cerne and Yeovil airfield; Driffield & District GC, gg Driffield; Dumfries & District GC, gg Dumfries; Edinburgh GC, gg West Craigs farm; Essex GC, gg Havering; Falkirk & District Aviation Club, gg Glen Farm; Furness GC, Gleaston; Glasgow GC, gg Carscadden; Harrogate Aircraft Club; Huddersfield GC, gg Bradley Bar; Ilkley & District GC, gg Ilkley; Imperial College GC; Isle of Thanet GC, gg Wingham; Kent GC, gg Lenham; Kilmarnock GC, gg Craigie; Leeds GC; London GC, gg Dunstable; Lincoln GC, gg Waddington; Littlehampton GC; Manchester GC, gg Woodford airfield; North Cotswold GC, gg Broadway; North Kent GC, gg Voyage Green airfield; New South Wales GC; Nottingham GC, gg East Bridgford; Oxford & County GC, gg Weston on the Green

airfield; Portsmouth & Southsea GC, gg Cosham; the Sailplane Club of TMAC, gg Smallldole, Sussex; Scarborough GC, gg Flixton; Sheffield GC, gg Owlter Bar; Southern Gliders' Social Club, flying branch - The Southern Soarers' Club, gg Balsden; Southampton GC; Southdown Skysailing Club, gg Ditchling Beacon; South Essex Aero Club, gg Lancoon Hills; South Shropshire and North Hereford GC, gg Dinmore, Herefordshire; Surrey GC, Meonstoke; Ulster Gliding & Aviation Club; Wiltshire Light Aeroplane and Glider Club, gg Bishops Cannings, nr Devizes; Wolseley GC, gg Walmley, Bghm; Worthing & District GC, gg Findon nr Storrington.

Sadly, only five of these clubs survived. The dramatic recession of the early 1930s, which created financial hardship throughout the UK, also took its toll on the small, mainly inadequately financed clubs. It was a bitter lesson that we must learn from in today's difficult economic times.

Wally Kahn, Lasham GS

SAILPLANE & GLIDING



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Winch operating



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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

S&G reports on the highlights of Europe's biggest aviation fair, held in Friedrichshafen in April

AERO 2013



The Shark 304 and 304m were on display at the HpH stand



■ HpH was displaying the Shark 304 and 304m. The Twin Shark 20m flapped two-seater was unfortunately not ready in time for the show.

UK distributor Craig Lowrie said: "Large parts of the glider are built and we agonised for some time over whether

or not to bring it to the show. We finally decided that this would compromise the overall programme, so opted to talk to selected customers about it. It is hoped that the sailplane can fly later during 2013."

www.hphUK.co.uk



■ DG was displaying an 18m turbo and 20m electric, along with its DG 1001 Club, which, at €75,000, is proving popular as a trainer with air forces around the world.

www.dg-flugzeugbau.de

■ Another two-seater was displayed by Albastar of Slovenia. The AS-18m GEN is developed from the AS-18M, the self-launching ultralight shown in 2011. It features a petrol engine and generator driven FES. Test flights are due in 2014 and it is likely to cost €80,000.

Albastar's 13.5m glider (€52,000) is due at the end of this year. It has had five test flights already and is currently waiting for certification. www.albastar.si





Fuselage of the new two-seat ASG 32 from Alexander Schleicher and (right) the cockpit

■ Alexander Schleicher announced its new 20m wingspan two-seater, the ASG 32. Available as a pure glider, a self-launching version (ASG 32Mi) and the ASG 32 EL, with electric propulsion system.

The fuselage is from the ASH 30, with a new tail section. It also has a fully retractable tail wheel, which auto retracts when the main wheel retracts.

Designer Michael Griener (the 'G' of ASG) said: "The wings are a new design. When I did the 29, I had ideas how to improve control, but was limited by the fact I was modifying a 27. This time I started with a blank sheet of paper. I'm curious to how it might fly. The intention is for it to be very manoeuvrable, with high lift during thermalling.

"The wing fuselage intersection was designed with help from the same person who worked on Condordia.

"I'm proud of the aero elastic tailoring as it ensure all aerofoils stay in the laminar package as long as possible. This will help with low-speed behaviour."



The ASG 32 is scheduled to be flying in spring 2014, with production in summer 2015.

Expect to pay around €122,000 for the pure sailplane and €175,000 for the self-launch version.

Also on display were the ASH 31 Mi, ASH 30 Mi and ASG 29 E.

www.alexander-schleicher.de



Above: sailplane designer Michael Griener (left) with Schleicher's Manfred Münch. Left: Author of *Advanced Soaring Made Easy* and NZ Schleicher distributor, Bernard Eckey, sold out of copies of his book at the show

■ Trig was displaying its 8.33kHz radios, the TY91 and TY92, and its TT21 and TT22 transponders. Delayed from the anticipated launch, shipping of the dual frequencies radios is now imminent. Marketing manager Jon Roper said: "Schempp-Hirth and Stemme now OEMs, installing Trig products. They came to us as they liked the support we offer, the lightweight instruments and the fact that they are popular." www.trig-avionics.com

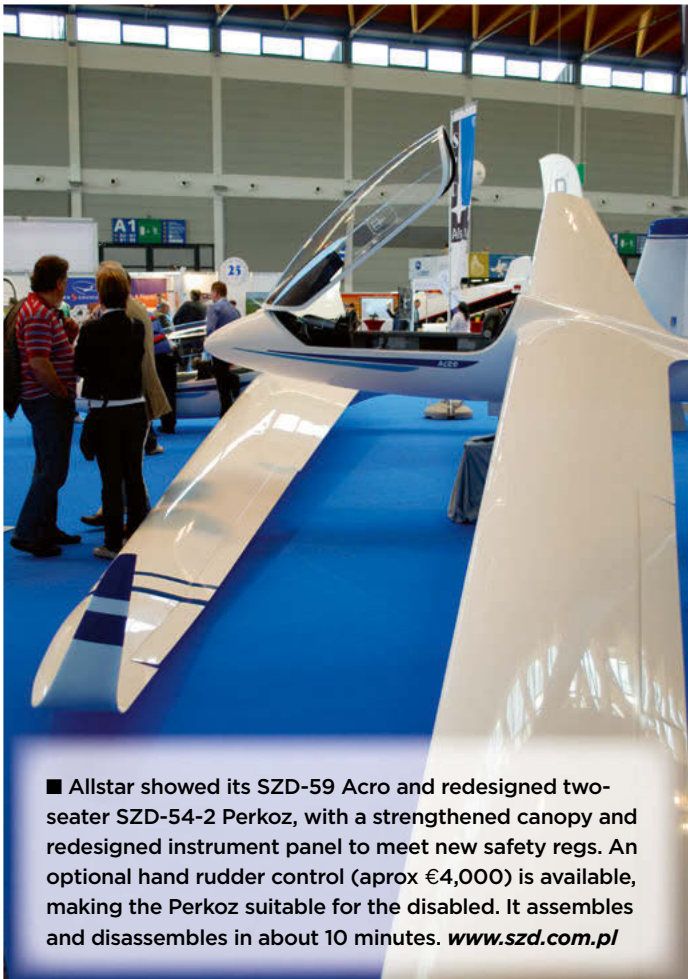
■ Akaflieg Berlin are in the process of converting a BMW motorcycle engine for use in a sailplane, as it is felt that aircraft engines for sailplanes do not reflect the current state of development of car engines. The goal is for lower fuel consumption with comparable performance and improved exhaust emissions. Developed as a thesis at university, the retractable engine is destined for the Akaflieg-designed B14 glider. This features a Nimbus 3DM fuselage with work yet to be started on the Akaflieg-designed wings.

■ Butterfly Avionics' iGlide is now capable of directly submitting flights to OLC from your iPhone. Butterfly also displayed a prototype of Butterfly Nav Pro, a panel-mounted 5.7" display combining navigation and traffic data. www.butterfly-avionics.com

■ At AERO 2012, Pipistrel exhibited its innovative, hybrid propulsion, four-seat high-performance cruiser, the Panthera. This year, the Panthera flew into Friedrichshafen, having completed its first flight just under a month previously. Also on display was the electric-powered two-seater self-launching glider Taurus Electro (below). www.pipistrel.si



> TURN TO P12 FOR MORE AERO NEWS



■ Allstar showed its SZD-59 Acro and redesigned two-seater SZD-54-2 Perkoz, with a strengthened canopy and redesigned instrument panel to meet new safety regs. An optional hand rudder control (aprox €4,000) is available, making the Perkoz suitable for the disabled. It assembles and disassembles in about 10 minutes. www.szd.com.pl



■ Sportine Aviacija displayed its LAK 17b^{fes}. A LAK 17 MINI 13.5m sailplane is now available in four versions: pure, self-launching, FES and Acro FES. www.balticsailplanes.co.uk



■ Stemme's S10 has had a facelift, shown for the first time at AERO 2013. Changes include a new look, a modified rim and braking system and new avionics (including engine monitoring system and the new Butterfly Vario). www.stemme.de



■ What do you get the glider pilot who has everything? How about a pair of gliding briefs, as spotted on the LTB Lindner stand?!

> **AERO 2013 PHOTOGRAPHY BY SUSAN NEWBY/PAUL MORRISON**

■ **FUTURE AERO DATES:**
9-12 APRIL, 2014

15-18 APRIL, 2015 (This will be the next year that the majority of glider manufacturers will exhibit at Friedrichshafen)

> **TURN TO P14 FOR MORE AERO NEWS**



■ Lange exhibited its Antares 20E, with electric engine, and the Antares 18T, equipped with a conventional sustainer. The Antares 23, as flown by BGA Chairman Pete Harvey in the WGC at Ulvalde, was not displayed, but the first 'real' Antares 23T was due to be delivered to its new owner. www.lange-aviation.com

■ The Arcus M, Quintus M and Ventus 2cxT were displayed by Schempp-Hirth.

Tilo Holighaus said he had been overwhelmed with interest in the Arcus: "Number 100 is now in production, with plenty more work for the next two years."

Both the Quintus and Arcus have a new fuel injection engine with 70hp. This new propulsion system extends and retracts fully automatically with the newly-developed Illec engine control system. A similar automatic control system for turbo motorising was displayed in the 18m Ventus-2cxT.

Tilo said: "There is a new instrument to operate the engine, with a single switch to get engine out. It runs a safety routine, with any problems being identified and displayed, eg 'fuse popped out'. The new fuel injected engine measures external conditions, resulting in safe starting behaviour."

While the Arcus is still

currently the best seller, sales of the Duo Discus are also up. "Two-seater flying is very attractive," said Tilo. "The bigger undercarriage and better airbrakes now on the Duo Discus make it well suited for basic training. It is good for showing how modern gliders spin.

"We're concerned with handling, performance and safety. We are the only manufacturer offering a rescue system. A parachute is deployed to bring pilot and glider safely down, with an inflatable cushion option to help bale out." (At a cost of €12,000.)

Tilo also told S&G that more than 20 gliders (Duos and Ventus) equipped with hand controls have been sold. One is expected in the UK soon.

What can we expect in the future? "We are still busy with certification. All that needs finishing before we can launch anything new," said Tilo.

www.schempp-hirth.com
www.southernsailplanes.com



Schempp-Hirth's Quintus (above and below left, pictured with the Arcus)



■ Skylaunch displayed a new Skylaunch 2 Evolution twin drum winch (pictured below), on its journey to be delivered to Luchon Gliding Club in France. The new Evo chassis is 300mm longer, improving access and cable self pay on to drums. Skylaunch 2 Evo twin drum winches have also been recently ordered by Bicester GC and the Brazilian Air Force. In March, Skylaunch completed the refurbishment of a Mel/Van Gelder winch for the Belgian Air Cadets. Other recent orders include two new high-torque Aerostat winches (one single 'extra capacity' drum and one twin drum) being developed for the US military. Last November, Skylaunch was invited to the Annual Gliding Convention in Norway to give a presentation on glider winch launching.



■ Skylaunch's Mike Grove (right) has been awarded a Royal Aero Club Certificate of Merit. He started building glider winches in 1989 and has been instrumental in transforming glider winch launching in Britain and many other gliding nations. Mike's winch designs combine the best of traditional construction with innovation and his contribution to the safety of winch launching are well worthy of recognition.



“WOW, THIS SHOW IS FREAKING HUGE!”

UK pilots share their own experiences from this year's AERO

THEY say you should never judge anything based upon a first impression, but in the case of this year's AERO show at Friedrichshafen: “Wow – this show is freaking huge!” is probably a fair summary, **writes Paul Morrison, chairman of Oxford GC.** Based on the advice of others who've been before, I did do a bit of pre-show reconnaissance so had a rough idea of the layout of the many halls. However, you do need to have a plan and be ruthless if you want to see it all.

As a visitor from the UK, think of other aviation shows that you may have been to at Telford or the NEC and then realise that they would fit in one hall, but there are 12 halls at AERO – including one pretty much dedicated to gliding alone, where all the major glider manufacturers had a presence showcasing their latest products – and you start to get an idea of the scale.

In the UK, I have experienced other flying colleagues looking down on gliding and glider pilots as being the poor relation to



‘proper flying’ and it was encouraging that this was not the case at AERO, with gliding seemingly being positioned at the high-tech cutting edge of sport flying. Where else can you see the new DG-1001 Club – where anyone who has flown a DG-505 or DG-1000 will immediately feel at home – the ASG 32, Quintus M, Antares 20E or Arcus T, to name a few. HpH also had its Shark on display, but alas the long-awaited Twin Shark prototype wasn't finished in time to attend.

Like many clubs who still rely on K-13s as the mainstay of our training fleet, I was very

keen to see the latest training gliders and sought out Allstar's Perkoz (see test report, p50, Feb/March 12). Sadly, I have to report that I was disappointed with build quality and a poor view for the instructor in the back seat. Much like the venerable DC3 Dakota, the best replacement for which is another DC3, the same seems to hold true for the K-13.

It was apparent that the main focus of the big manufacturers still seems to be the leading edge of performance, but with the flagships of their range costing over a quarter of a million euros, I have to say that it seems to me they are missing a trick. Without new affordable trainers and ‘first gliders’, such as successors to the Cirrus, Astir or DG-101, where will the next generation of pilots and customers come from?

This year I was also particularly keen to see what the GA Sector had to offer and it was very obvious that the growth areas seem to be in rotorcraft and the new generation of Ultralight (the so called LSA classification in the US) and microlight aircraft where there are very exciting developments. Sadly not all of these are likely to be certified for use in the UK. Traditional GA Aircraft, of which there were several stunning examples, including top of the range models from Cirrus and Cessna's new Corvalis TTX, were there. However, it seems to me that their high fuel consumption figures are forcing them into a niche corner of the market, with most pilots now seemingly searching out products with more fuel efficient Rotax engines or equivalent.

Wandering around the other halls, there were many gems on show, some making their public debut. If your idea of a microlight is a powered hang-glider, then check out the new Shark from Shark Aero. It's a two-seat tandem aircraft reminiscent of a Tucano with a cruise speed of 159kts at a maximum fuel burn of 25 litres per hour, or a more thrifty 16 litres per hour at 127kts.

There were also a few interesting cross



The Crossover will be available in three wing spans: 9m with 1:30 ratio (€70,000); 15m with 1:40 ratio (€75-80,000); and a telescopic wing that can extend and retract in flight.
www.eurosportaircraft.com

over projects, including the aptly-named Crossover from Eurosport in Portugal. The prototype has only recently flown, but with a wide two-seat side-by-side cockpit, a high wing, rear-facing twin electric prop units (which fold into the tail boom) and, ultimately, wings that can be extended in flight from 9-15m, it seems like the gap between gliders and touring aircraft is narrowing all the time.

These days glass cockpits are seemingly becoming the norm, even in gliders, and there were lots of avionic manufacturers and associated vendors displaying their products. It was nice to get the chance to meet the team behind the excellent SkyDemon and Dynon range of products and to bend the ears of their senior management about features that glider pilots want. With a requirement for 8.33kHz radios just around the corner it was clear that both a large number of European pilots and manufacturers are actively courting each other. It will be interesting to see what products are available by 2017.

So overall, what impression did I take away from the show? 'Wow' is probably the most succinct description and I'd certainly encourage any UK pilots thinking of making the journey to do so, as where else can you see so much in one place? (Most glider manufacturers attend every two years, so 2015 is the next big year for gliding.)

I gather that visitor numbers were down slightly this year, probably as a result of the current economic climate, but notwithstanding this there was a real sense of optimism, especially in the ultralight/microlight areas and I can't wait to see how this develops in the next few years. With the majority of new gliders that are now sold including some form of turbo I gather, I can see the boundaries between the two types blurring even more.



■ I was interested to see the developments in electric powered gliders and aircraft. The number of new Ultralight Light Aircraft was

surprising. I am curious to know how, despite all the pain we are going through with EASA harmonisation, many of these still won't be certifiable for use in the UK. It was good to see the kudos that gliding has and the support it seems to enjoy. One of the gliding highlights for me was the HpH Jet Shark.

Jon Christensen, Oxford GC

■ **Tim Dews, Bannerdown GC and Airborne Composites**, flew his Grob 109b to Friedrichshafen. "We flew out to Friedrichshafen with three Grobs and returned with four, having bought another Grob for a customer while in Germany for AERO. It's a great opportunity to combine business with pleasure," said Tim. Weather conditions made for a delayed and 'interesting' flight back, flying down valleys with cloud overhead. Gliding highlight of AERO 2013 for Tim was the HpH Shark.



■ 2013 was my first time at AERO and I only went with the team from Aerobility as a last-minute invite to present the Paralympic Opening Ceremony Pyro flight on the Tecnam stand, but I'm very glad I went!

I was astounded by the scale of the place, and the quality of the companies that had goods on show. It was fascinating to see how many "new ideas" there were. This year FES seems to be the hot new idea and last year's jet sustainers seem a distant memory. I wonder what 2015 will look like?

My one regret is only spending one day at AERO – only just enough time to rush everything!

Guy Westgate, gliderFX display team

■ I guess my main observation was how little gliding there was at AERO, compared to the number of Ultra Light and other sporty light aircraft. It seems clear that the Ultra Light and sport general aviation sector is really going well at the moment, and we in gliding seem to not be able to keep up.

I guess when you look at the cost of a new glider vs the cost of a new, sleek, glass Ultra Light, then the Ultra Lights are very cheap. A reasonable new glider is in the region of €150,000, whereas a reasonable new Ultra Light is €50,000.

Mike Pettican, Bicester GC

■ It was my first trip to AERO and I managed to get there ahead of the exhibition, arriving to help set up the HpH stand on Tuesday. It was on this day that I probably had the best chance to take a sneak look around the halls, as once the exhibition started it was absolutely flat-out, with customers coming on to the stand from all countries. Amazingly, being able to speak only English was not a disadvantage, as people from all countries seemed to start in their native language and switch immediately to English once I explained my limitations.

Away from HpH, I thought the overall show was superb with literally many hundreds of stands which would be of interest to any aviation enthusiast. The continued and rapid growth in superb-looking, but ultralight classified aircraft should be of concern to the gliding movement, as their development process is made simpler by virtue of the category in which they are developed. The historical movement of power pilots to gliding has the potential to be reversed by such innovative and somewhat less regulated developments.

It was great to see so many glider pilots from the UK visiting the show.

Craig Lowrie, Southdown GC and HpH UK





RAIN AND SNOW STOPPED PLAY

Shaun Lapworth reports from Nitra, where superb organisation could not save the 2013 Pribina Cup from unflyable conditions

THE annual Pribina Cup, held in Nitra, Slovakia, has become the de facto first European event of the year. Spanning the Easter weekend and the following week, it offers a chance to get match fit against some of the best pilots in Europe before things really get going in the UK. Easter, however, moves around and this year it was early and cold, more of that later.

The entry is limited to 150 gliders and caters for Open/18m Class, 15/Standard, Club Class and the now popular 20m Two-seater Class. The entry criteria reward those who have been before, followed by your IGC 🏆

✎ ranking. This year's pre-entry made it to over 130 gliders and, as a result, gave everyone who paid a chance to enter. Entry fees are low – €103 this year – rising €1 each year. From the UK, it's quite some distance (1,250 miles from Lasham), but on past experience the event has typically produced at least five flying days so the long trip has always been worthwhile.

This year's British contingent comprised entirely of Club Class pilots, looking for some practice before the early UK Club Class Nationals (25 May – 2 June), but also a chance for our Team GB pilots (Liz Sparrow and Tim Milner – Europeans, Ayala Truelove and Claudia Hill – Women's Worlds) to fly together and against the top European Club Class jockeys. Liz, Tim, Ayala and Claudia were joined by Coach G Dale, Jeremy Pack and yours truly. With the poor run of weather in the UK, trying to get any practice at all before leaving was almost impossible, so our preparation was limited to glider and trailer fettling.

Tim and Liz, determined to get some pre-event practice, set off for Nitra the weekend before the event started only to be greeted with overcast skies and snow on the ground. It did, however, give them time to pick the high ground in the campsite and run power leads for the much-needed heaters. The weather improved slightly by the Thursday before Easter and Liz, Tim and G, who had now arrived, took a training flight. This was the first chance Liz had had to get up close and personal with the Nitra ridge and glimpse the impressive Tatra Mountains in the distance. The day did not last long and, on returning to the field, it was officially classified a very cold and murky day.

With the rest of the group now having arrived safely with no dramas, we turned to the forecast to plan the Good Friday practice day. Overnight precipitation was forecast and very low temperatures, but for some reason we were still surprised to find six inches of snow in the morning covering the airfield and trailers. The snow did let up in time for the briefing in what is now internationally renowned as the coldest hangar in Christendom. We had to put more clothes on for the briefing than we did for flying!

The well-practised event team rolled into the briefing with a short apology for the weather, along with an announcement that there would be no flying today and unlikely the day after as the snow would turn to rain. Complimentary hot tea went some way to

warm us up and we relaxed into the event knowing we still had seven or eight more possible days.

The next day (Saturday) dawned cold and wet as expected. The briefing confirmed the rain would last for the rest of the day with temperatures dropping later. The airfield was now starting to look a little soggy, but being comprised of alluvial sand should drain quickly. The good news was that towards the end of the day it did stop raining, but the bad news was it turned to snow!

On Sunday morning we awoke to a glimpse of sunshine and a slushy covering of snow. By briefing time the snow had started to thaw and the airfield puddled. The briefing had some promise of flying later, but concern was expressed over the state of the field. The normally well-draining airfield did not and flying was yet again abandoned. The cause was established as full drainage ditches surrounding the airfield. These normally drain into the river Nitra that passes the airfield, but this was now full to bursting of melt water from the local hills and nearby Tatra Mountains.

By Easter Monday, things were getting dire and now springs could be seen in the ground as the water table rose and turned the normally dry airfield into a boating lake. The organisation was once again apologetic and, whilst the weather was now flyable, the airfield was not usable.

Casual flying was organised from the perimeter track behind a mighty turbine Zlin 37 Cemlak and 30 or so pilots took advantage of a moderate, but cold, day.

With the forecast looking poor for the remainder of the week and conditions on the airfield unlikely to improve, an alternative plan was hatched by the UK contingent and a move of venue to Landou in Germany just over half way home became the target. Liz, Tim and G stayed to fly at Nitra, following the rest of us to Landou later in the day.

The club at Landou was delightful and welcoming; they allowed us the use of ✎

THE GOOD NEWS WAS THAT TOWARDS THE END OF THE DAY IT DID STOP RAINING, BUT THE BAD NEWS WAS IT TURNED TO SNOW!



Organisers called off what would have been the 13th Pribina Cup competition in Nitra, Slovakia, after persistent rain and snow turned a normally well-draining airfield into a boating lake. The UK contingent moved to Landou in Germany to seek better flying conditions, before returning to the UK for some good flying at Lasham and Bicester! (Photographs by elfo.sk)

SPRINGS COULD BE SEEN IN THE GROUND AS THE WATER TABLE ROSE AND TURNED THE NORMALLY DRY AIRFIELD INTO A BOATING LAKE



Shaun Lapworth has been a club and nationals pilot for 10 years. Based at Lasham, he has all three Diamonds and is still searching for the elusive UK 750km and a 1,000km in South Africa. Shaun recently set up NAVboys with Dave Draper www.navboys.com



Team GB Coach G Dale fettling in the snow (Shaun Lapworth)

the clubhouse and facilities, launching us mid-week for a training flight on the Tuesday. A great day's flying with 5,000ft cloudbase and a task that took in the Hockenheim race track, a turn at the very pretty city of Heidelberg and a final turn at the DG factory before a dodgy glide home, which some made and some did not!

The following days proved to be non-flying days in Germany and, having heard the news that the organisation at Nitra had

had to reluctantly cancel the Pribina Cup because of poor weather and the airfield conditions, we headed home for some good flying at Bicester and Lasham on the Friday and Saturday.

Despite the poor weather this year and the problems with the flooding of the airfield, this is one of the best organised events I have ever been to. I, for sure, will be back next year as Easter is later with hopefully better weather!

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Mag Tape Xtra - one of a new range of tapes from Le Mark. With excellent adhesive strength, durable and waterproof, Mag Tape Xtra is an ultra high performance cloth-based tape and is perfect for all gliding applications. Conforms to the same specification as Tessa Tape (contrary to popular belief, Tessa tape is not specified for use on gliders!) Mag Tape Xtra easily conforms to uneven surfaces, and comes in white, black or silver on a 50m roll, in 25mm and 50mm widths.



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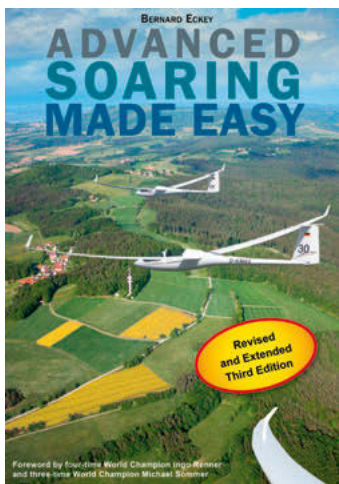
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THREE GOOD REASONS TO GLIDE



Bernard Eckey reflects on the performance triangle in gliding



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

DURING a recent coaching week in Australia, a fellow glider pilot suggested reading a little booklet on the mental aspects of golf. "It is almost compulsory reading," he said, "and I can lend it to you if you like."

At first I thought that golf and gliding have very little in common, but reading through the first few sections I noticed that many of my suggestions in Chapter 6 of *Advanced Soaring Made Easy* were confirmed and repeated. I liked what I saw and read on until I came across a section entitled "The performance triangle". It made me pause and think!

After reading it again I found myself reflecting on more than 15 years of coaching and the many discussions with fellow glider pilots over the years.

"Why are you flying gliders?" has been one of my frequently asked questions but, with a few exceptions, the answers I received appeared to be somewhat vague and shallow.

When I'm asked exactly the same question I often talk about the satisfaction

that comes with flying hundreds of kilometres without resorting to an engine. Often I'm adding that I'm doing it without creating noise and without polluting the environment. But suddenly there was a much deeper explanation in this little booklet. Best of all, the author isn't relating it to golf or any other activity. Instead he expresses the opinion that the vast majority of individuals engage in a sport primarily for the three following reasons:

- The rewards that come from performance
- The experience and enjoyment stemming from the activity, and
- The learning (or growth) that takes place during the activity.

The author calls it the performance triangle and claims that by focusing on only one or two aspects we are short-changing ourselves. Then he turns to the competitively minded and asks: "When is the enjoyment happening – after you have won, or during the course of the activity?" Clearly there is satisfaction in both, but those who look for pleasure in a top placing often miss the joy in the activity itself. In

any case, the benefits are further limited when the all-important third aspect is neglected.

That brings us to learning and growth. To many of us this may not sound like an appealing aspect of our sport, but isn't learning what every activity is all about? Learning and performance go hand in hand and are mutually reinforcing. Put differently, when we learn we perform better and our enjoyment instantly increases. I have yet to meet a pilot who achieves performance without serious prior learning. After all, what we learn stays with us for the rest of our flying career.

Like every other sports person, all glider pilots like to revel in a good performance and it is not hard to see why. Performance equals success and success equals fun. Whether we like it or not, without ongoing learning we will have neither success nor fun. Then it only becomes a question of time until the activity gets boring and loses its appeal. All too often the result is a drop-out or, at best, a watching of things from the sideline.

This raises the question whether there is a hidden message for the gliding movement as a whole? I leave the answer up to you, but would like to remind you that we have a steadily declining membership despite the fact that we attract plenty of new members every year. All of them have put their hard-earned money on the table to join our ranks, but all too often they throw in the towel half way through their initial training, or shortly after.

Could a greater emphasis on learning combat our high drop-out rate? Again, I let you be the judge, but the questions immediately springing to mind are:

- Are we providing regular ground training?
- Is our club library up to date?
- Are we encouraging our members to attend



theory lessons?

- Is our post-solo training as good as it should be?
- When did the club last provide real practical outlanding training?
- Is the club culture conducive to learning and personal growth?
- Is the club management actively initiating learning opportunities other than normal flying activities?

If the answer is "Don't know" or "Maybe" we could be well advised to look a little deeper into the benefits that personal growth and enhanced learning can bring to our sport, our club and to the entire gliding movement.



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

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WHERE THE WIND BLOWS

Alan Lapworth looks at the implications for glider pilots of wind direction changing with height

A GLANCE at the fair weather cumulus on a sunny summer's day usually shows that the wind direction at cloud height is not the same as the wind direction near the surface. In the northern hemisphere (where most of us live) the wind direction usually veers (turns clockwise as seen from above) with height over the first 2,000ft and this enables hot air balloonists (figure 1 below) to have a limited control of their flight path in the horizontal. Their mnemonic is 'right with height' – ie the balloon travels more to the right as they go higher.

For gliders this height variation of wind direction may affect circuit planning and also take-off and landing. For winch launches it can result in a drogue and cable landing in the hedge rather than on the field if the cable is not wound in fast enough. In the southern hemisphere, the opposite is the case and, apart from noting that the sun is in the north and

moving anticlockwise through the sky, part of the strangeness of a visit to New Zealand, say, is seeing the wind back (turn anticlockwise as seen from above) with height.

However, the amount of change of wind direction with height varies considerably from day to day (and day to night) and, in some cases, it may even back in the northern hemisphere. So what factors are at play here? Over flat terrain the main three determinants are changing pressure fields, surface temperature and horizontal temperature gradients.

Horizontal pressure gradients

To show why pressure field changes matter, we must first look at why the wind direction varies with height. The most important effects are due to the Coriolis force which, along with centrifugal force, acts on anything moving over a rotating surface. But whereas centrifugal force acts on anything whatever its state of motion, the Coriolis force only acts on moving objects and increases with the speed of motion. This is probably why it is not as well known as the centrifugal force. The Coriolis force acts at right angles



to the motion of a body and in the northern hemisphere causes a deflection to the right. So if a mass of air starts to accelerate under the influence of a horizontal pressure gradient, it initially moves down the pressure gradient – ie at right angles to the isobars. However, as its speed increases, it is deflected more and more to the right by the Coriolis force until eventually it is flowing parallel to the isobars and the Coriolis force acting on it is exactly balanced by the pressure gradient force. The main point to be made here is that the process takes many hours.

Near the surface, the layers of air are slowed down by turbulence between the layer of air and the surface itself. Because of this the Coriolis force on these layers, which depends on wind speed, will be weaker and the final wind direction here will be at an angle to the isobars determined by the combined effects of turbulence and Coriolis force. This angle is greatest for air flow nearest the surface.

For a constant horizontal pressure gradient force and constant amount of turbulence the variation of wind direction with height settles into an equilibrium situation with the wind at altitude making an angle somewhere between 20 and 40 degrees to that at the surface.

However, if the horizontal pressure gradient changes significantly over a day – which is often the case at mid-latitudes – then this equilibrium situation is never reached, as the wind direction slowly reacts to the changing forces on it. Thus the angle between the surface and 2,000ft winds may be larger or smaller than the equilibrium value.

Surface turbulence

It was noted above that near surface turbulence was an important fact in the formation of the wind direction height variation, and this means that large changes occur between night and day. This is because surface turbulence is suppressed at night by the negative buoyancy of stable layers – layers in which warm air lies over cooler air. Such a layer is created as the surface itself cools by radiation. The air layers are less turbulent with smoother flow and become much more slippery, which has the effect of reducing the thickness of air over which the wind direction change takes place from a few thousand feet to a few hundred feet. The total direction change is usually much larger as a result – sometimes as much as 90 degrees. So, in the first part of the morning, surface winds will be light and at a large angle to the wind aloft. By noon, surface heating causes an increase in turbulence and surface wind strength and

hence a veering of the surface wind direction as the Coriolis force increases.

Warm and cold advection

The final factor affecting the angle of the surface wind to the wind aloft is the horizontal temperature gradient. As will be explained below, if warm advection is occurring – ie if the wind is bringing in air in which the temperature is increasing, such as may occur before an approaching warm front – then the wind will veer with height. This veer is in addition to the veer caused by the surface turbulence effects described above. This occurs over the full depth of the troposphere and is the basis for the ‘crossed winds’ forecasting rule (A Watts *Instant weather forecasting*).

This rule states that if cirrus cloud is observed blowing at right angles to the near surface wind in the sense that the cirrus wind is veered with respect to the surface wind, then a warm front and its associated depression (ie rain) may be expected within the next six to 10 hours. If cold advection occurs – such as happens after a cold frontal passage – then the wind will back with height.

These changes are caused by the different rates of pressure fall with height within warm and cold air. Pressure falls with height according to the altimeter equation:

$$p(z) = p_0 \exp\left(\frac{-gz}{RT}\right)$$

where $p(z)$ is the pressure at altitude z , p_0 is the surface pressure, g is the acceleration

FOR GLIDERS THIS HEIGHT VARIATION OF WIND DIRECTION MAY AFFECT CIRCUIT PLANNING AND ALSO TAKE-OFF AND LANDING

ACKNOWLEDGEMENTS

I would like to thank Keith White for his helpful contributions to this article, James McGregor for transferring the necessary files and Jon Sullivan for his hot air balloon photograph



Figure 2 Tethered kite balloon flow through a sea breeze

A GLIDER SINKING THROUGH THIS WIND SHEAR WOULD EITHER GAIN AN ABRUPT INCREASE IN WIND SPEED, OR ALTERNATIVELY POSSIBLY STALL



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

↪ due to gravity, R is the gas constant and T is the mean temperature of the air between the surface and the height z .

As can be seen, the amount of pressure reduction for a given height increase depends on the temperature. Now if there is a horizontal temperature gradient in a mass of air, this means that as height increases the isobars will gradually rotate from their near surface orientation to become parallel to the horizontal temperature (and hence pressure) gradient at altitude. This is because of the different changes of pressure with height in columns of air at different temperatures. This means the wind direction will also rotate with altitude to follow the changing isobars.

If the horizontal temperature gradient is at right angles to the surface pressure gradient in the sense that the winds are veered with height, then it can be shown that the surface wind is blowing from warmer to cooler – ie warm advection is taking place. Similarly if the winds are backed, cold advection is taking place. If the surface pressure gradient is parallel to the horizontal temperature gradient then no temperature advection is taking place and either the wind will increase strongly with height or it will decrease to zero and

then increase in the opposite direction. Which of these two possibilities happens depends on the sense of the horizontal temperature gradient relative to the surface pressure gradient.

Non-equilibrium

In some cases, strong horizontal temperature gradients exist – these occur at warm and cold fronts or at sea breeze fronts and thunderstorm outflows. All these cases involve very non-equilibrium situations, as well as the strong horizontal temperature gradients, and very rapid changes of wind direction with height can occur, sometimes involving a complete reversal of the wind direction.

Figure 2 (p23) shows a rather remarkable photograph at a site in which a tethered kite balloon has been flown with drogues attached to the tethering cable at 200ft intervals. A sea breeze front has recently passed through the site, creating a near surface wind of around 10-15kts. It can be seen that the wind in the lowest layers, including the lowest five drogues, is from the right of the photograph. However, the wind influencing all the upper drogues and the kite balloon itself is from the left. This upper flow comprises the return flow above the sea breeze current and is similar to the flow above a thunderstorm outflow. Between drogues five and six there is a complete reversal of wind direction, giving a wind shear totalling perhaps 20-30kts over a vertical distance of no more than 200ft. Obviously a glider sinking through this wind shear would either gain an abrupt increase in wind speed, or alternatively possibly stall depending on which direction it was flying in.

Altimeter equation

In passing, it should be noted that the altimeter equation given above is used to reduce surface pressure measurements from station height to sea level to produce a synoptic pressure chart. However, as pointed out, this involves using a mean air temperature which in this instance must be fictitious (an average lapse rate of $2^\circ \text{C}/1,000\text{ft}$ is used) as the layer of air under the ground does not exist. Although adequate at normal heights, this can produce various effects for observations made on very high ground (eg Greenland, Tibet, Andes, Antarctica) so that synoptic charts in the vicinity of these regions should be treated with caution.

For similar reasons pressure altimeters are rarely correct in an absolute sense, but of course what matters is that they should all agree in a relative sense.

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This page, clockwise from top:
Jackie Sewell on approach in the
Upward Bound Trust K-6 at sunset
(Gary Newbrook)

Wet ground conditions at the opening
of the 2012 Club Class Nationals at
Gransden Lodge created an unusual
trailer park
(Paul Rowden)

GoPro image taken while Simon
Hawkin was competing in the 2012
Inter-services

Portmoak's Pawnee on short finals
with Benarty in the background
(Johnny Paterson)

Facing page, clockwise from top:
LS3 at rest during a fantastic day at
Aston Down on 7 April, 2013
(Darren Edge)

LS3a coming out to play at Aston
Down (Sarah Gooch)

Passing Mount Cook and the Tasman
Glacier, during a Glide Omarama flight
(Paul Hayward)

"Who packed the hangar at Kenley?"
(Steve Codd)

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JUNIORS REVIVAL - FUN AND FLYING

Alistair Bridges reflects on how the Winter Series has given a welcome boost to UK Junior gliding, as well as to the clubs hosting these events

FOLLOWING Round 2 of the Winter Series, which saw a surprisingly decent crowd of Juniors rock up to the Mynd in February, I took it upon myself to see whether I had it in me to write an article for S&G. The aim is to enlighten the gliding community on the current state of the UK Juniors and to explain a little about what the Winter Series actually is.

So, how to write an article that doesn't show the Juniors as being a bunch of rowdy drunkards – an association we have acquired through the passing of time – but rather reveal that the current Juniors are a group of young, passionate individuals, who are keen on flying and like nothing better than

having a cold, tasty alcoholic beverage at the end of the day (that may or may not, on occasion, lead to a 'Chopper on tour' moment)?

To be perfectly honest, I think it's fantastic to see a bit of spirit back in the Juniors, as in the last few years the whole Junior Gliding movement seemed to have taken a knock. Ultimately, whatever the cause, it is fundamental that we nurture this growing base of Juniors and show them that the sport is accessible and sociable. Let them see all areas of gliding, the flying and the fun, the latter of which is something I am especially keen on.

As a result of this, a few of the Juniors (Matt Davis, Charlie Jordan and Steve Pozerskis) have been concerned enough to have created a three-part event called 'The Winter Series'. This was designed to bring the Juniors together during the colder months for a spot of winter flying at clubs they may not have otherwise flown from before, and promote general gliding banter aka 'Glanter©'.

These events have continued the 'buzz' from last year's excellent Junior Nationals and helped draw in new blood to the sport and the Juniors community. I must add that the events are also attended by a considerable group of ex-Juniors hopelessly clinging to their youth, which is brilliant as it really shows that the cliques of previous Juniors have all but disappeared.

Essentially the Winter Series is about coming together over the winter, but there is also a competitive element to encourage people to turn up to all the weekends and add another dimension to the events. I have been to the first two rounds and, at the time of writing, am set for the third and last round at Nympsfield.

Importantly, the Winter Series brings benefits not just to the pilots flying from new sites, with different weather and landing conditions, but also to the clubs that host us, with a significant increase in revenue through bar sales, food and launch fees



Left to right: Steve Pozerskis, Kevin Millar and Pete Hibbard (Alistair Bridges)



Left to right: Saz Reed, Ben Hughes, Josh Murton, Jason Heath, Susie Edwards and Mike Gatfield (Steve Pozerskis)

in one weekend. At the Mynd, there were more than 100 launches across the weekend. Following this weekend we had great feedback from the club members, and they genuinely stated that we are welcome back anytime and that they have never seen so much life in the bar and in the Juniors.

It is at this point I would like to share some of the highlights of the Winter Series, especially Round 2 at the Mynd. But firstly there is a big thank you due to the clubs that have allowed the Juniors to host the events at their club, as well as those individuals that helped, be it by winch driving, prize provision or flying in a tug for our use. So thanks to Andy Holmes, Kevin Millar and Tim Treadaway from Round 2 and a big thanks to Andy Parish for all the help with Round 1 at Sutton Bank. If I have forgotten anyone, I apologise; those of you who know me know I have a terrible memory/attention span.

Some highlights from the Juniors Winter Series Round 2:

Big congratulations to Richard Watson flying in a single-seater (K-23) after only his 7th solo flight. A mystery Welsh Libelle was spotted with a very wet and muddy fuselage after splash down in a boggy part of the field. People attended from as far as Scotland (Charlie 'Patience' Jordan and Alex Jones) and Afghanistan by all accounts, showing the big love and commitment the Juniors is all about. Not to mention Saz Reed having over three hours on the Friday and Jindrich Svorc

winning the second day.

In conclusion, the state of the Juniors is looking a lot healthier. Hopefully, with the success of the Winter Series and other events, such as the Junior Development days, there is enough passion and commitment being put back into Junior Gliding to really kick start something that will endure.

■ Congratulations to Saz Reed on winning the Juniors Winter Series 2012/13. In addition to this, Saz also won the coveted Cock of the Series award – most notably for doing her first XC, first land-out and first wheels-up, amongst other things, but the list goes on.

THESE EVENTS HAVE CONTINUED THE 'BUZZ' FROM LAST YEAR'S EXCELLENT JUNIOR NATIONALS



Alistair Bridges started flying at 16 following a week course at Hus Bos, partly funded by The Caroline Trust with a grant. He quickly gained Bronze and Silver before a six-year sabbatical due to lack of money whilst at Uni. Last year Alistair started flying again at Aboyne, whilst studying for his MSc at Aberdeen Uni. Alistair has 110 hours and flies his own Std Cirrus. He comes from a gliding family – his grandfather was Frank Pozerskis and father is Ron Bridges



Left to right: Alex Jones, Susie Edwards, Mike Gatfield and Saz Reed, with Andy Holmes (Alistair Bridges)

MUSIC OF FLIGHT

Rebecca Loncraine talks to pilot/pianist G Dale about the comparisons between playing music and flying gliders

LIKE many people, I love music. All kinds of music: pop, classical, jazz, blues, folk, country, the lot. Music is emotional and intellectual for me; it expresses and shapes my mood and fills my mind with patterns. I revel in listening to the intricate patterns in classical music, in particular. When I started learning to fly

gliders at the Black Mountains Gliding Club in Wales in 2011, I was surprised by how 'musical' I found flying to be.

During a southern season in New Zealand with Gavin Wills, as Glide Omarama's writer-in-residence, I was interested to learn that G Dale, the highly-skilled and experienced British glider pilot who teaches mountain soaring with Gavin, is also a classically trained pianist. Here was someone who had dedicated much of his life to both music and flying. I cornered G at the end-of-season BBQ at Gavin's house and asked him about his relationship to both music and soaring.

G began playing the piano aged seven and attended the Royal College of Music in London. He took up gliding at 20. I began by asking him what he sees as similar or different about playing the piano and flying a glider. He responded thoughtfully: "On the face of it," he said, "they are not similar things, but they have things in common, and one of the things

they have in common is that they're both a lifetime's work. I can't remember a time when I didn't play the piano. I remember being very frustrated with my playing, and I've spent my whole life trying to get better at it. That long-term commitment was very much on my mind when I started flying gliders."

Like playing the piano, said G, "you can fly gliders forever until you die; most serious glider pilots I know will not stop flying until they run out of life." The same can surely be said for all serious musicians. "Do you get the same joy out of music and gliding?" I ask. "The frustration feels the same," G replied with a small sigh, "the frustration of getting it wrong."

I went on to ask G if his relationship with music and flying have anything in common. G took a swig of red wine and went on to thoughtfully tease out comparisons between

playing music and flying gliders. "One thing they have in common, which is really quite strange, is that they're both on the face of it really logical, straightforward. How can I put it? Wheels and gears occupations, scientific occupations; they are both very logic-based things – except that's only a part of it. Both of them," he went on, "have a whole other side to them which is hard to define. Some people might call it spiritual, I just prefer to call it non-linear. Non-linear, that's the word I use to define it to myself. Stuff happens when you play the piano and fly gliders that doesn't seem immediately available to scientific analysis. In the ultimate analysis everything is, but it's not easily amenable to scientific analysis. It's to do with character, emotion, and chance situation."

Rhythm, time and space

I was intrigued by this and pushed on, asking G to compare playing a piece of music with a soaring flight. Flying "is different in that you're not preprogrammed," he explained, "you're responding to what the air tells you, so there's more give-and-take between you and the medium. You're not trying to do the same thing every time. But fundamentally you're trying to produce the perfect shining flight – flying, like music, is all about rhythm, time, space."

Performing live music and soaring flight are both about the moment, explained G. "Putting in a good flight and putting in a good evening's piano playing are both about performance and in performance there's something which all serious sportsmen would understand and all serious musicians would understand; perhaps it's the nature of having to pull it all together, to make it happen in the moment. It's an in the moment thing."

And both are about rhythm and flow, according to G. "There is a rhythm to a successful flight," said G. "It flows. It bounces. It's like when you run across a stream bed and you run from rock to rock. You can't stop on any one rock long enough because you will fall in the water if you do, but if you bounce from rock to rock you



In addition to being a racing pilot and professional gliding instructor, G Dale is a classically trained pianist, who began playing the piano at the age of seven

STUFF HAPPENS WHEN YOU PLAY THE PIANO AND FLY GLIDERS THAT DOESN'T SEEM IMMEDIATELY AVAILABLE TO SCIENTIFIC ANALYSIS

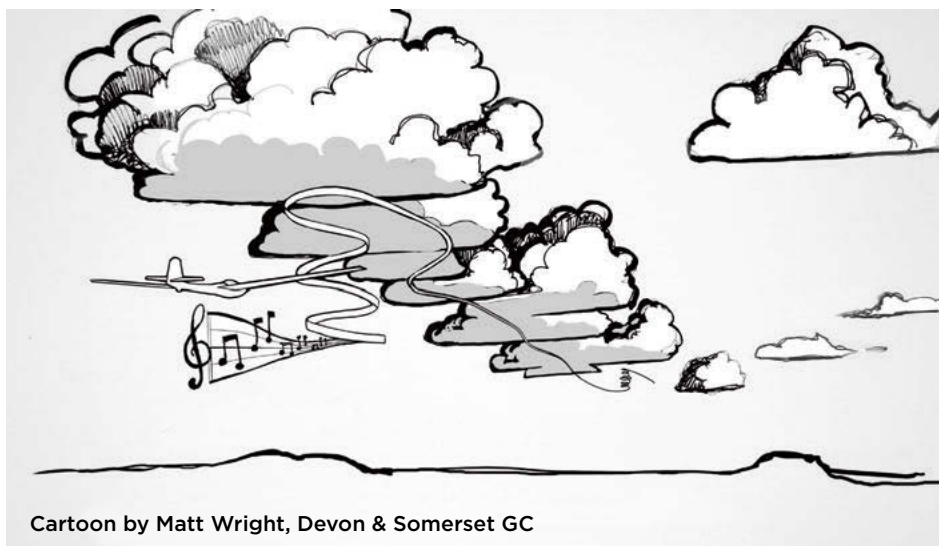
don't get wet. That constant movement through the sky is analogous to the constant movement through time in a piece of music. The sports psychologists call it being in the flow, which is a really interesting place to be and I've experienced that many times; I can't control it, but I know what it's like to be there. In flying we even use the word rhythm."

The conversation continued on the idea of 'flow' and what it does to your sense of self. "It's the same with the piano and the same with gliding," continued G. "When you hit that flow you disappear and what you're left with for me is movement in time and space. The whole thing that lights me up is geometry and movement over time in space. In a performance you are always on the wave crest of the now and what you do is you have to be in the right place at the right time. Of course music is in a space with different dimensions and to me music is a spatial thing. There's a logic to music, which is a logic of geometry."

G went on to compare music and flying in terms of creating pattern and structure out of a myriad of options. "With a piece of music," he said, "you make an order out of something that is formless. Okay, you've got the bare bones of the fabric of the score, but you make a musical argument, a structure, and musical effect out of chaos. When you are flying you try to make the perfect shining flight out of a myriad of choices. There's a whole lot of things, technique, observation, how the sky works and all that technical stuff is going on in the background, but you have to grab it all by the scruff of the neck and bring it together. You have to gather it."

Myriad decisions

I asked G if teaching piano is similar to teaching gliding. He responded saying that teaching basic aircraft handling is not, but teaching soaring is very similar. "When the student makes a mistake," he explained, "it's like the rhythm has been broken, the line has been broken. It's a bit like listening to a musician who is a bit reticent and a bit nervous and a bit on the back foot and can't really get into it. There's a lot of stuff that you compute during a flight, intuitive stuff, and you can't quite explain why you know it needs to be done like that, and that's very much like music. You try to explain. If you get a group of good musicians together, say a fiddle player and singer, there's a communication there, a thing that goes between musicians, body language, but you



can't describe in words. It's the same in flying when you feel the air, and trying to explain to a student why you instinctively know where you need to go isn't always possible. It's just not possible to explain all the myriad decisions that are being made when you're flying.

"The thing about being a musician is it raises questions about what is beautiful and why a piece of music is compelling. The thing about doing gliding, once you get through the nuts and bolts of learning to manipulate the instrument, the tool, like learning the basics of playing the piano, it raises the question why soaring is so beautiful and why it's so compelling. There's a reason for this. It's not just cruising around. There's a reason – it absolutely grabs you by the... and won't let go and you have to keep doing it.

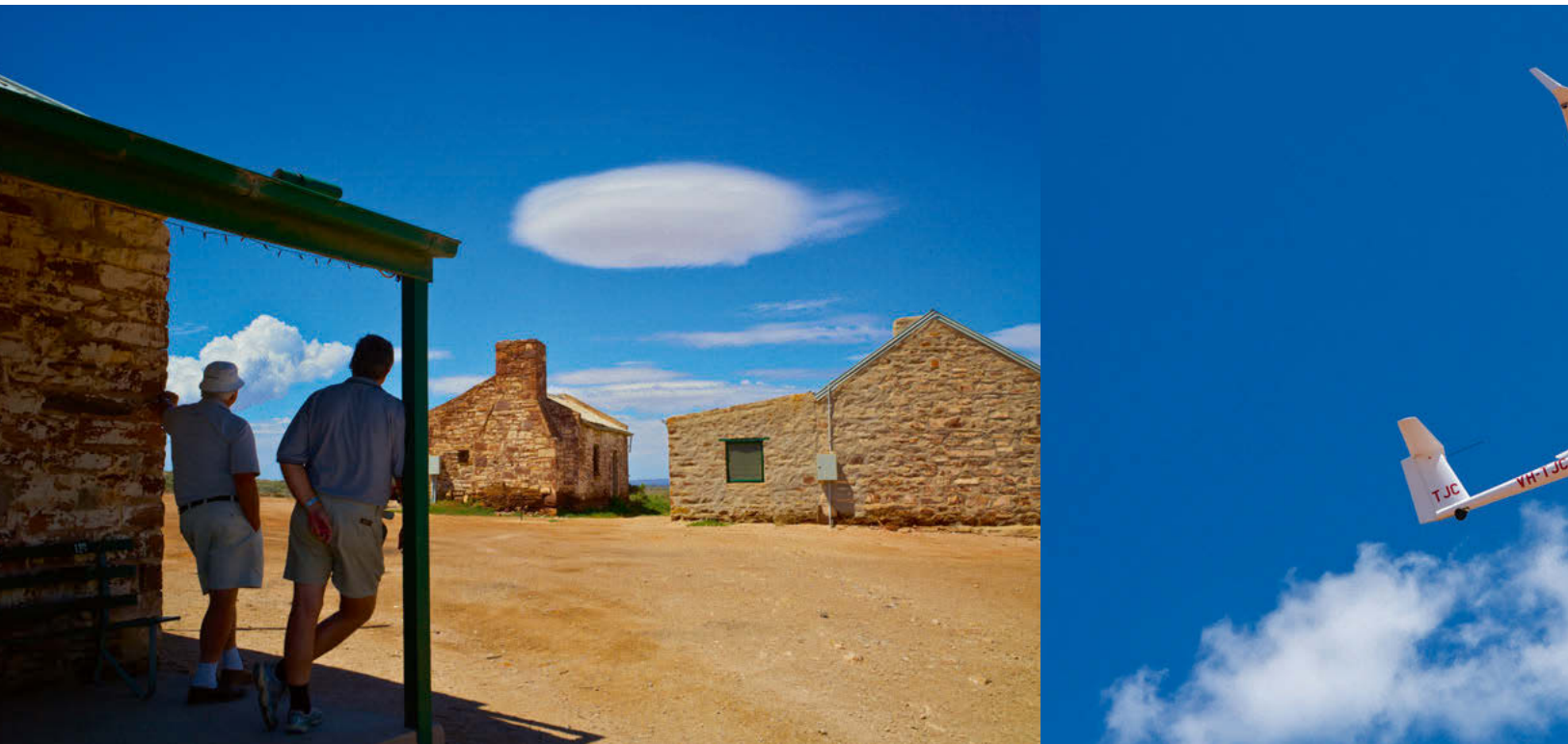
"There's something beautiful, something really lovely to perceive in making the aircraft move through the sky in the right place. The purity of line."

In researching my book about free flight, I've talked to many pilots and often I find it hard to ask them direct questions about their flying. I can't find my way in to a discussion about flying that goes beyond technicalities and facts to the juicier, weirder, more interesting stuff. My questions often feel clunky and simplistic. In talking with G about music, I gained a deeper understanding of his flying. Sometimes it's easier, it seems, to approach a subject indirectly, through the prism of something else. An unexpected analogy like the one pursued here between music and flying has brought up patterns of connection that throw light on what it means to be a pianist or a pilot, to find your flow in music or the sky.

■ **Gerrard (G to his friends) Dale has been gliding since the age of 20 and first trained at Dorset GC. With about 7,000 hours gliding in Europe, the USA, Australia and New Zealand, G currently coaches for Glide Omarama in NZ each winter and is one of Lasham's DCFIs in the summer. He had a double Club Class win in the Pribina Cup and Flight Challenge Cup of 2010, and won the 2011 Club Class Nationals at Pocklington**



Rebecca Loncraine is a British freelance writer. Her last book was *The Real Wizard of Oz: The Life and Times of L. Frank Baum* (Penguin USA). She was hosted in New Zealand by Gavin Wills as Glide Omarama's first writer-in-residence for the 2011/12 southern season. She's now writing about many aspects of soaring free flight in gliding and paragliding. See www.rebeccaloncraine.com



Lennies at Wirrealpa Station, Southern Australia; John Clark's DG-808C, TJC; Burketown safari's croc-infested rivers

ON SAFARI

John Clark explains why a gliding safari in Australia is an experience that's not to be missed

YOU MIGHT LAND OK, BUT IT WOULD TAKE DAYS FOR ANYONE TO DRIVE IN, ONLY TO FIND THAT THE CROCODILES HAD EATEN YOU

AROUND October each year, Ian Barraclough from the Lake Keepit Soaring Club in New South Wales, Australia, organises a gliding safari. In 2011, it was a 3,000km epic to Lake Eyre in central Australia. Last year, it was an even more ambitious 4,000km to Burketown in far north Queensland, with the chance of a legendary Morning Glory cloud.

There's something wonderful about crossing a continent, passing through customs, different time zones, visiting places where they speak another language and where the food and drink are weird. There's a similar attraction about gliding from NSW to Queensland (though there isn't a customs post).

The Lake Keepit club is a great cross-country site. There's no controlled airspace for thousands of kilometers to the west and north... in fact after 500km, there's very little at all. There are patches of tiger country, but not so bad that if you outland, you're too scared to leave the cockpit for fear of snakes and spiders (as one European visitor did one year). Further out though there's desert, miles and miles of it, and when you get into the

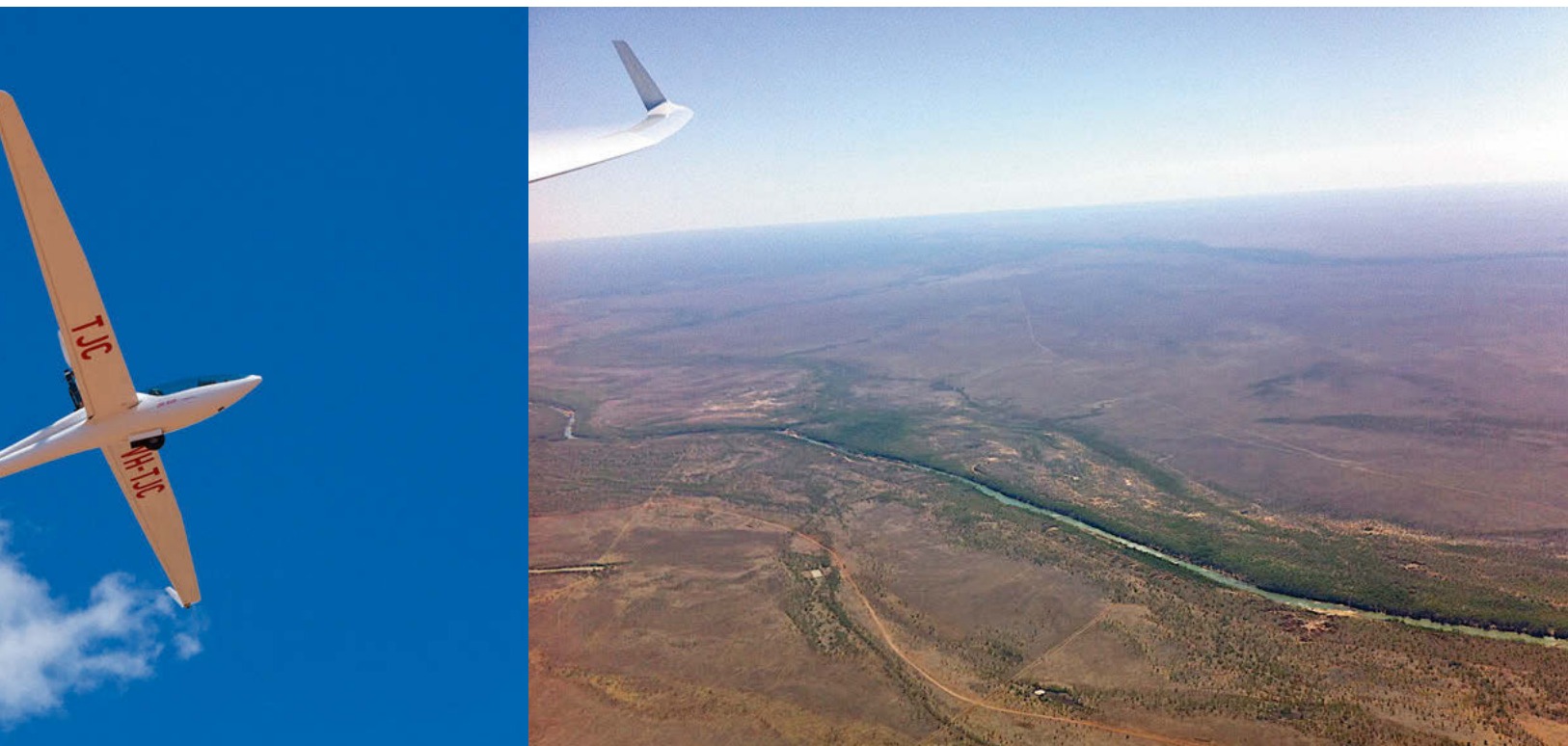
north-west of Queensland, the crocodiles will make any outlanding more interesting.

Sometimes, a tug goes on our safaris so sustainer equipped gliders can come along, but the more recent ones have been for self-launchers only. Last year an ASH 25, a Stemme, two Discus 2s and my DG-808C started. Both Ventus SLGs brought trailers and we had two cars in the ground crew. There was also a gang of Grob 109s, and a MotorFalke going up for the Morning Glory.

In the outback, there's often 300-400km between towns with aerodromes and motels big enough for 23 people, so the route for the safari was ambitious. There was a fast four-day plan and a slightly less quick five-day plan. Early forecasts of temperatures in the high 30s and low 40s promised excellent soaring conditions (typically we did not get them and were six days in each direction).

There were days with 10kts to 13,500ft, but most were character building, often below 5,500ft all day. Headwinds stirred the thermals up and we often got part of a turn in 8kts up and the rest in 10kts down.

Half the point of owning a self-launcher is to avoid outlandings. Though the flight



DOWN UNDER

manual says that your motor will most likely fail to start, most do start so you never get the outlanding practice that pilots of pure gliders enjoy so much and the prospect of a real outlanding fills an SLG pilot with terror.

On most legs there were vast paddocks and good farm strips every 40km, but the lack of vehicles suggested the stations were unoccupied. Landing on roads is accepted practice, but I would not immediately choose to land on a bitumen road because the metre-high reflective markers on the hard shoulders are metal, stiff and closely spaced. It would have to be a nicely judged landing to drop down over one set of markers and pull up before the next.

The dirt roads were a better option because there were no markers. The salt flats further north were the least inviting. You might land OK, but it would take days for anyone to drive in, only to find that the crocodiles had eaten you.

The best idea is to stay airborne and go for distance rather than speed. In fact, we rarely used our engines after take-off. Occasionally, you'd arrive at the destination to find it was either lost in bushfire smoke, hidden between

trees or with a howling crosswind, so a short engine run was necessary to give you a bit of thinking time.

We did have the fun of landing on some huge runways. At Longreach, there's a frisson of panic when you look down and see a 747 in the parking area – until you realise that it is part of the Qantas museum.

There were a few problems, but nothing dramatic. One Ventus had a failed propeller ↗

On safari (left to right): Paul Thompson, Geoff Sim, Ian Barraclough, Lynne Thompson, Keith Dixon, Geraldine and John Clark outside the Mitchell Airport first class departure lounge



WHY GLIDE IN AUSTRALIA?

It's hard to think of a place that is easier for gliding than Australia. If you compare the conditions with the UK or Europe, it's paradise! With continents like Africa and South America promoting themselves as gliding destinations, perhaps Australia is not as popular as it was a decade or two ago, but it still has a lot to offer to visiting pilots. As G Dale said of Lake Keepit, how many places can you go and need just one check flight to go solo?

In most states, we fly all year round. Cloudbase is mostly from 6,000-9,000ft. Winter thermals can be 3-5kts with 6-10kt days common in summer. Most gliding sites are outside controlled airspace and there are plenty of safe outlanding opportunities from farm strips to huge paddocks. The natives speak English (of a sort!) and are friendly.

The club where I fly, Lake Keepit Soaring Club, is an ideal destination for a visiting glider pilot. The country is varied with flatlands, hills, valleys and lakes. It is a seven-day operation with a good glider fleet. There's low-cost on-site accommodation and, though it can be busy over holiday periods, most UK glider pilots would think it was deserted. Queues seldom exceed one person.

LKSC is an outstanding place for badge flying or to get your cross-country legs. The conditions mean that, on most days, you can fly a Silver C task (all of them) on the one day without ever getting out of gliding range of an airstrip.

Days suitable for 1,000km flights are not common, but that's about the only limitation. Sites further south can sometimes produce many 1,000km flights in a week, but the conditions are arduous and the surrounding terrain is boring compared with Keepit. If you want to fly anything from 300-750km under pretty easy conditions, then Keepit is a great place to try.



Above: outback soaring - 11kts on the dial and, below, the strip at Wirrealpa Station

↪ extension motor and the other did a couple of legs in its trailer. That monarch of the road, the English Land Vehicle, broke down on the return leg and had to be towed 1,800km to Sydney, fortunately at their expense.

It would be nice to boast that we'd flown to Burketown and back on less than 25 litres of petrol; the DG actually did this, but we were all followed by cars which used considerably more fuel. In fact, the really hard yards on the safari are always done by the road crew – the long suffering and un-complaining Geraldine, Lynne and Jo. Heroines all! (OK, the “un” was a typo!)

It would be great to be more independent in a self-launcher. The Stemme is the most independent. It can taxi, does not need a wing runner and has enough storage space for more than a toothbrush. The ASH 25 is probably the least independent. It normally needs a wing runner, cannot taxi on most small strips and is heaviest to man-handle on the ground. Of course, the performance of the ASH in the air separates it from the Stemme.

The DG-808 sits in the middle. With its

steerable tail wheel, large wingtip wheels and a miniature wing walker, it can be taxied on most strips and it is light enough to be ground handled by one person. However, the storage space, even for drinking water, is tiny. It can be very hot on the ground and in the air if it's a blue day. Though some people take just a litre or two of drinking water, I have two containers with about 10 litres and drink half that in flight.

For me, the surprise of the past two safaris has been the Stemme. It's both a proper sailplane and a proper motorglider. There were days when it led everyone home because it was able to fly more aggressively than we did. Sometimes, when they'd had enough fun, they cruise-climbed to 10,000ft and rode above the bumps. The Stemme went off on island picnic trips and even flew off on a 90km shopping trip for a bag of prawns (the leaking of which will reduce the plane's resale value considerably).

All that being said, I would not swap my DG-808. Compared with the others, it's a ballerina; light, agile, beautiful to look at and less temperamental than the other clumsy chorus-line gliders. Its climb rate under engine or thermalling is fantastic. Nor would I swap a single-seater for a two-seater in spite of the obviously greater workload.

Strangely, we rarely fly in a group and most days you will not see another plane until you land. This may sound lonely, but it's not. It's the company which makes these safaris special. Each one is a unique experience which is far more memorable than a competition. If this sounds like your type of flying, then get in touch with Lake Keepit Soaring Club. Safaris are open to pilots from other clubs and there's another one coming up in October.



Remote area gliding

REMOTE area flying can be great fun. Flying over new country and landing at new aerodromes improves your confidence, but there may be things out there that can bite. I've seen visitors from the UK at Sydney airport, sitting in the coffee shop outside arrivals, holding books like *Australia's dangerous animals*, too scared to leave the building. But, in spite of the advertising, the wildlife in Australia rarely bites.

Yes, there are some nasty spiders, but the only person I know who was bitten by one rolled over it in bed and, in four decades of living over here, I have seen just four snakes. There are plenty of sharks in the sea, but they prefer to eat surfers and the crocodiles appear to eat mostly Japanese and German tourists if you go by the language of the warning signs.

There are eagles in the sky, but they always seem to avoid you and bird strikes are very rare. There are roos and occasionally emus to watch out for on landing strips, but since most strips or paddocks are huge, the risks are small.

As a remote area glider pilot, the main things that will bite you are the heat and the isolation. In outback Australia for much of the year, temperatures are often well above 35° before take-off and ground handling gliders will really dehydrate you fast. We've landed close to sunset and seen temperatures still over 42°, hours later, so taking lots of drinking water is essential. I don't understand why a glider is designed to take 150 litres of ballast water, yet no drinking water!

If there's any chance of outlanding, you

must be able to survive alone for at least 24 hours. That means water, food, additional clothing, a space blanket and items like tie-downs, signalling mirrors and a plastic sheet for water gathering have to be crammed into a small emergency bag in the glider.

The remoteness means that you cannot rely on VHF radio or the phone. That hang-glider's trick of pressing send and throwing the phone up in the air won't work! Though most regional centres have good mobile coverage, it normally stops a few kms out of town and though you may have coverage when airborne, ground crew may not.

The best answer is a Spot tracker attached to your parachute. Apart from EPIRB and web-based tracking functions, the Spot can send three types of message via satellite to phones or email addresses. This means you can have an SOS, a pan-pan message and others which say "I've landed safely at this coordinate." It's also essential that any ground crew also has a Spot tracker in case they break down.

Australia is very well served by air ambulances and the famous Royal Flying Doctor, but the best thing is to prepare for emergencies and then make sure you don't have one. Remote area gliding is a great preparation for flying anywhere on dodgy days and is sure to make you a better airman.

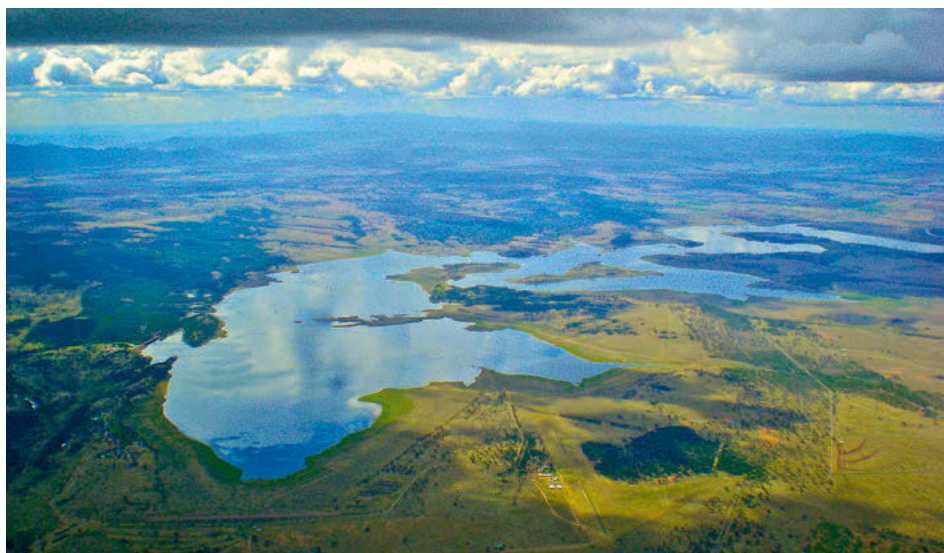
■ John Clark was transported to Australia in the late '60s, where he discovered the sun, sailing, surfing and hang-gliding. After 30 years of flexwings he moved over to sailplanes and has about 550 hours, 450 of which are on his DG-808C. John says he chose to learn to glide at Lake Keepit because it is surrounded by good outlanding opportunities



Above: John Clark flew his DG-808 during the Burketown safari

Below: The benign and varied conditions at Lake Keepit Soaring Club, New South Wales. It is a great cross-country site and an ideal destination for a visiting pilot

www.keepitsoaring.com



IF THERE'S ANY CHANCE OF OUTLANDING, YOU MUST BE ABLE TO SURVIVE ALONE FOR AT LEAST 24 HOURS. THE REMOTENESS MEANS THAT YOU CANNOT RELY ON VHF RADIO OR THE PHONE

SUPERSONIC TO SUPER VINTAGE

Ex-Concorde pilot Terence Henderson took his lovingly-restored Oly to fly in a Shuttleworth Trust display at Old Warden last year



Willy Hackett flew "a gentle procedure commensurate with the aircraft's age and structure" - and which included some steep chandelles (Nick Blakow)

WHAT WE ACTUALLY WITNESSED WAS SEVERAL MINUTES OF PURE MAGIC DEMONSTRATING THE ELEGANCE OF HANS JACOB'S DESIGN GENIUS

“WOULD I allow my Oly 2b to be displayed at Old Warden?” You bet I would! The question was asked of me by RAF test pilot Peter Hackett, whose flying in the Yakovlevs 4-Yak team had thrilled me at a number of airshows. Peter, inevitably nicknamed ‘Willy’, had seen my newly-restored Olympia on static display at the 2011 RAFA Shoreham Airshow.

The Oly, BGA 1125, had been through four owners before being stored on our Sussex farm for 11 years awaiting my retirement. I had always wanted to build an aeroplane

and had enjoyed modelling until professional flying took over. That kept me fully occupied until my late-60s.

Building your own aircraft is one of life's dichotomies: wait until you are free to devote time to the task and you will be too old to fly it, even if you finish it at all! Restoring the Oly, however, shouldn't take too long. Three years later, and then only through the help of a number of East Sussex Gliding Club chums led by now-retired senior inspector Jack Grayer, ably

advised by the BGA's own Ian Patingale, the moment of truth arrives and she flies like a dream: straight and true, resplendent in her light blue military Empire Test Pilots' School (ETPS) livery.

I had always had a liking for military schemes: my Chipmunk, WD310, is in full RAF Air Experience Flight colours, and careful research revealed both VV400 and VV401, two Olympias used by the ETPS in the 1940s and 50s at Farnborough. The best known Oly pilot at ETPS was Bill Bedford, who later developed the VTOL P1127/Kestrel/Harrier types. Bill set a number of British gliding records in the Olys during his time as an instructor at Farnborough and, despite great achievements in the world of test flying, really loved his gliding and often spoke warmly about his experiences.

He and I had met a few times, but became friends following my taking him to New York in the jump seat of Concorde G-BOAB in 1994 and it seemed right to restore VV401 in Bill's memory.

Re-registering BGA 1125, formerly G-APXC, as VV401 was straightforward as the original "401" had been written off at Farnborough in 1952 and the Olympia is classified Annex 2. Interestingly, Oly airframe VV400 still exists and is undergoing complete restoration by VGC member Alan Pettit. Alan was most helpful to me with advice from his research during my own restoration programme. Permission to use the military colour scheme was sought from the RAF and I booked Competition Number 99 from the BGA since this was the number used by G-APXC when she first flew in 1959.

A few years ago the Shuttleworth Trust at Old Warden agreed to add occasional vintage gliders to their flying displays and some of our best known and most venerable gliders have taken part. I considered it a great privilege to have VV401 invited and, after a straightforward exchange of the usual C of A and Insurance documents, the appointed day soon loomed in August 2012.

I had known Old Warden since childhood as my family lived nearby and my early flying had taken place there, as well as at other local airfields: Halton, Henlow, Sywell, Cranfield and Cambridge, whilst a member of my school's Combined Cadet Force in the 1950s. Within minutes of arrival at Old Warden a welcoming committee of old friends appeared from nowhere and Oly was soon out of her trailer and rigged.

Two pilots were to fly her for handling checks before the Display Briefing at midday: Willy Hackett and Chris Heames, both of whom carried out short flights after aerotows behind the Trust's Super Cub tug. Briefing duly took place and included some weather warnings, due to potential CB activity and advice about the Olympic Airspace restrictions in force at the time.

Although I am only a visitor, and a true



Terence Henderson's Oly 2b VV401, resplendent in her light blue military Empire Test Pilots' School livery (Steven Jefferson)

amateur amongst all these hardened airshow professionals, and with a mere glider amongst all the other display aircraft, which range from the BBMF's Lancaster to a brace of Ansons plus the entire wonderful and unique Shuttleworth Collection, I am made to feel something special, and would I like to contribute to the commentary?

The first of a few heavy showers soon occurred and this gave an excellent opportunity to clean the Oly, which still had the remnants of sheep poo under the wings and tail. The sheep droppings were souvenirs from the Olympian Games held the previous week at the Long Mynd, where the resident flock grudgingly allowed us to share the airfield. Damp conditions had prevailed throughout the Games such that mud spattered everything and everyone equally with no one spared.

I was glad to have this chance to spruce up the Olympia because the large crowd included many highly-skilled photographers. Despite the polish, next time I flew Oly at home I found the elevators covered in an oily deposit. Thinking back to Old Warden, I recalled that we had been parked on the Flightline right behind Peter Teichman's beautiful Spitfire PR X1 PL965. When the Spitfire's engine was started we all rushed to hold down the vulnerable Oly against the slipstream, more concerned about security than the oily exhaust; Peter Teichman is a good friend and we had a chuckle about this next time we met. He denied everything.

The display laid on at Old Warden is

justifiably popular: the variety is remarkable too and I have never seen the BBMF's Lancaster at such close quarters. I have never seen two Ansons in formation before and Peter Teichman's twin-axis Spitfire display routine taking full advantage of the two runway directions at Old Warden was memorable, but these were just a few of the visitors.

It is the Shuttleworth Trust's own, often unique, aircraft which most enthusiasts have come to see and I for one will go there again and again, such is the friendliness and the welcome of the entire team at Old Warden, plus the close proximity with which the crowd can view these stunning historic aeroplanes.

How was the Olympia display? Increasing heavy clouds caused Oly to be the final item on the flying programme and it was superb. Willy had said in best test pilot speak he would fly "a gentle procedure commensurate with the aircraft's age and structure". After a three-year restoration and many hundreds of newly-glued joints, this was exactly what I wanted to hear.

What we actually witnessed was several minutes of pure magic demonstrating the elegance of Hans Jacob's design genius (bias accepted) and some magnificent steep chandelles performed right in front of our very eyes. A sustained round of applause followed Willy's "greaser" landing and you can witness the whole thing on YouTube thanks to a generous and skilled cameraman. It doesn't get much better than this.

■ **How does Oly compare with Concorde? Surprisingly well – the Oly, Concorde and Chipmunk all have the most beautiful control harmony, which means when you are at the controls you don't have to do "anything". You just think, for instance: "Left turn" and next thing you find that's what you're doing!**

■ www.shuttleworth.org/




Terence Henderson soloed at 16 with No. 613 Gliding School, RAF Halton and is now a member and tug pilot at East Sussex GC. He has 21,000 hours, including 4,000 on the Concorde and a further 1,000 on the Comet 4. Terence flew and instructed on many types commercially during a 48-year career. He is a trustee of two aviation charities, but gliding remains his first love

ADVENTURE WITH BUTTERFLIES

Matt Wright has more cliff-top adventures, exploring the north coast of Devon in his ASW 20

I WAS listening to the radio on the way to the gliding club and that old Baz Luhrmann song was playing; you know the one, dishing out life advice by the bucket load and advocating the wearing of sunscreen. Anyway there is a line of that song which goes, “Do one thing every day that scares you”. That was rather apt! Today I was definitely heading into that territory and I could feel the butterflies beginning to flap their wings. A tornado was probably brewing somewhere.

In the build-up to today, at least a couple of years in the fermenting, we had been waiting for a chance to fly the cliffs on the north coast of Devon. Having rediscovered the fun we could have on the south coast cliffs, we immediately wondered about repeating the exercise on the other side of the county. Ideally the wind would need to be close to due north and sufficiently strong enough to guarantee that the cliffs would work when we arrived. The closest bit that was likely to work is the hill/ridge at Minehead, which is 40km from North Hill, so it would mean a fairly long aerotow into the headwind, climbing to a height which would then allow a final glide on to the ridge, so a good cloudbase or at least scattered cloud conditions were added to the growing list of prerequisites. Oh and not to mention, I needed to be off work, the tug serviceable and the club open for gliding. The odds, you can see, have been stacked against us.

Further preparation had been spent by poring over Google Earth, 

> **SAILPLANE & GLIDING**
JUNE/JULY 13

> **FEATURE**
PURSUIT OF EPICNESS

RE LIES





Main photograph on previous page: JB and Matt Wright head for Foreland Point on their way back to Porlock

Above: Passing Lynmouth approaching the Valley of Rocks

Below: Camera on a stick view of Minehead Harbour

↻ measuring distances, angles, field sizes and figuring out where suitable turnpoints might be. A trip by car, to go and look at the terrain, resulted in the discovery of a nice field in the Porlock valley, which we could probably land in and possibly even get away with using the glider again. The best out-landing options, however, were identified as the bigger fields near Butlins at Minehead. Further west, the fields get smaller and seem to be plastered to the sides of steep valleys,

so getting out of trouble down that end becomes a much more interesting prospect. Unlike the south coast, apart from at Porlock, there is no beach to speak of on the 50km of coast from Minehead and Morteohoe Point, mostly sheer cliffs dropping straight into the rocky sea. Hence the overwhelming sense that the final glide off tow on to the ridge at Minehead might well be taken literally.

If all went well then getting back was optimistically considered as needing to bump up against the Cardiff airspace, which would put us on glide for home; more realistically though the plan was to climb as high as possible on the taller cliffs west of Porlock before aiming for the big fields to the west of the Quantocks, just to shorten the retrieve. If we couldn't get high enough then it would be the fields at Minehead and home by midnight.

The run of strong northeasterly winds that had plagued the first few days of April were forecast to back a little to about 030° on Friday, 5 April. That would work...wouldn't it? It's obliged to work! Oh bollocks, Friday! Not a club flying day. It's never simple, is it? But undeterred, questions were asked and Peter Field stepped into the breach, offering to fly the tug. Liam was going to be on site waiting for the gang he was





joining on the club trip to Portmoak and Adrian is never far away. So plans were set in motion on Wednesday and confirmed late Thursday evening, with JB having to do some major social calendar juggling so he wouldn't miss out in the fun. Pete Startup was well and truly scuppered though having to attend his outlaws' diamond wedding anniversary; there's no getting out of that one! Fortunately the viz wasn't quite good enough for him to endure the sight of us on the cliffs from across the sea in South Wales. The pursuit of epicness has scant regard for diary engagements, it seems.

So to Friday and those feelings of apprehension on the drive to the club. I'm probably going to land out. Will the field be OK? Will 030° make the ridge work? What if it doesn't, will I be high enough to turn back to the fields?

Going on these ridge-running type tasks, especially from ridges I haven't flown before, is very different to normal thermal cross-country flying. Setting off on a cross-country in thermal, I almost have the feeling that I will definitely get back and the chance of a field landing is relatively low. (That's not exactly true; I think it is more of the case that I'm not worried about landing in a

field because there is quite a lot of time to think about it.) However, low down on a ridge things can change quite quickly and the lack of height really ups the workload when the lift is gone and a field is needed. It's a very similar feeling to the one you get when you set off on your first Silver distance attempt and you finally get out of gliding range of your club. Butterflies and humming birds! Mixed in with these though were also feelings of excitement and expectation; I'm going adventure flying, I will be pushing my boundaries on a brand new playground and the views and footage will hopefully be awesome. Butterfly central!

The wind was howling. A steady 22kts according to the club weather station with gusts of up to 30kts. The launch was going to be hairy! Once the gliders were rigged, JB being the voice of reason in unison with Peter, deemed it too rough to launch so we retired to the clubhouse to warm up and have a cup of tea in the hope that the wind would calm down a bit (but not too much).

Fortunately the gods were smiling on us and the wind obligingly reduced to a dull roar. We readied the tug before Peter fired up and gingerly taxied to the west end.

Cameras rolling, I launched first in M5, 🚀

The gnarly cliffs of Great Hangman Hill near Combe Martin
(Matt Wright)

**I'M GOING
ADVENTURE
FLYING, I WILL
BE PUSHING MY
BOUNDARIES ON
A BRAND NEW
PLAYGROUND
AND THE VIEWS
AND FOOTAGE
WILL HOPEFULLY
BE AWESOME.
BUTTERFLY
CENTRAL!**

IT WASN'T LONG BEFORE I WAS TURNING COMBE MARTIN, GRINNING LIKE A DOPE FIEND



Turning Minehead for the second run west
(Matt Wright)



Matt Wright was born in Zimbabwe, but now cheers for the England cricket team. At work, he sits in the pointy end of a B747-8. At play, Matt is a member of DSGC, has three Diamonds and used to fly his ASW 20 mostly from North Hill, but often manages to entice his friends to go looking for adventure with the catchphrase “Dudes, just think of the footage!”

✍️ flapping like a wild thing until we cleared the lee of the trees, where the ride settled down and we turned north. The sky by now was looking really good with some great cloud streets running up to the north east. Staying at about 2,500ft QFE North Hill so we could duck under them, I saw that I had lost GPS input to my XC Soar program. I switched over to the Dell Steak’s internal GPS only to find that it calculated a wind reading of 055°. Bugger! With all the other “what ifs” whizzing round in my head, there was no way I was going for the cliffs with that wind direction. With about 20km to run to Minehead, I pulled off tow under a cloud street, wondering what to do next and feeling really disappointed.

The movement of the cloud shadows, however, was indicating a wind direction of about 030° so I tried re-configuring the GPS input in XC Soar and, hey presto, it reconnected and was up and running with all the air data from my new LXNav V7. Observations backed up by the gadgets = wind 033° 25kts... cliffs here I come.

It was a long way to Minehead and my gadget was indicating arriving at about 800ft asl, not much above the hill, but there was one cloud that I could aim for on the way so the moment of

truth. Time to go! The cloud delivered about 500ft so floating over Minehead was not as nerve-racking as I expected and I could relax and really suss out the safety fields from the air. They looked good and I relaxed a little more.

Given the forecast wind direction, we had thought we should be able to go from Minehead to Combe Martin relatively easily; five beats of almost 40km, giving a task distance of a whisker under 200km. There would be places where the line of the coast would create wind shadows and turbulence though so some restraint would have to be called for.

Over Minehead Harbour and through the start gate, I just followed the line of the hill, quite cautiously as there was the jump across Porlock coming up and the other North Hill wasn’t exactly booming. Looking across the valley, the far cliffs were oriented more into the wind so I confidently continued on across the bay. Approaching the hills and as the lift increased it was time to select minus 2 and stick to the front. Yeeha! From there it was just a blast, winding on the speed in

the sweet spots, moving out to sea to avoid suspected turbulent air; it wasn’t long before I was turning Combe Martin, grinning like a dope fiend.

Going back east there were two places where a little caution was called for. Firstly, there was a jump of about 3km directly into wind from Lynton around the headland at Foreland Point Lighthouse. Once round the lighthouse though, the wind was directly on the slopes and lift guaranteed. You could even afford to be halfway down the side of the hill. The other was the 5km jump, also directly into wind, from Porlock Weir to Selworthy Beacon, where enough height was needed so that you arrived at least as high as the hill before continuing round the corner on to Minehead.

Amazing views

There were loads of coast path walkers, quite a few seagulls and a lone buzzard, which shared a couple of hours with JB and me as we traversed the coast between Minehead and Combe Martin. The views were absolutely amazing and the footage pretty good too!

On each successive beat, the wind calculated by my gadget was slowly veering towards the east and on the final run back to Porlock it was indicating 040°. So with discretion being the better part of valour, we slowed up to start climbing. The lift over the coast took us up to about 1,500ft above North Hill before we went to investigate the clouds in the lee of Selworthy Beacon.

There were some “rough as old boots” rotor thermals that gave us another 1,000ft before setting off for the next cloud, which was a fair way down track. A good climb there put us over glide for home, but a sustained attack of 8 down had me back on a marginal glide. So we stopped again to make it comfortable, JB patiently waiting about 600ft above me!

What an epic day’s adventure! It was made possible by the generosity of Peter, Liam and Adrian and also the moral support of JB. It’s far easier venturing into the unknown with your chinas than it is on your own and much more fun too! Oh and I think I might have even got a little sunburn!

■ Unfortunately, things don’t always go to plan and, just three weeks later, another of Matt’s clifftop adventures ended with him ditching his glider in the sea west of Porlock. Turn to p44 for the full story.



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SWIMMING WITH A SHARK

I FELT the cold clammy hand of fear on the last Friday of April 2013. It wasn't an irrational fear, like "oooh there is something under the bed", or a nervous fear like standing up to give a presentation; it was from the grim realisation that I had flown myself into a hole with no way out.

I know my previous article (see page 38) started by alluding that we should do one thing every day that scares us, as some motivational way to grow and become a better person, but I think, on this occasion, I might have taken that notion a bit too literally.

That Friday wasn't a normal day. Firstly, the weather forecast had predicted a good soaring day, albeit with a strong north-westerly wind. Secondly, the club would have been closed as is often the case on good soaring days down our neck of the woods, but this Friday a small band of pilots had arranged to come and fly. We had



**I DISTINCTLY
REMEMBER
THINKING THAT
IT WAS GOING
TO BE A BUGGER
GETTING THE
TRAILER ON TO
THE BEACH, NOT
TO MENTION THE
GLIDER OUT OF
THE WATER**

Sometimes even the best of plans fail, as Matt Wright discovers the hard way

even convinced CFI Pete Harmer to come and fly the tug, because he had something else on and couldn't go soaring himself. A 304km task was declared with the turnpoints North Hill – Dorchester – Dulverton – Melbury Bubb – Tiverton – North Hill. During the briefing banter, I had also speculated that it might be possible to thermal our way up to the north coast to soar along the cliffs for some added awesomeness. It was with that possibility in my mind that I initially set off, chasing Pete Startup in 230, on the declared task.

After turning Dorchester and grinding back upwind past the club towards Dulverton, there was a great looking cloud street running up to the coast just west of Porlock and I thought, with the wind strength and direction, that the cliffs would definitely be working. My glide computer was showing a wind direction of 325-330/19kts, which, although 35 degrees off our perceived optimum, I assumed would be fine because on my previous flight to the cliffs the wind was 40 degrees off from the east and the ridges were still working extremely well.

I decided to follow the clouds to see how near to the coast I could get. As I got closer, there were wisps of cloud forming above the hills, further enhancing my belief that I would be able to soar the updrafts. So I gave up on the task and decided to go for an adventure.

I cautiously arrived overhead the coast at about 1,500ft, 5km west of Porlock and turned west towards Foreland Point. There was lots of turbulence and strong sink, but I continued on, thinking it will be OK. The kink in the hill ahead will work and I can top up there if I needed to. However, my grip had got a little tighter and my nerves were starting to tingle.

I had just put all my eggs in one very flimsy basket. The sink stayed on!

The reality was not meshing with my mental model and doubts were finally starting to flood in. The kink in the hill reduced the sink, but didn't eradicate it and I realised that I would not get around Foreland Point at anything like a sensible height. I was now also not convinced that I would find lift even if I could get around the point, so I turned to run for the fields at Porlock. I knew I was in trouble, but still thought, hoped, prayed that I would get at least some lift off the hills on the way. Why wasn't it working? Why didn't I turn around sooner, before the escape door had been slammed shut? Why was I even here? I'll have to come back to those questions. Fly the glider!

I was now below the top so I flew as close as I dared into the sides of the tree-covered slopes to maximise the chance of finding lift, but there was nothing on offer but 4kts of sink. The trees were being swayed by the wind and I realised that despite the upper winds indicating a north westerly flow, the surface wind was blowing along the ridge rather than up and over it. I now also realised that I wasn't going to make it to Porlock so just aimed to stretch the glide as long as I could.

The tide was out so about 30 metres of shore was exposed between the water and the base of the cliffs. The beach was just rocks with a few boulders thrown in for good measure and I had visions of a very messy crash if I tried to land on land. The only other option was to ditch into the sea and this, I thought, was the far safer choice. So, the flying shark was going to go for a swim.

It's funny the things that go through your mind. I distinctly remember thinking that it was going to be a bugger getting the trailer on to the beach, not to mention the glider out of the water, and I wondered if the little fishing boat about three miles out to sea had seen me and would come to investigate. There was

about a 3ft wind swell on the surface of the sea and I put the wheel down inline with what I had read on ditching a glider. I rejected the thought of making a low-level turn to land into wind, which would also have taken me further out to sea, in favour of continuing wings level and ditching with the tailwind. I used first stage of landing flap to slow down as much as possible without using the air brakes and aimed to touch down about 30m offshore.

The tail wheel touched first and I assume it was on the crest of a wave because the nose of the glider pitched in and I was immediately slammed under water. The glider came to rest upside down. I can still see the murky yellow brown rays of sunlight filtering through the water as I recovered my senses after the initial impact. The canopy had gone, and there was a moment of fumbling to determine the difference between the harness straps and the parachute straps before I found the release, pulled it and dropped out of the cockpit before popping up next to the glider. I had a massive feeling of "Wow! I'm alive" and even the water didn't seem to be that cold.

There was quite a strong current and I couldn't touch the bottom with my feet so, after groping in the side pocket to check if my phone and camera were still there (they weren't), I left the glider and started swimming the 15m or so to the shore. The tide must be coming in. From the shore I could see that approximately the first six inches of the nose of the glider was broken, I assume from hitting a submerged rock, but was otherwise intact. It was floating with the bottom of the wings just above the surface and with the horizontal stabiliser just below the surface so that the fuselage, aft of the wings, was clear of the water. As for me, apart from a small cut on my hand and my pride, I had escaped unscathed.

Now what? I caught my breath and set off east along the shore, to Porlock Weir. There was no one on the beach and eventually I stood dripping at the reception of Miller's at the Anchor Hotel. I cannot be grateful enough to angel Maria, who let me use the internet to find some numbers, make a few calls and also plied me with tea in front of the freshly stoked fire while I waited for the cavalry. Also to Andy, the chef of The Ship Inn next door, who loaned me some dry clothes. True Samaritans!

A while later, I accompanied members of the Coastguard to go and ascertain the state of the glider, but with the incoming spring tide it was unsafe to venture west along the beach in case we got cut off. Using binoculars we scanned the shore for any sign of the glider, but were unable

to spot any so assumed it had sunk and the strong tide would make it impossible to search for it until after midnight. The Coastguard guys also speculated as to how much of it would be left if it was near the shore, being beaten against the rocks for eight hours, and that it had more than likely sunk below the low water mark anyway. The consensus view was that it was not worth attempting to salvage.

Well, so much for the how I didn't do it; let's get back to those questions.

Why wasn't it working?

The simple answer is that the wind direction was at too acute an angle to the ridgeline. I had overlooked the fact that the wind direction veers with height and I had based my assumptions on the 3,000ft wind. I suspect also that the Porlock valley acts as a bit of a venturi, which would have aided in drawing the wind along the coast and off the ridge.

Why didn't I turn back sooner?

This one is harder to answer. I suppose I was overly confident in my initial assessment of the conditions and the fact that I've become pretty comfortable flying low to the ground meant that I didn't have the normal sense of danger until the realisation finally dawned that I had got it completely wrong. It is this aspect of the flight that I'm most disappointed with myself, that I had failed to retain a Plan B and had allowed myself to get into a position that no amount of skill could possibly recover.

Why was I even there?

Well this one is both simple and complicated. It's for the same reason people climb mountains, jump out of planes, surf big waves, and even play golf. The same reason that we go soaring in the first place: for the challenge, for the adventure, the experience, the thrill, the view and most of all for the fun! Individually, we determine how we weigh the risks involved, we balance the options and we make choices to try and get what we crave out of our sport. Sometimes we get it wrong and sometimes, if we are extremely lucky, we get to learn from our mistakes.

Oh and one final question. Would I go again if the conditions were right? Well, what would you do?

THE TAIL WHEEL TOUCHED FIRST AND I ASSUME IT WAS ON THE CREST OF A WAVE BECAUSE THE NOSE OF THE GLIDER PITCHED IN AND I WAS IMMEDIATELY SLAMMED UNDER WATER



It's a write-off: the wreckage of Matt's ASW 20 after it had been in the water for 45 hours.

Advice for ditching in water issued at the 2006 Europeans in Sweden included:

■ **Before landing:** call on the radio; turn off master switch; prepare mentally; locate the seatbelt lock; locate the canopy emergency jettison

■ **Where to land:** deep enough; along the shore; downwind side of water

■ **How to land:** gear down; low speed, but main wheel first; flaps in thermalling position; airbrakes closed (if possible)

See also www.caa.co.uk/safetysenseleaflet21



Your 14-year-old is approaching solo standard. How do you, as a parent, feel? Peter Turner reflects on his emotions when son Freddie was ready for his first solo flight

THE RIGHT AGE?

Oxford GC's Freddie Turner took advantage of changes in regulations allowing him to solo at 14 (Liisi Laks)

IN FACT, THE STRUCTURED TRAINING SCHEDULE PROVED TO BE A VERY POSITIVE EXPERIENCE FOR MY SON

G OING solo in a glider at the age of 14 is a relatively new phenomenon in the UK. Changes in the regulations in the latter half of 2012 have given young people the opportunity to fly solo when they reach 14, subject to them demonstrating the suitable levels of skill and maturity.

As a parent of an enthusiastic potential glider pilot, this caused some dilemmas. Without doubt it was a big step to see my 14-year-old son, Freddie, climb away on a winch launch with the full knowledge that, when qualified, he and he alone would be totally responsible for his own survival. Of course, objectively I can rationalise my concerns on the basis that young people are at some risk much of the time and that the potential for harm exists in many areas of life, even in cyberspace. Yet rarely is it so blatant that the sole responsibility for survival rests with the individual.

As a glider pilot myself I understand

that gliders are checked. I am also aware that huge efforts are made to maintain very high levels of safety. However, it would be irresponsible to ignore the fact that each year glider pilots are killed. If my son is involved in a mid-air incident, would he really have the presence of mind to eject the canopy and bale out? Indeed would baling out be the best option – hopefully I will never know the answer to that question!

Perhaps if I was to accompany him at the airfield and keep an eye on things, that would keep him safer? After all it is my old gliding club and I quite like hanging around airfields when I have time. I don't believe so, indeed in reality it would have been a very bad idea. This was about him fulfilling his passion to fly and not about me. Either I trust him and the instructors at his club or I don't. He needed to establish his own relationships, make mistakes and the last thing he needed was me watching his every move (it was also probably the last thing the

instructors needed as well).

In fact, the structured training schedule proved to be a very positive experience for my son. At the end of each day he reviews what has been achieved and plans what he wants to achieve next. The discipline of such a structured approach continues to be a very effective way of enabling him to monitor and accept responsibility for his own progress. This is not like a teacher telling him what to do, this is about the student setting his own expectations and positively engaging with the process to achieve their goals. It has the benefit of regular testing and instant feedback. You either have something signed off or you don't – 'pass' or 'not pass'. If only such a system existed within general education!

Whether a 14-year-old could accept criticism positively was a further concern of mine. For example, would the explanation of why a particular topic had not been performed to a satisfactory level be accepted positively, or would it be a de-motivator? I didn't need to worry for, without question, criticism was accepted positively.

In the space of three months Freddie has transitioned from an individual who, like most teenagers, avoided most responsibility to someone who takes huge pride in his flying skills, has absorbed a substantial amount of information in a short period of time, and is in an environment where his contribution to the club is both expected and recognised. In his own words he is treated like an adult and expects to be judged as an adult.

Going solo was never the prime objective, but rather the result of a natural progression. Indeed, in my view the continuous assessment of flying performance is one of the most reassuring aspects of gliding safety. If he does not perform well enough during a check flight on a particular day when, for instance, he encounters different weather conditions or is in possibly a different frame of mind, he won't fly solo. Flying solo is therefore perceived as a privilege not a right and again I am impressed at how well this basic concept has been understood and accepted by him.

Although the risk is always present, on balance I can say without hesitation this is an extremely positive activity for my son to be involved in. There are few ways in Western society that young people can demonstrate responsibility and independence. A rite of passage is common in many cultures and in my view is an essential part of growing up.

It establishes a level of self-esteem within the individual which is difficult to find in the everyday life of a young person. It is like saying I have earned the right to be respected and in return accept the responsibilities that come with that right.

One specific 'value-add' younger people can bring to the gliding movement is the vision and understanding of visual technologies and social media. Most of Freddie's flights are recorded on a video camera attached to the canopy and filming over his shoulder and at the end of the day his flights are critiqued by him, myself and other members of the gliding club. He posts some of the edited versions on YouTube against a musical backing track and sometimes with written narrative. Online viewings are growing all the time and I believe this all helps to promote the sport and make it more accessible to other potential glider pilots.

In the end, after the risk analysis is complete, I have to make a judgement about whether I trust the club and the individuals within the club to provide an environment where a young pilot can learn about gliding and progress to greater levels of experience and skill. Because as far as I'm concerned gliding is far more than just simply showing up every weekend and getting a few flights; it is about all aspects of being an active member of a gliding club, including navigation, ground operations, maintenance, general aviation and much more.

The gliding movement has a huge amount to offer young people and I would like to express my particular thanks all the members of Oxford Gliding Club who have encouraged my son, looked after him and given him the opportunity to grow and mature as an individual.

**I CAN SAY
WITHOUT
HESITATION
THIS IS AN
EXTREMELY
POSITIVE
ACTIVITY FOR
MY SON TO BE
INVOLVED IN**



Peter Turner flies a Janus CM (SLMG), based at Enstone, with a six-person syndicate that he started about 14 years ago. He also flies an HK36 Super Dimona (TMG) from Enstone. Freddie currently has 4.5 hrs solo. His longest flight is 1hr 6 mins, with a 36-minute first solo soaring flight on 2 February 2013



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BGA CLUB ANNUAL STATISTICS

1 OCTOBER 2011 TO 30 SEPTEMBER 2012



	MEMBERSHIP						FLYING					NEW PILOTS		
	Full Flying Members (Adult)	Full Flying Members (Junior)	Affiliated Members	Female Members	Temporary Members	Non-Flying Members	Winch Launches	Total Launches	Total Hours Flown	"A" Badge	Bronze Badge	Cross-Country Endorsement		
Andreas Gliding Club	11	0	0	0	10	0	62	112	23	0	0	0		
Angus Gliding Club	9	1	0	0	12	0	287	287	42	1	0	0		
Banbury Gliding Club	43	1	0	0	170	1	0	702	337	0	0	0		
Bath Wilts & North Dorset Gliding Club	73	6	50	8	230	34	2595	3258	1646	5	2	3		
Bicester Gliding Centre	148	18	75	21	1235	87	8285	10671	5000	10	2	2		
Bidford Gliding Centre	45	6	0	4	118	8	0	640	600	0	0	0		
Black Mountains Gliding Club	52	8	0	6	263	12	0	1963	2575	3	6	1		
Booker Gliding Club	126	12	0	5	591	20	0	3865	3405	3	7	4		
Borders Gliding Club	87	2	0	2	155	19	0	1742	1660	3	1	0		
Bowland Forest Gliding Club	89	8	0	8	316	36	2448	2448	848	2	1	1		
Bristol & Gloucestershire Gliding Club	147	12	0	15	388	36	2656	3704	3683	1	3	2		
Buckminster Gliding Club	115	13	0	6	297	2	2249	4401	1655	2	0	2		
Burn Gliding Club	82	8	0	5	256	13	2690	3100	871	3	3	2		
Cairngorm Gliding Club	31	1	0	2	51	2	75	742	883	0	0	0		
Cambridge Gliding Club	167	18	173	16	517	47	6610	8146	4060	17	10	9		
Channel Gliding Club	26	1	25	1	122	0	847	855	208	0	1	1		
Connel Gliding Club	8	0	0	0	0	3	0	70	102	0	0	0		
Cotswold Gliding Club	131	13	40	6	709	76	6650	6761	2373	5	3	1		
Dartmoor Gliding Society	45	7	0	3	230	10	2705	2721	480	3	3	6		
Darlington G.C.	47	7	15	3	185	3	3295	3295	791	3	2	1		
Deeside Gliding Club	73	10	0	9	222	22	0	1857	2380	1	1	1		
Denbigh Gliding Club	10	0	0	0	70	11	176	365	200	0	0	0		
Derby & Lancs Gliding Club	124	12	0	8	334	32	4988	4988	1956	5	1	9		
Devon & Somerset Gliding Club	130	16	0	7	465	45	5383	6098	1776	8	9	8		
Dorset Gliding Club	36	2	0	1	151	20	566	1081	398	2	3	3		
Dumfries & District Gliding Club	14	6	0	1	37	10	27	27	5	0	0	0		
East Sussex Gliding Club	96	14	0	4	192	39	2157	3116	899	1	2	2		
Eden Soaring	20	2	28	1	0	3	1362	1362	540	4	2	2		
Essex & Suffolk	107	12	0	5	413	5	5055	6000	1770	2	4	3		
Essex Gliding Club	54	5	0	5	109	10	1488	1602	640	1	1	1		
Glidesport (Bidford)	15	2	0	0	314	0	0	724	1500	0	0	0		
Herefordshire Gliding Club	27	0	0	2	40	8	0	565	503	1	0	0		
Highland Gliding Club	20	4	0	4	42	3	986	1363	645	2	0	1		
Kent Gliding Club	104	34	10	16	357	22	3090	3736	609	6	1	4		
Lakes Gliding Club	22	4	0	1	31	9	0	249	183	0	0	0		
Lasham Gliding Society	588	44	20	82	813	114	14371	20908	6268	31	11	9		
Lincolnshire Gliding Club	27	3	0	2	86	2	1082	1082	158	0	0	1		
London Gliding Club	219	25	0	16	855	38	5782	10714	6782	11	13	8		
Mendip Gliding Club	45	11	0	1	178	10	1864	2171	523	3	2	3		
Midland Gliding Club	89	19	47	10	212	20	5389	5769	3214	5	1	1		
Needwood Forest Gliding Club	46	2	0	1	109	15	1265	1265	290	0	0	0		

Nene Valley Gliding Club	47	4	0	2	319	10	2412	2474	638	2	1	1
Norfolk Gliding Club	112	27	30	24	222	90	2662	3713	1413	0	2	3
North Devon Gliding Club	5	0	0	0	38	0	0	75	32	0	0	0
North Wales Gliding Club	28	1	0	1	128	1	1300	1300	195	1	1	0
Northumbria Gliding Club	54	14	0	5	228	0	525	1283	495	2	0	1
Oxford Gliding Club	65	14	0	7	278	28	3108	3108	1016	4	2	2
Oxfordshire Sportsflying Club	84	1	0	3	43	2	0	750	1460	0	0	0
Peterborough & Spalding Gliding Club	55	2	23	3	141	8	0	1280	692	1	1	0
Rattlesden Gliding Club	49	9	0	6	117	17	1455	1845	778	1	1	4
Sackville	2	0	0	0	0	0	0	60	30	0	0	0
Scottish Gliding Centre	260	17	129	15	325	0	8613	9937	6735	13	6	3
Shalbourne Soaring Society	48	1	0	4	190	3	2393	2393	750	0	0	0
Shenington Gliding Club	87	12	0	13	374	4	4747	5478	1688	12	3	3
Shropshire Soaring Group	17	0	0	0	19	2	0	102	146	0	0	0
South Wales	66	2	0	3	137	7	1364	1943	1000	5	1	0
Southdown Gliding Club	144	25	0	8	384	21	128	3381	2743	6	5	6
Staffordshire Gliding Club	75	26	60	6	209	38	3173	3858	1127	3	1	1
Stafford on Avon Gliding Club	87	11	65	5	434	19	5849	5853	1543	2	2	3
Surrey Hills Gliding Club	55	4	30	2	196	7	3436	3436	552	3	3	0
The Motor Glider Centre	12	0	0	1	2	0	0	350	280	0	0	0
The Gliding Centre	213	31	0	7	326	3	3858	6526	3329	2	2	1
Trent Valley Gliding Club	55	5	0	2	264	3	2623	2903	1180	3	1	1
Ulster Gliding Club	62	1	8	8	149	3	0	779	623	2	0	0
Upward Bound Trust Gliding Club	30	4	0	1	43	0	1619	1626	287	1	0	0
Vale of White Horse Gliding Club	26	2	0	3	144	0	0	796	506	1	1	1
Vectis Gliding Club	16	1	0	0	68	4	0	222	69	1	0	0
Welland Gliding Club	28	3	0	2	126	12	817	990	332	1	1	2
Wolds Gliding Club	125	31	20	11	621	42	7734	9464	2737	5	1	1
York Gliding Centre	113	19	0	3	104	10	463	2501	1545	5	5	3
Yorkshire Gliding Club	133	16	183	11	495	42	792	4236	4016	2	3	3
SERVICE CLUBS (AGA, RAFGSA, RINGSA)												
Anglia Gliding Club	43	10	0	5	132	0	1023	1043	810			
Bannerdown Gliding Club	52	13	8	5	97	1	3288	4121	1506			
Cranwell Gliding Club	61	3	68	7	36	8	4303	2527	1131			
Crusaders Gliding Club	15	0	0	1	0	0	911	960	147			
Fenland Gliding Club	39	4	0	0	14	0	1029	1272	405			
Four Counties Gliding Club	39	60	105	6	80	0	2394	2959	850			
Fulmar Gliding Club	26	2	0	3	15	3		See Highland GC				
Heron Gliding Club	34	4	0	2	52	10	298	761	240			
Kestrel Gliding Club	40	8	4	4	110	0	1113	1255	212			
Portsmouth Naval	79	6	0	3	125	12	1533	4049	1237			
RAF GSA Centre	65	13	13	6	21	0	2287	5032	1963			
Seahawk Gliding Club	28	6	0	2	5	5	304	648	247			
Wrekin Gliding Club	27	9	0	4	72	0	1254	1669	382			
Wyvern Gliding Club	44	3	0	4	49	0	4077	4265	1054			
Totals	6082	793	1229	492	17817	1250	179370	247748	110602	291	164	152
Total Club Membership	8125							Air Cadets		29	2	1
Total Participants	25942							Service Clubs		39	24	21
Clubs	85											

The British Gliding Association (established 1929) is the governing body for the sport in the UK, representing and furthering its interests in an increasingly competitive environment. Its mission statement is "to provide effective leadership and continuity of gliding and soaring in the UK". You can use the interactive map at www.gliding.co.uk/findaclub/ukmap.htm to locate the club you require. University gliding clubs are listed at www.gliding.co.uk/findaclub/university.htm

ROGER COOTE

We all owe a great deal to Roger's hard work and dedication to British gliding over many decades. With Max Bacon, the previous Development Committee Chairman, Roger set up and developed many of the practices that still form the core of our work. Personally I have learnt a huge amount from him in the past 7½ years. I suppose it was inevitable that he would have to retire eventually, but it has been a something of a shock now that it has finally happened and he is already greatly missed. We were all delighted on his award of the BGA Gold Medal, send our congratulations and look forward to seeing him back flying again soon.



Roger Coote, who has retired as BGA Development Officer after 20 years in the role, was recently awarded the BGA Gold Medal (Craig Lowrie)



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

We're here to help

THERE are 11 of us on the Development Committee. Most volunteers on the committee focus on one or two projects, or areas of work, and we are extremely fortunate to have expert support for highly specialised areas, such as child protection, land management, rating and planning. All members of the committee work to support the non-operational side of your gliding club. Our formal aim is to 'support and secure the successful development of gliding clubs in the UK', which includes investigating problems and issues affecting the growth and development of gliding and making recommendations for their solution.

As you might imagine, the scope of the work is wide ranging, from detailed club case work to high-level strategic work, where we provide information to, network with and lobby government departments and other external organisations, with the aim of helping to shape gliding friendly policies. Much of our work is carried out behind the scenes, but we aim to provide club committees with useful resources, such as the sample club documents, to help them to carry out their ever-expanding voluntary roles effectively. Whilst gliding is a small world, we recognise the importance of discretion and maintain the confidence of club information. We anonymise club information

before publication, unless a club gives permission to publish relevant details.

If we are to give effective support to clubs, it is important that clubs let us know in good time about any areas of concern, or opportunities to be grabbed. For instance, we have been working with at least two clubs on their site lease renewal five years before the end of the lease. This means that if negotiations don't go according to plan, the clubs concerned can have time to find alternative sites. Several other clubs are planning to take advantage of the opportunity to gain site security by purchasing their sites. Club development is a long game, and it can take years to see results, but work in this area is rarely wasted.

What makes our work easier is the

great relationship we enjoy with clubs. In preparation for an important strategic meeting, we recently asked the 41 clubs who are applying for, or already have, CASC status for information about the financial value of the CASC scheme to our sport. Within 36 hours, over half had responded. We simply could not work effectively without this level of support.

The CASC consultation

At the time of writing, we are anticipating that this consultation will be open for 10 weeks from mid or late May. There are a number of items under review that give cause for concern. Currently we have nine clubs experiencing difficulty in registering or modernising their club structure. This is in part due to a hiatus within HMRC ahead of the review of the scheme. Also of concern is the risk that changes to the scheme, and eligibility of clubs to be registered, will be applied to existing CASC-registered clubs.

As part of our behind the scenes work, we are meeting with people who are closely involved with the CASC scheme to establish what the lie of the land is, and to make the case for gliding. We will be preparing the BGA's response to the consultation, as well as providing guidance for clubs so that they too can respond.

Consultation responses

The Development Committee responds to a wide range of consultations, but most frequently requests relate to windmills and other planning proposals that may adversely affect safe flying operations at your club. The BGA does not automatically object to all such planning proposals, only to those where at least one club will be detrimentally affected. Generally, but not always, the BGA is automatically consulted at a reasonably early stage in the planning process. We then consult any clubs likely to be affected to find out what the actual situation is before responding appropriately. However, the BGA can only offer effective support to clubs when we know in good time about a potential threat.

Glider pilots live all over the country, so if you see something in the local press, or hear about it in the local pub, please let your club chairman know so they can drop us a line to flag it up. Forewarned is forearmed.



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MARSH & MCLENNAN COMPANIES



This page clockwise from top:
"Anybody seen the nut?" (Paul Porter)

Beaver Scouts visit East Sussex Gliding Club

As part of Burn's commitment to former servicemen and women with disabilities, David Slater, a former Varsity pilot from the 60s, enjoyed a flight in a K-21 (Kevin Moseley)

The next generation of pilots? Youngsters Holly, Josh and Katy hitch a ride back to the hangar after a day's flying at the Upward Bound Trust (Gary Newbrook)

Facing page clockwise from top left:
Burn instructor Alan Hopkinson with Jane Grant about to head off for a flight in a K-21 (Kevin Moseley)

Trevor Stuart receives the club ladder trophy from Bristol & Glos chairman Colin McEwen (Bernard Smyth)

No 2 Land Rover grows some wings at the Long Mynd (Fiona Argyle)

Juniors Winter Series winner, Saz Reed, is seen surrounded by all the Juniors at the Nympsfield prizegiving (Bernard Smyth)

Robbie Rizk, 14, took this picture on a two-hour flight above Saltby Airfield in Buckminster's K-21 on 31 March, 2013

"How many pilots does it take....?" (Fiona Argyle)

Youngsters on Kent GC's scholarship scheme for 2013 (Colin Beer)

■ 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



CLUB NEWS

ANGLIA (WATTISHAM) **WWW.ANGLIAGLIDINGCLUB.ORG.UK** **520739N 0005722E**

WHAT a difference a day makes! On Saturday 6 April, our fortunes for the year were turned around. With 6kts plus, all our club gliders soared until nearly 7pm. We had three Silver heights (Phil Wilcox, Alex Harris and Simon Ginns), a Silver distance (Kevin Charlton), two-hours (Phil Wilcox) and Bronze duration (Alex Harris). A special thanks to Pete Brown, who spent the entire day on the winch. Just three days earlier we froze while flying staff and residents of the Colchester Army Personnel Recovery Centre, setting a foundation for future Battle Back gliding at Wattisham using, when necessary, our hand-rudder adapted K-21.

Allison Eke

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

EVEN post-Easter, the winter seemed to be hanging on and the amount of flying limited. But with the recent good weather spring has come to give some of us the first real soaring so far. With decent thermic activity, members were getting good flights that put a bounce into their step. The entire fleet is ready and we are looking forward to a good soaring season. Everyone is proud of our ex-chairman, John Giddins, being awarded an award for his services to gliding at the recent BGA AGM.

David Sibthorp

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

LOTS of success to report: a great motorglider course, run by Pete Desmond, and excellent progress for the students of Abbeyfield school and air scout pupils. We've had 50km for both Ian Francis and Jon Lomas and a 5-hours for Paul Jones. Congratulations all of you. Our new Duo XLT has had the pants flown off it and managed its first land-out! (What do you get when you cross two Wing Commanders and a brand new glider...?). Looking ahead, we are proud to be part of the Inter-club league and have hungry pilots waiting for soaring week.

Ian Harris/Debb Evans

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

THE winter months saw the usual maintenance and cleaning of aircraft in readiness for the

season, but this year everyone was glad to use the sheltered hangar with a smooth concrete floor. Our new Puchacz has taken to the air and the Bocians have been sold. Thanks to the teamwork of a number of members, all this has happened relatively smoothly. We are again holding an open day at the beginning of May. These have been successful in the past and bring a lot of members working together on one day. We will appreciate our two-seaters.

Jan Smith

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

BICESTER Airfield has been sold to a company set up for the purpose, Bicester Heritage, and we are delighted that our long-term future at Bicester is now looking secure. Congratulations to cadet Matt Jump and Joel Scott-Halkes on going solo. Eight club members have just passed their Bronze written exam after the winter lectures, and 14 members attended an RT License course and are completing their practical RT tests. Our new Skylaunch winch has been ordered and will be with us by the end of May. We are here to stay – come and see us!

Mike Pettican

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

THE east winds have given us some good wave, with the best climb on 25 March to around 10,000ft above the Black Mountains. A few runs down the 25-mile Pandy Ridge and a land-out by CFI Martin Langford have kept us amused, but we are longing for heat! Bo Nilsson is in residence for our seven-day/week operation over the summer so we look forward to welcoming visitors to share our ridges, waves and thermals. Several cross-country initiatives are in place with a thermal soaring course, an aerobatic course and a Talgarth Grand Prix over the summer.

Robbie Robertson

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

MOST outstanding flight so far is Will Ellis' 405km in his K-6e. Congratulations to our latest solo pilot, 15-year-old cadet Michael Otty. Our old bus has been replaced. We now have to customise the new one inside and out. New gliders continue to arrive on site, the

latest being another Discus Turbo and an ASG 29E. The highlight of another day was a flight by "Grandmother" Bobbie Anderson, who was up to celebrate her 90th birthday. Bobbie had wanted to fly a glider since serving as a WAAF during WW2.

Roger Neal

BORDERS (MILFIELD) **WWW.BORDERSGLIDING.CO.UK** **553514N 0020510W**

IT'S been a great start to the year at Borders. The weather has been on our side and the first wave week of 2013, with visitors from Darlton, gave three 300km flights. Amy Sentence completed her Silver with the duration flight and Adam Youle completed his Silver with a height claim. Well done all of you and thanks for all of your help in running the week. Our AGM was held in March. Thanks go to Ken Sangster, who served for three years as deputy chairman. We're now looking forward to our spring flying weeks and a bit more sun!

Rich Abercrombie

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

THE recent cold, dry weather has given us consistently good field conditions for the first time in nearly a year. Our members have been taking full advantage and many good flights were made during our recent club week, soaring over the snow-covered fells near the airfield. In case the weather becomes unkind again later this year, we are currently investing in airfield improvements to firm-up the landing areas and we are looking forward to a good flying year ahead, whatever the weather throws at us. Congratulations to Malcolm Baldwin, who re-soloed in March after a long absence from gliding.

Keith Clarke

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

CUPS were handed out at the prizegiving by chairman Colin McEwen. Trevor Stuart won the Ladder trophy and the mug for the year's best retrieve story. Among other recipients, Bernard Smyth was awarded the Parry-Jones trophy for services to the club. Three-times world champion George Lee visited us to sign copies of his autobiography. Two cadets were chosen for free lessons kindly paid for by Doug Jones and were greeted by ex-world champion Andy

(Left to right): **Banbury's** John Giddings received an award for his services to gliding (David Sibthorp); **Booker's** youngest member to solo is cadet Michael Otty, aged 15. Behind Michael in the photo is the club's old launch point bus, now replaced; Tom Madigan, 14, after his first solo flight at **Buckminster**



Davis. There were big turnouts for the funerals of Mike Harris and Dave Barker, two members who did a lot for the club. The new Bristol University student members are keen with James Young already soloing – well done. We hosted the Juniors' Winter Series at Easter as a precursor to the Junior Nationals in August.

Bernard Smyth

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

OUR ranks of solo junior pilots continue to swell following Tom Madigan's flight on 16 February. We now have two 14-year-old solo pilots with another in the pipeline. Access to the club was denied for nearly a week at the end of March after the snow. After a great deal of shovelling, the club re-opened in time for the Easter weekend. We are hosting the Vintage Glider Club National Rally at Saltby this year, 17-23 June. The rally is open to all VGC members. For further information visit: www.buckminstergc.co.uk or contact our office on 01476 860385.

Stuart Black

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

THE club has been in discussion with its landlords, the Homes and Communities Agency (HCA), about the possibility of purchasing parts of the airfield. The HCA has decided to delay any decision on this until 2014 and we will communicate news when appropriate. This year has started well with seven new members, including three students. The club is providing more alternatives for purchasing voucher flights to encourage new members. In the week after Easter, we had some excellent soaring conditions and several members achieved some long flights for the time of year. Paul Fox is to be congratulated on his Silver duration.

Chris Cooper

CAMBRIDGE (GRANDSDEN LODGE)
WWW.GLIDE.CO.UK
521041N 0000653W

CONGRATULATIONS to Guy Bush and Freddie Fordham, who received the first Alex Ward Memorial Fund awards to help progress their flying. Also to Richard Brickwood, who was awarded a BGA Diploma, and Colin Cownden, who received the Bill Scully Safety Award, at the recent BGA conference. The

soaring season is at last under way and expeditions to Long Mynd and Jaca were planned for April. Thanks to outgoing CFI Richard Maskell, CTO Neil Goudie and committee members Jason Holloway, David Tew and Mark Robinson. Keshav Thirumalai is the new Cambridge University Gliding Club chairman.

Peter Wilson

CHILTERN (RAF HALTON)
WWW.RAFGSA.ORG/CGC/
514733N 0004416W

CONGRATULATIONS to Neil Beattie, on winning the Winter Weekend Ladder and staff member Norman Potts, who is now a BI. Well done Jeff Shen, who did his 5-hours on Portmoak's ridge as part of a highly successful UCLUGC expedition – thermal and ridge for all seven days. Meanwhile, Paul Moslin organised an expedition to Sisteron in late April, with several staff and club members enjoying some Alpine flying. The 'younger' of our Grob 109Bs cuts quite a dash following its refurbishment over the winter, and we will be hosting the Chilean Air Force again in June.

Andy Hyslop

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

WE welcomed gliding legend George Lee to the club in March for a talk about how he started in aviation and his latest venture, Plain Soaring. Jonathan Apperley is becoming the club's new marketing manager and we expect great things. Following the loss of a local repairer, we are putting routine maintenance in the hands of our club inspectors. Despite the weather, Emil Benson flew 100km, remained airborne for six hours, gained 3,600ft and, logger trace permitting, aced his Silver. Richard Kill produced a very fine Italian evening with his helpers, to summon the start of the soaring season.

Frank Birlison

CRANWELL (RAF CRANWELL)
WWW.CRANWELLGC.CO.UK
530231N 0002936W

FIRST we welcome back Neil Atkins. This cold period has brought with it some great soaring days with high cloudbases, excellent lift and a number of 300km+ tasks out of Cranwell. Members take note our club ladder has a number of names on it. Our thanks go to Mick Lee for ensuring field landing checks have

been completed and also to Mick Baker, Rob Sumner and Ian Campbell for their hard work on our retrieve vehicles and winch. Finally a thank you to Mark Evans, who has kept a watchful eye on us over the year to ensure we fly safely.

Zeb Zamo

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

THE club fleet has been serviced, checked and put back in the air. Congratulations to Amy Sentence on achieving her 5-hours at Milfield, completing her Silver. Four of our members: Andy Lucas, Tim Sharp, Amy Sentence and Chris Gadsby, have started their Basic Instructors course. Simon Brown attended the Juniors weekend at Nympsfield and thoroughly recommends it. The club now has a semi-automatic defibrillator, so if you land out at Dalton and have a cardiac arrest, no problem. Finally we would like to thank Geoff Homan writing club news for many years. He is now taking a well-deserved rest.

Barry Patterson

DARTMOOR (BRENTOR)
WWW.DARTMOORGLIDING.CO.UK
503517N 0040850W

AT the BGA Conference Karon Matten received on our behalf the Challenge Trophy Award for the club achieving greatest number of licences pro rata of instructors over the past year. March delivered some interesting easterly wave days, notably when we welcomed visitors from North Hill to 5,000ft+, and again when Phil Hardwick was able to exploit it and achieve his 5-hours duration, completing the first totally home-grown Silver in over a decade. At our AGM in April, Phil Hardwick (Spitfire) and Alan Carter (Wooden Spoon) were presented with awards by club secretary Sandra Buttery.

Martin Cropper

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

WE exhibited our Discus at the Scotland Outdoor Show at the Aberdeen exhibition centre over the first weekend in March and the exhibition team were kept busy answering questions. Unfortunately, due to snow we were unable to get the glider out from its trailer for another few weeks. Following a visit by Jim Hammerton of the BGA, both



(Left to right): Freddie Fordham and Guy Bush received the first Alex Ward Memorial Fund awards at **Cambridge** (Julian Bane); **Dartmoor** trophy winners Phil Hardwick and, in the background, Alan Carter with his wooden spoon; **Derby & Lancs'** Filip Pawlak is congratulated after his first solo (Dave Spencer)



✈️ Chris Wright and Glen Douglas have their Inspectors rating with wooden glider repairer authorisation. Roy Wilson has got his duplicate inspection rating. We are a seven-day-a-week operation from 1 May until the end of October.

Glen Douglas

DERBY & LANCS (CAMPHILL)
WWW.DLGC.ORG.UK

531818N 0014353W

THE snow came again in March and for a time Camphill was unreachable. Flying started again in early April and Saturday 7th produced really good conditions, with thermals to well over 4,000ft QFE. Lots of pilots dusted off their wings. We welcome Ryan Hobson from Darlton as our summer winch driver, and Alan Jolly joined us again mid-April, when seven-day operation started again. Two new, as yet unseen, Ventus turbos have joined us. Congratulations to Daniel Beeby and Filip Pawlak on their first solos.

Dave Salmon

DEVON AND SOMERSET (NORTH HILL)
WWW.DSGC.CO.UK

505107N 0031639W

CONGRATULATIONS to Mark Layton and Adrian Phillips on Silver heights, to Malcolm Vest for completing his Bronze exam, and to 'Texas Tom' (Sides) for getting Silver distance. Some great soaring days have been had, with Matt Wright and John Burrow soaring the North Devon cliffs (see p34) and CFI Pete Harmer and instructor Lisa Humphries soaring the South Devon cliffs the next day. Our series of winter talks has ended with a wonderful evening talk and presentation by Chris Colville on his involvement with the Red Arrows. Preparations are now well under way for our open weekend on 25/26 May.

Cheryl Smith

DORSET (EYRES FIELD)
WWW.DORSETGLIDINGCLUB.CO.UK/DGC

504233N 0021310W

THE first weekend in April was the start of our soaring season. We operated winch and aerotow launches, with thanks to Bill, Dave and Pete for great tugging, and Dennis for some great winch launches. Douglas Every, our treasurer, is standing down due to illness and we all thank him for his sterling efforts. Doug has been a reliable and diligent treasurer and will be difficult to replace. Thanks Doug. Shaun Reason and Gerry Cox, two of our erstwhile

instructors, have produced an amusing little video of them rigging their Libelle at Eyres Field. Go to: <http://youtu.be/L1jY9Y83Q>

Colin Weyman

EAST SUSSEX (RINGMER)
WWW.SUSSEXGLIDING.CO.UK

505423N 0000618E

WE are still struggling with the weather, with just a few hardy souls braving the task of clearing the mud from the wheel box of our K-13s after each flight. The record stands at four kilos over one day! We've been visited by our local Beaver Scout group, with a look around our fleet and a presentation from one of our younger members. Our engineering group has resprayed one of our K-13s in go-faster RAF style livery. We have also had our first successful sitting of the new Bronze paper and are working on visiting Talgarth.

Will Harley

EDENSOARING (SKELLING FARM)
WWW.EDENSOARING.CO.UK

544152N 0023506W

AT this time (April) the club is closed, but work on getting ready for the season is going on at a pace. The old clubhouse is now removed and we are ready for the new facilities to arrive. Members have done a fantastic job getting the K-13 ready for the season; it did a little bit of flying at Lleweni Parc before the snow and gales arrived, terminating our expedition. Some members have acquired new aircraft and we look forward to seeing them in May. We welcome group visits and single visitors from May to October.

Keith Matrass

ESSEX (RIDGEWELL)
WWW.ESSEXGLIDING.ORG

520253N 0003330E

ONCE again we thank the Anglia GC for their help in keeping us flying throughout the extremes of weather this winter. During the winter David Jones has been looking into improving the operation of our winch and, after talking to Martin Lawson at Wormingford (many thanks Martin) and a number of other clubs and people, we are looking to use DYNEEMA rope. Being much lighter, we should hopefully obtain higher launches. This will involve minor winch modification, but David has this well in hand. So roll on the summer, circuit bashing, badge claims, cross-country or even just meandering about the sky.

Peter Perry

ESSEX & SUFFOLK (WORMINGFORD)
WWW.ESGC.CO.UK

515630N 0004723E

KEEPING flying whilst the weather has been awful has been challenging. Despite significant investment by the club in our two winches we have been faced with a number of mechanical setbacks, including a low hours engine failure on one and a main bearing failure on the differential gear on the other. The club's long-term aim of having two fully serviceable winches has borne fruit and in the capable hands of winchmaster Martin Lawson, ably assisted by Jerry Newberry and Brad Bradford, they have managed to keep us flying. A superb effort in the face of horrendous difficulties – well done!

Adrian Tills

FENLAND (RAF MARHAM)
WWW.FENLANDGC.CO.UK

523854N 0003302E

FENLAND are pleased to have Ollie C back safe from Afghanistan, keen and eager as ever. Currency and safety checks sorted, he took the club Discus and even managed to get a longer flight than 333's – a very rare event. The flatland thermals are beginning to work with quite a few two-hour plus flights recorded.

Robert Boughen

HEREFORDSHIRE (SHOBDON)
WWW.SHOBDOGLIDING.CO.UK

521429N 0025253W

THE snow stopped play for one weekend, but since then we have been flying and enjoying the views of the snowy hills. Easter week produced strong winds with some excellent thermals and we have started thinking of spring, with some good soaring and a few cross-country flights. The London GC was unlucky with the weather during a recent visit and we hope for better things for visitors this month. We have started discussions with the airfield management with a view to negotiating for improvements to our site security and flying arrangements, and a group is developing new ideas for local recruitment.

Diana King

HERON (RNAS YEOVILTON)
WWW.HERONGLIDINGCLUB.

MOONFRUIT.COM 51006N 002384W

CLUB maintenance has gone well so far and is now almost complete. There is now a serviceable aircraft and another not far behind. Even better news is that the airfield repairs

(Left to right): Daniel Beeby after his first solo at **Derby & Lincs** (Dave Salmon); Tom Sides and **Devon & Somerset** CFI Pete Harmer after Tom had completed his Silver height; 15-year-old Jordan Bridge soloed at **Lasham**



have been stopped for the Easter break so the club can start flying again; now all we need is the weather. Preparations for the Easter course are continuing with flying operations moving to Merryfield for the duration; again all we need now is some good weather.

James Hasker

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

A BIG thank you to John Campbell for all the hard work he has put in to updating our website; to see its exciting, fresh new look go to the usual address. Many others have contributed to the development of the club during the cold winter months, including Martin Knight's work on the ground equipment, and Mike Laity and Stuart Naylor on the aircraft. At our AGM in March, Denis Shepherd was awarded life membership of HGC – Denis has been a stalwart member of HGC and Fulmar since the early 1960s. HGC will host the Scottish Inter-club League competition in August.

John Thomson

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

AT our AGM David Shearer stood down as chairman. David supervised the creation and implementation of the five-year business plan. Graham Underwood becomes his successor, with Charles Stewart as vice-chairman. Stefan Bort has taken on the treasurer role and will be assisted by Phil Crabb. Rosie Perkins joins the committee, with Oli Lee as the junior representative. It is with great sadness that I have to report the passing of John Bodkin, aged 86. John was an active member of the club, regularly flying his K-6 until shortly before onset of his illness. He will be greatly missed (see obit p70).

Terry Webster

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

OUR corner of the country seems to have fared better than most in the winter weather. We have had some good flying in wave and great views of the snow-covered Lakeland Fells. Most of the maintenance is complete. The tug has a new compass and is degaussed. Thanks to Simon Hodgson and John Burdette for long hours spent repairing the bus in freezing

conditions. Thanks to Roy Jones the K-21 has its annual. Thanks to the Janus crew for finally flying it! Finally, well done to Lewis Alderson for completing his Bronze badge.

John Martindale

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

SOLO congratulations to 15-year-old Jordan Bridge; also to Luke Dale and Oliver Barter for making the Junior Worlds team, and to Luke, David Masson, Ian Macarthur, Patrick Naegeli and Mike Young for winning six of the 19 BGA conference trophies. Hugh Browning's work on winch safety has been recognised by the OSTIV Morrelli Award. Mike Rubin won the S&H Cup for best BGA Ladder flight in a club single-seater, and Katie Moore, Helen Parkin and Emily Twigg have Stephen Emck Bursaries for junior female cadets making outstanding first-season progress. Mark Davenport has taken on the role of schools liaison.

Andy Jessett

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

CONGRATULATIONS to Emily Tillett on her first solo, and to Sally Hill and Viv Savage on achieving their RT licences. Our expedition to Shobden saw disappointing weather, but we're hoping for something better at Ontur in May. Saturday events have continued with a safety evening with Peter Claiden, a seminar about the new EASA pilot licencing, a talk by Bernard Eckey and the members' forum. We are gearing up for our soaring course and task week in April and a second soaring course is planned for 20-28 July. As always, guest pilots are very welcome at the Dunstable regionals, 17-25 August.

Andrew Sampson

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

OUR new website is now live. Huge thanks to Mateusz Smolinski, who has created the new site. The winter weather has continued to be a prominent feature at the airfield, with northerly winds making it bitter. The clubhouse has had a fresh coat of weather sealant and the inside has had a well-needed spruce up. A meeting for the ICL was well attended, with seven clubs looking to be involved this year. A very successful winter trip to Talgarth saw many first

solos and our bank of instructors managing some well-needed solo time.

Terry Hatton

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

IN the last two months, The Mynd has had to cope with being snowed up on two separate occasions. The first time was at the beginning of February. At the start of March we had a group of air cadets visit, with reasonable flying weather; 14 March was flagged up in advance as a potentially good cross-country day. Rob Hanks managed 190km. Then the snow returned, with drifts preventing any flying until early April. Even then, access was on foot only. A couple of days with a digger enabled us to extract a glider from the hangar and resume flying.

Steven Gunn-Russell

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

LAST month saw the Dinner and Awards ceremony: among the celebrated were Daisy Simmonds (who soloed on her 16th birthday) - the CFI's award. The Marshall Papworth Rose Bowl went to Alan Wyse and David Braham for their tireless work for the club. Also the entire NVGC family would like to extend our deep gratitude to Alan and Margaret Childs for their recent kind donation in the form of their beloved K-6. We promise to take very good care of her! Finally, NVGC is extremely proud to announce its forthcoming flying scholarship scheme – see next issue for more details.

Kerry Mertz

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

THE soaring season is now under way and it has been a promising start to the year. Tim Highton, Bob Grieve and Chris Lawrence had an excellent time flying in the mountains at Sisteron in March. Our open day attracted over 100 visitors of all ages and abilities, who enjoyed their flights despite the cold, and the Scouts the following weekend were all keen to learn more about gliding. Funding has been allocated to helping a disabled pilot learn to fly in the newly-converted K-21, and we look forward to following progress on our website at www.norfolkgldingclub.com

Caroline Billings



(Left to right): Helen Parkin and Katie Moore are winners of Lasham's Stephen Emck Bursaries for outstanding progress by female juniors in their first season; Emily Tillett smiling after her first solo, with London instructor Dan Chilcot; Northumbria's Matty Moor, who soloed on his 14th birthday



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

CONGRATULATIONS to this month's first solos – Keith McIntyre and Matthew Moor. Worthy of special mention is that Matthew Moor soloed on his 14th birthday, a first for Currock Hill. Very well done to both of you!
Rob Rose

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

THE early promise for good flying continued until mid-March, with some excellent wave and hill soaring. After that, we had the heaviest snowfall in memory. We are in talks with BBC TV, who want to incorporate us into one of their programmes, so we hope to have our field in commission by then. We held our AGM, which highlighted some worrying trends in diminishing membership and a tightrope balance sheet so our loss of flying days will have given our honorary treasurer some worries. The president presented his trophy to Julie Jones for her great job as club secretary this past year.
Brian Williams

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

WITH the airfield being alternately a swamp and frozen tundra, it's been the coldest 'spring' we can remember. Despite this, Mark and Freddie have converted to the K-8 and George is now off checks. Liisi has completed her field landing practice and several members have undertaken their first cross-country flights of the year. Plans are under way to celebrate OGC's 75th anniversary this summer, in hopefully better weather. Congratulations are also in order to Stewart on his recent engagement and Steve proved hope really could triumph over experience when he bought another one of THOSE cars!
Paul Morrison

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

OUR clubhouse has received double-glazing, keeping us warm despite the fiendishly cold weather. The Easter course went without a hitch and we managed a couple of solos, including one of our newest members, Morton Harr. Congratulations to him and also our new

tug pilot, Neil Shaw. During the Easter course, we had the pleasure of entertaining Guy Martin (TT Racer and television personality) and his film crew for a day. Guy Westgate flew him several times to prepare him for a man-powered flight record attempt. We are adding a Standard Cirrus to our fleet later this month.
David Hurst

RATTLEDEN (RATTLEDEN)
WWW.RATAIR.ORG.UK
521001N 0005216E

PREPARATIONS for our club expedition to Portmoak are well under way. Trailers are all in order and car sharing and towing responsibilities are planned in readiness for the long trek north. All we need now is some decent weather. A good northwesterly wind would be a real bonus. Great news – the EuroFOX is arriving earlier than was expected. Isn't it good when a plan comes together? Well done to Mick Nicholls, who succeeded in a 94-minute flight on 27 March, despite the biting easterly wind and low temperatures. You can find us now on Twitter: @RattlesdenGC or our Facebook page Rattlesden Gliding Club.
Liz Russell

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

JANUARY, February and March have been better than average with at least six good soaring days and higher than usual cloudbases. The March expedit to Talgarth, organised by Chris Bryning, was enjoyed by all and gave club members experience of very different conditions to those found here. Our thanks go to the Black Mountains for their support and hospitality. A trip to Aston Down is planned for April, and to Ocana and Santa Cilia in June/July. Club members are currently busy working to complete ARCs on the Junior and Puchacz, and our Pegase is away for a major refurb.
Tony Richards

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

MISERABLE March ended with a respectable Easter weekend and a good start to April with 42 launches, strong climbs and almost half of all flights lasting over an hour on the 6th. Chris Bessent and Nigel Burt kicked off the new cross-country training programme by taking the Puchacz to Lyneham and back. Jim Clarke

took the Nimbus for a run round Devizes, Didcot and Oxford. Congratulations to John Goodwin on his first solo. Many thanks to Rodney for using his mechanical digger to fill holes that had materialised over winter. Thanks also to Peter Ellison for the radical tree surgery.
Claire Willson

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

THE start of April was promising, with lots of soaring. Bruno Brown, Don Puttock and Kath Barnes are back running the weekday operation and we welcome Gavin Preuss to the midweek instructing team. Thanks go to outgoing CFI Rowan Griffin and Phil Marks, who is taking over. On the committee we welcome Jon Luisada, Lucy Wootton and Norman Danby, while Anya Thomas is our new midweek office administrator. The midweek operation is already busy with courses and advanced training. Contact the office to check dates if you wish to bring a glider or expedition.
Tessa Whiting

SOUTHDOWN (PARHAM)
WWW.SGC1.ORG
505532N 0002828W

WE had our fair share of northerlies during the Easter holiday, but only the bravest souls were able to cope with the intense cold. Paul Fritche flew a fine 300km, one of our first this spring, and Angus Nesbit managed our local Mount Harry to South Harting 110km ridge run in a brisk northeasterly. Icicles were reportedly hanging from his wingtips on landing! Our AGM was well attended and we were able to thank Roger Coote for his hard work as retiring BGA Development Officer, and Jim Allin for 20 years as facilities manager. Jim's place will be ably filled by Will Greenwood, while the multi-talented Tom Beck takes over as our new chairman.
Peter J Holloway

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

OUR club will be celebrating its 50th anniversary with a social event on 23 June, to which past members are particularly invited. Please contact the club directly for up-to-date details. Before then, our soaring course will run from 6-10 May, suitable for any aerotow-solo pilot. This will concentrate on cross-country flying, with tasks possibly being set, and will

(Left to right): **Portsmouth Naval's** Guy Martin is pictured with the club's Easter course group; Richard Hypher is awarded the Best Flying Progress Cup by **VOWH** chairman Peter Berridge (Jay Myrdal); **Yorkshire's** EuroFOX fresh out of the box (Andy Parish)



also include relevant lectures. Our Annual Awards Night will be on 25 May and a winch course, organised by George Robertson and our chairman Ian Kennedy, will run 3-7 June. This will suit pre-solo pilots, but post-solo pilots are also welcome to fly, to help and to drive the winch.

Stuart Edinborough

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

THE sun is shining, the field is drying out and the thermals are back. Some great lift this side of the country in freezing easterly air flows – the secret is in the correct underwear! A third Yamaha golf buggy has been acquired following the great success of the first two – highly recommended. New member Nigel Frost has soloed, Tony Moore has the Vega tamed, Granny and Granddad Larner have mastered their new K-6 and Graham Stanford has got going in his Dart 15. Mike Fox has been beaten to the early bird trophy this year by the ever-keen Derek Heaton, and Mike Webb has also cruised the sky in his new glass ship. All looking forward to a busy season.

Neil Frost

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

THE year started on a sad note: flying was only possible on 34 per cent of days in the first quarter; vandalism of equipment; but most of all, the death of Alan Rennison in March. A plumber by trade, he was introduced to gliding by a customer in 2008 and the club became a second home. He used his many skills to improve our facilities, happily finding things that needed attention and mostly leaving flying to others. His wife Linda joined our office team in 2010. In a short time, Alan made his mark here and will be greatly missed.

Adrian Hewlett

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

FLYING has been punctuated by a waterlogged airfield, but we've managed a few flights in local wave. Our University members continue to grow in numbers and enthusiasm. Our Puchacz has been out of action due to a long wait for a replacement canopy. The original three-month lay-off now looks more like six. Don't break your PZL canopy! The K-13

has earned its keep during this period. We also have our T-61 back up and flying. Ten members have recently completed a short course and now have FRTOLs, thanks to John Greenfield at the Humber Flying Club.

Geoff Davey

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

THE last couple of months have been very wet, but we have continued to operate with only a couple of days lost due to waterlogging. Two working groups were formed at the AGM to review the club's courses and marketing, with plans now being put into action to increase our flying activity in 2013. Flying will now take place on every Saturday and Sunday throughout the year. Several members are looking forward to the club expedition to Talgarth in April.

Chris Scutt

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

WHEN the sun did shine, cross-countries were enthusiastically undertaken and completed. Bob's Triangle, OXF-CHV, had a lot of White Horse hoof prints along it! Our Annual Dinner and Awards evening was well attended, Richard Hypher won the Best Flying Progress Cup. We were amazed by guest speaker Norman Parry, who gave us an incredible account of his journey to Australia in his yellow Tiger Moth. A hard working group is planning our sixth Flying Pig Festival in July. It raises money for local charities and the club; do come along and join in. www.flyingpigfestival.co.uk

Peter Berridge

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

THE clubhouse has finally emerged from the snowdrifts and the field is relatively dry, so once again the sport of gliding has 'taken off' here at Lyveden. Our Wilga Tug has returned after an epic lay-off due to a major engine malfunction, and our Twin Acro is looking resplendent after major winter fettling. Our thanks for perseverance and patience to Ass Cat Instructor Richard Lovegrove, who has decided to step down from instructing – at least for this season.

Paul Porter

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

THE coveted first-hour-off-the-winch was achieved by one of the group of talented younger pilots. Having soloed back in May last year, on a blue day in early March with only weak thermals and an inversion, Harry Collison managed to achieve the first hour in our trusty K-13. Well done. In March we ran a training week for 26 University of Birmingham Air Squadron pilots, which was well received. WGC's Dave Vale successfully undertook his Ass Cat completion course and our thanks extend to the RAFGSA staff for their help. We have three applications pending for GAPAN scholarships; good luck to them.

Ian Redstone

WYVERN (UPAVON)
WWW.WYVERNGLIDINGCLUB.CO.UK
511712N 0014700W

EASTER marked the beginning of the season at Wyvern with four days of soaring and a cross-country flown. We also received a Discus from Wattisham to replace the Junior in our single-seater repertoire, much to the delight of our members. The first two courses of the year went ahead, despite the best efforts by the weather to disrupt them, with keen participants of the QinetiQ course returning at weekends to consolidate and make up for the non-flying days. Ian McFarlane and Chris Pullen have entered the Kestrel syndicate and hope soon to be clocking up flights on the ladder.

Sam Prin

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

EARLY April saw the first 250km and 300km (congrats to George Rowden and Andy Wright) and Tony Drury spent 15 hours plus in the club Astirs, completing his two Bronze legs. He crowned that by the exam to complete the badge Bronze. Andy Hatfield has flown his first "customers" as a qualified BI. Our Easter present also arrived in the shape of a brand new, shiny red EuroFOX – albeit still in bits. Some happy hours ahead for the screwdriver brigade! We've held a strategy workshop to identify the top things we need to tackle next to make this club even greater.

Chris Thirkell

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



One of the Upward Bound Trust's K-13s was refurbished in bright orange and given the registration G-HRAF in honour of the Haddenham Real Ale Festival, which made a substantial donation towards refurbishment cost

> CLUB FOCUS

UPWARD BOUND TRUST

AT A GLANCE

Membership:

Full: £100
Junior: £40
Cadet: £25

Launch type:

Winch - £4.75

Club fleet:

2 x K13, K6, K8

Private gliders:

10

Instructors/Members:

6/30

Types of lift:

Thermal

Operates:

Saturday, Sunday and
Bank Holidays

Contact:

Tel: 01865 721090 (CFI)
www.ubt.org.uk

Long and Lat:

514635N 0005630W

THE Upward Bound Trust was founded in 1965 with the purpose of teaching young people to fly. During WW2, the airfield was home to the No 1 Glider Training School and the trust was founded by ex-wartime glider pilots.

The airfield is located in Haddenham in Buckinghamshire, on the Chiltern train line midway between London and Birmingham. Our airstrip is 1,000m long and 100m wide and we are a winch-only site. We operate all year round with trial lessons, one-day courses and solo courses open to all. We also offer Family Days, Duke of Edinburgh Awards and Scout Group flying activities.

In 2012, one of our K-13s was completely refurbished in bright orange and given a new registration, G-HRAF, in honour of the Haddenham Real Ale Festival, which made a substantial donation towards the refurbishment cost.

Each year on the first Bank Holiday weekend in May we host a Vintage Glider Rally, which attracts many interesting gliders from all over the country. Most visitors camp on the airfield and a marquee is erected for socialising and

BBQs in the evenings.

The flat landscapes and low elevation make the club a good starting point for cross-country flights, with plenty of options to the north and west.

During the 2012 Olympic airspace restrictions we hosted Booker Gliding Club at Haddenham. They decamped with an office, three tugs and many gliders. A combined tug and winch operation on a 100m wide airfield was a site to behold!

Club expeditions are made each year to places such as Long Mynd, Talgarth, Edensoaring and Aboyne, which gives members a taste of ridge and wave soaring.

The Upward Bound Trust always welcomes new members so do feel free to join us on the airfield for some fresh air and flying!

Chris Scutt





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SLINGSBY PAIR IS BIG ON FUN

A three-part feature offering top tips on choosing an older glider concludes with a look at the Slingsby Skylark IIb and T-42 Eagle 3



Brian Griffin and the AZX

IT HANDLES LIKE A SEDATE CARRIAGE WITH WELL CO-ORDINATED CONTROLS, MAKING IT EASY TO FLY AND SAFE FOR LOW-HOUR PILOTS

IN THE last of our series, we look at two very different Slingsby products that helped shape post-war British gliding. Simple and cheap to operate, they still give outstanding value for money and remain a popular first glider for the cash-strapped pilot.

Slingsby Skylark IIb, AZX
by Brian Griffin

I FIRST had a share in ZX in the mid-70s. It was made in 1955, so it was therefore relatively new by glider standards, and was competitive in regional competitions. Hard to believe, but true. I once flew it 290km in a comp and just failed to get my Gold badge, the story of which I retell to any pilot who will listen. Now it is simply a beautiful vintage glider with a comfortable upright sitting position and a massive spacious cockpit. It is an Annex II glider, which means it operates outside the EASA regulation and that simplifies maintenance procedures. After the new licensing rules start in 2015 pilots can continue flying it with the current glider flying licenses! It handles like a sedate carriage with well co-ordinated controls, making it easy to fly

and safe for low-hour pilots. The air brakes are very powerful.

The construction is typical of Slingsby wooden gliders. Tough, simple design and robust. I understand more than 60 were made and many are still flying, although some are in need of lots of TLC. I finished a major renovation project on mine in 2005 and found very little damage to the inner structure or glue joints. Maintenance is straightforward because it is a simple design without complicated AD inspections. If you plan to go to look at one with a view to

buying it, take a friendly inspector with you who has vintage wooden glider experience and can advise you.

Rigging is also straightforward, but the centre section is heavy! Helpers tend to drift away when you open the trailer doors and they see a Skylark glider. In fact the centre section is not over-heavy (80kg), but it is an awkward shape and has to be lifted very high to pass it over the fuselage. When I was younger, my syndicate partner and I could rig it on our own, but four adults are preferred. Once the centre section is in place, the rest is easy. All the connections are made manually with lots of pins, securing clips and locking wire (required on the elevator). It therefore needs meticulous attention from those pilots used to more modern gliders, which generally self connect.

It soars very well, with a minimum sink speed of a bit below 40kt and best glide of 30:1 at about 50kt. Not what you could call a 'hot ship', but OK to fly all day on any good British summer thermal day. You just do not go as far as you would in modern glass gliders. However, believe me, you have just as much fun at a fraction of the price.

In conclusion, if you want a simple glider which is cheap to buy and which can keep you flying in these challenging financial times then go find a Skylark II.

Slingsby T-42 Eagle 3
by David Williams

I BECAME involved with the Slingsby Eagle when a very good friend of mine said there was one at RAF Scampton for sale. After some check flights, a deal was struck and a long relationship began. Why I chose this aircraft I could not answer; I wanted my own aircraft and the money was burning a hole in my pocket. With hindsight, I should have waited for a single-seat aircraft, but that is another story. There are only eight Eagles left, out of 17 built. It is an Annex II aircraft so maintenance is relatively cheap; the big problem I have is finding an engineer who can work on these vintage aircraft, sometimes



Tracy and David Williams enjoy the delights of the Eagle

more rare than the aircraft. There were a couple of mandatory mods, the main one being to increase the strength of the spar; others included the repositioning of the canopy retaining strap.

To rig the aircraft safely requires four people; being an 18m span in three parts, it is more awkward than heavy. The centre section is attached to the fuselage using two long pins (same as the T-21) and two main pins are used for the wingtips. The controls and tailplane are then connected using pip pins. These connections are easy to reach as they are behind large hatches and panels.

The cockpits front and rear are large and spacious with plenty of elbow room. The front cockpit provides a very good view and, if properly sealed, communication with the pilot in the rear is very good. The rear cockpit, however, has restricted views at eye level to the left and right requiring you to duck a little bit to increase the visibility. Most owners have also replaced the area above the pilot with a large sheet of perspex to help with this. Entry to the front cockpit is easy for most people as the canopy hinges to the side. The rear takes a bit of positioning, but you do get used to it.

The aircraft was intended for private owners and as an advanced training machine and it is one handicap point better than the K-13.

The performance of the Eagle is surprising, as it was one of the first to have a laminar flow wing. At normal cruising speeds, about 45kts, the controls are well harmonised. The aircraft does have a tendency to fly “one

wing low” though, so most aircraft have been fitted with an aileron trimmer to cure this. At slow speed it does make other pilots take a second glance, as she is quite happy thermalling between 35-40kts.

I do not think the controls are heavy, but some aircraft have been retro-fitted with aileron servos to help increase the roll rate. I have not flown one of these aircraft to see if there is any marked difference. The spin characteristics are very predictable, losing approx 300ft per turn with no delay in recovery; you just need to watch the speed on exit. The air-brakes are very positive, giving a good rate of descent; the phrase “barn doors” comes to mind. The levers in the cockpits are, however, a bit too small for my liking. The air-brakes are also connected to their own dedicated trim tab on the elevator, which is to prevent the nose going down on opening.

The Eagle is fitted with a “friction band” wheel brake. Experience has shown that in the dry this will wear the tyre out quickly and, as they are very scarce, it is not easy to find replacements. In the wet, the brakes are next to useless; I have removed mine tending to use the nose skid if necessary.

So, there is the Eagle in a nutshell – if you are offered a flight in one then take it, you will not be disappointed.

■ The Eon Olympia 2b and SHK-1 were compared in April/May (p62, *Queen of the skies or SHK?*), The Feb/March issue featured top tips on buying and owning a vintage glider (p50, *Classic choice*).

■ Whether it is a product of the times, or something deeper set with British Gliding, there is no doubt that we need to do a lot more work in promoting classic and vintage competition.

With this year’s Competition Enterprise enjoying its 40th Anniversary, and its focus on classic gliders, both this and the Wenlock event have experienced disappointing levels of classic/vintage entries.

Despite the almost overwhelming support for the event in 2012, entries received for this year’s Wenlock Gliding Games have proved unviable, leading to the regrettable cancellation of this year’s event.

Organisers are keen to see the event survive long term and, following popular consensus from debates at last year’s inaugural Wenlock Gliding Games, we have negotiated with the Wenlock Olympian Society to making the event a bi-annual occasion in order to attract returning competitors from further afield.

Not all is lost for this year’s event however! The Midland Gliding Club, home to the Wenlock Gliding Games, has generously decided to continue to develop the framework of future events and will instead hold a week of fun and flying for classic and vintage gliders to coincide with the same dates.

The focus of the week will be to attract more people to try racing older gliders, not to mention further honing and development of the event itself. Entry is free, with full met briefings every day and a range of tasks suitable for any level of glider performance and pilot experience.

In order to further develop participant performance, there will also be analytical debriefing sessions, with impromptu talks on ideas of how we should further develop the event, should the weather prove uncooperative.

With the tasks set being purely voluntary, prizes will not be awarded, with the primary focus on FUN!

So if varied tasks that include ridge soaring, thermal, wave and even bungee launching appeal to you, why not book your place by calling the MGC office today?

Bruce Stephenson

DISTRACTIONS CAN BE DEADLY

Accidents and incidents caused by distraction are increasing at an alarming rate. John Hull, BGA Safety Committee, looks at how and why this is happening and advises us to check and recheck

IT IS all too easy to be distracted from the task you are undertaking. You probably lose focus on what you are doing for any number of reasons many times a day without ill effect. Unfortunately, in any fast moving or safety critical task, be it driving, flying or carrying out tasks in the workshop, lack of concentration caused through distractions can directly affect your own, or someone else's, health.

There's nothing new about distraction in aviation; last year the pilot of a light aircraft was distracted twice while collecting his plane following repair at an RAF airfield. Firstly while carrying out the DI, secondly during engine start. The net result was that the engine failed shortly after take-off from fuel exhaustion as the tank was almost empty. He hadn't checked it because of the distractions, despite having clearly written checklists. The aircraft ended up inverted in a

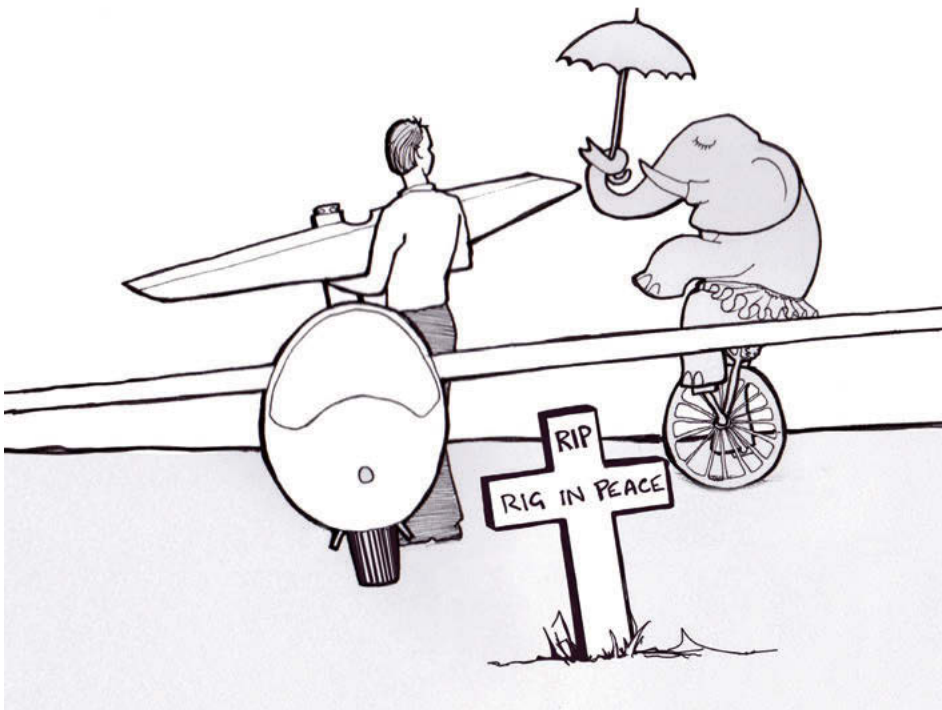
field with the pilot, thankfully, unhurt.

We on the BGA Safety Committee are aware that accidents and incidents that may have been caused by distraction are on the rise and at a quite alarming rate. They include, but are not limited to, failure to lower undercarriage, loss of canopies, mis-rigging, and inadvertent stall/spins at low altitude.

Gliding club workshops can be busy places, with high workloads and time pressures. People often wander in and want to know what you are doing and why; the CFI wants his two-seater back on line yesterday and the good old treasurer wants it repaired and its ARC renewed for next to nothing! You know they mean well and you stop and explain as best you can to the uninitiated and may even offer to let them and other club members help out while you supervise them. However, it is then all too easy to lose track of what you are doing, or have done, and mistakes creep in.

We independently check critical tasks, but good practice says that they should be performed in a quiet place; all too often they're not and you find yourself performing a vital check with a "committee meeting" taking place around you. In my professional life, my inspection staff have it drummed into them that while inspecting repairs they must never become distracted. If they are, they start the inspection process again, at any cost.

Back in 1973, when I really started gliding, gliders with retractable undercarriages had warning horns fitted, which startled the life out of you on finals if the wheel was not down or locked as you opened the airbrakes. All very good; they probably stopped many a forgetful pilot damaging their glider. However, we witnessed a rise in damage and serious injuries after distracted pilots forgot to "fly" the aircraft whilst attempting to lower the wheel, often resulting in a stall and impact with the ground instead of resigning themselves to a loss of pride while sliding ignominiously along the ground, but at least able to beat themselves up whenever they



Cartoon by Matt Wright, Devon & Somerset GC

recalled the incident for the rest of their lives. The BGA now recommends removal (or not fitting) of such warning systems and, whilst it may cause you and your insurance company heartache, the BGA policy may just save you from serious injury.

So why do we keep damaging our aircraft by being distracted? Mechanical failure is rarely the cause of injury/damage; more often it is self-inflicted pressure to make that final glide, selecting a field too late or just not keeping a good enough look-out in the circuit then having to manoeuvre round another aircraft at the last minute. All of these are, in fact, distractions; we become distracted from doing our pre-landing checks thoroughly. By that I mean that you might have done them in your mind, but did you actually move the lever? Did you?

Stalling and spinning

Inadvertent stalling and spinning at low altitude has ruined many lives; many readers will know someone who has been seriously injured, or worse, while trying to climb away in a weak thermal or by getting a late field selection disastrously wrong. There is strong circumstantial evidence from surviving pilots that distraction (often with overload) plays a large part in this sort of accident. One such accident occurred when the pilot was on approach to a field landing; he stopped to circle in broken lift and spun after calling his base to warn them of his imminent out landing.

This type of accident is not limited to field landings where, often self-imposed, pressures can be immense. They occur at home sites as well, often to experienced pilots and instructors.

At approx 200ft above the airfield, a pilot decided that he could not safely reach the airfield so decided to land in a nearby valley. During the turn the nose dropped steeply and did not respond to full backward stick movement. He realised the aircraft was now entering a spin and applied the correct recovery action, but it was too late to prevent the aircraft striking the ground in a steep, nose-down attitude. He survived.

In another report an instructor reported that the aerotow rope broke at 150ft. He had programmed himself that certain fields are possible at certain stages. He immediately took control and turned on to a base leg for the pre-chosen field. He quickly realised that the field was stocked with sheep and changed his mind. The decision to complete a 180-degree turn and land across the airfield

resulted in the aircraft stalling into the ground.

Loss of canopies may seem relatively insignificant, but at £3,000 - £4,000 to replace one these days, the lost income a club may suffer while the glider is off line being repaired (probably in excess of three weeks) is significant and unnecessary when one considers the simple, almost Murphy proof, locking mechanisms that prevent the loss in the first place. I am not aware of any canopies being lost in recent times due to failure of the hinges or latches. Almost all have resulted from when the pilot's pre-flight checks were incomplete, sometimes because of an interruption and the pilot continued the checks instead of starting again, or at least going back to the previous check. Just how long does it take to run through CBSIFTCBE?

To throw some statistics at you, since 2006, 41 canopies have been lost, 25 during the period 2010 – 2013 (March). Even assuming an average cost of £2,000 each over the years, which I suspect is an underestimation, this equates to £82,000+ of our insurance money. Thankfully, no one on the ground has been hit by a ☹

THE STATISTICS MAKE FOR SALUTARY READING, WITH AN AVERAGE OF FIVE GLIDERS A YEAR GETTING AIRBORNE, OR NEARLY SO, WITH BITS MISSING, CONTROLS NOT CONNECTED, OR PANELS AND ACCESSORIES NOT SECURED

■ With thanks to Hugh Browning and Peter Claiden for their help with this article



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John Hull flies with Bath, Wilts & North Dorset GC. He is a Full Cat Instructor, MGIR, tug pilot, BGA Chief Engineer and has served on the BGA Safety Committee (as an RSO) for five years. John has three Diamonds and over 3,000 hours. In his professional life he is the Quality & Health & Safety Manager for a subsidiary of Sikorsky Helicopters

☞ falling canopy; if they were it's odds on that it would prove fatal. It is amazing that, so far, wayward canopies have not caused a tailplane or fin to detach when hit; the horrendous pitching motion that would result from the loss or serious damage to the fin or tailplane at low altitude would make the chances of achieving a successful bale-out virtually nil.

Mis-rigging

Now we come to mis-rigging, which has resulted in nine fatal accidents since 1982. Despite repeatedly drawing attention to the importance of rigging without interruption or distraction, we are seeing a continual stream of incident and accident reports relating to mis-rigged gliders. Miraculously, few pilots have been hurt in these incidents, but we have come perilously close on many occasions. The statistics make for salutary reading, with an average of five gliders a year getting airborne, or nearly so, with bits missing, controls not connected, or panels and accessories not secured. These figures do not include several loose articles being found in the control runs. In 2012, a pilot baled out of his glider at the top of a winch

launch when he discovered that the elevator wasn't connected. He had been distracted/interrupted during the rigging operation by a heavy shower.

This year, another pilot was incredibly lucky when he was disturbed while rigging a glider and found the wing pins on the seat prior to getting in – thankfully the wings stayed locked together while the glider was towed to the launch point.

How can we minimise such occurrences? Some clubs have instigated a variety of prevention measures and these include the donning of the dreaded yellow jacket to warn people away. Another has introduced a red hat system, again to indicate to others that the person does not want to be disturbed. I suggest that another method is to have a silent observer standing nearby to warn people away and who can then perform an independent check of the rigging and control connections.

One thing is for sure. As humans we will always be easily distracted, but the trick is to know when we have been and to have sufficient self discipline to go back and check again and again if needs be.

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

Regional Gliding Examiners

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

Regional Safety Officers

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

Airworthiness Inspectors

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

Airworthiness Guidance

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

Accident Investigation

Chief Accident Investigator

Chris Heames

Other Information

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BGA accident/incident summaries

AIRCRAFT				PILOT			
Ref	Type	Damage	Date, time	Place	Age	Injury	P1 hours
151	SF25C	minor	7/08/12, 12:30	Portsmouth Naval GC	68	none	not reported
Damage to prop tips. The visiting pilot was taxiing slowly over an undulating and bumpy grass area when the TMG tipped onto the nose.							
152	ASW 20	substantial	7/09/12, 15:30	Fuentemilanos, Spain	71	none	600
Heavy landing damaged undercarriage. The canopy was also damaged during the retrieve.							
153	Cirrus	substantial	26/08/12, 15:00	Lasham GS	65	none	62
Tailboom and canopy fractured in a field landing.							
156	Astir	minor	11/09/12, 13:15	Deeside GC	57	none	not reported
Heavy landing damaged the wheel hub and tyre. Speed control on approach a factor.							
157	K6	substantial	27/09/12, 16:00	Edensoaring	64	none	133
Rear fuselage snapped, damage to wing and tailplane after groundlooped field landing. The pilot was attempting to soar a part of the ridge out of gliding range of any suitable landing area. When the lift proved insufficient to stay up, he had no alternative but to make an approach over trees into a small field & then deliberately groundloop before running into a fence.							
158	Me7	minor	22/09/12, 18:10	Kestrel GC	47	none	73
Mainwheel mounting structure broken after a normal landing. The previous landings that day had all been normal. An engineering examination revealed that the fibreglass supporting the main axle bush had unbonded & had probably not been originally made strong enough							
160	Pegase	substantial	5/09/12, 15:35	Cambridge GC	57	none	62
High roundout ended in a heavy landing, which jolted the undercarriage lever out of the locked down detent. The wheel retracted on the subsequent touchdown.							
2013							
1	Astir	minor	2/12/12, 13:45	Deeside GC	52	none	87
Undercarriage door torn off after the visiting pilot landed on rough ground off the main runway.							
2	ASW 15	substantial	6/10/12, 15:40	Booker GC	80	none	645
Damage to rudder, fin and canopy frame after a wingtip caught the ground during a very low turn. After lowering the undercarriage, the pilot's hand remained on the lever. On final approach, instead of using the airbrakes, the pilot retracted the undercarriage and flew two lengths of the landing area before the wingtip caught the ground while attempting to turn at the end of the second beat.							
3	Puchacz	substantial	6/09/12, 17:30	Derby and Lancs GC	58 / 37	none / none	1800
Airbrake push rod end damaged. As the airspeed increased to 90 knots in a spiral dive, the P2 pulled full airbrake as part of the recovery actions; after the recovery, the port airbrake could not be closed. The subsequent engineering investigation found that a push rod inside the wing had failed, presumably due to overload. The P2 was an experienced military fast jet and airline pilot, used to using airbrakes to control airspeed.							
4	K-8	minor	7/10/12, 14:00	Yorkshire GC	79	none	not reported
Wing centre fairing came off during the aerotow take off. The pilot had been distracted by visitors during the DI and omitted to refit the wingnuts securing the fairing. The airflow on take off lifted and broke the fairing and damaged the top fuselage tube.							
5	LAK 19	minor	4/10/12, 14:05	Devon & Somerset GC	65	none	209
Wheel retracted after touchdown.							
6	Twin Astir	substantial	6/10/12, 14:30	Dartmoor GC	66/-	none/none	360
Fuselage, tailwheel and main wheel mounting damaged. The glider touched down on a soft part of the airfield and ran into a large stone buried just under the surface. The impact broke the alloy casting holding the main wheel assembly which then retracted, dropping the fuselage onto the ground.							
8	Grob 109	substantial	20/10/12, 14:35	Portsmouth Naval GC	30/39	none/none	-720
Propellor broken, cowling damaged and possible damage to the engine and firewall after the TMG nosed over after landing. Following an approach and go-around, the aircraft experienced a partial engine failure. With no landing options ahead, the pilot was able to turn back towards the airfield but, as the tarmac runway was occupied, he had to land on the adjacent (waterlogged) grass runway. As the aircraft slowed during the ground run, it tipped onto its nose. The wheelspats were later found to be filled with compacted mud.							

BGA accident/incident summaries *continued*

Ref	Type	Damage	Date, time	Place	Age	Injury	P1 hours
9	Astir	substantial	28/10/12, 13:15	Yorkshire GC	-	none	127
<p>Fuselage snapped and canopy broken during a crash landing into an unsuitable field. The pilot got lower and lower while attempting to ridge soar in marginal conditions until eventually making an unplanned approach over trees into a small field. The glider was still turning to line up when the wingtip caught the ground, yawing the glider through 90° before the fuselage hit the ground.</p>							
10	Puchacz	substantial	10/11/12, 15:00	Trent Valley GC	53/55	none/none	not reported
<p>Canopy opened and shattered during flight.</p>							
14	DG-300	substantial	23/11/12, 10:55	Yorkshire GC	57	none	281
<p>Tailboom cracked during a heavy landing.</p>							
16	Astir	minor	5/01/13, 12:20	Highland GC	57	none	not reported
<p>Undercarriage doors broken after landing in a patch of deep mud.</p>							
17	Grob 109	minor	5/01/13, 12:45	Wyvern GC	60/75	none/none	1000+
<p>Minor gelcoat damage. The P1 elected to taxi the TMG on the perimeter track rather than on the wet grass but there was insufficient room to taxi past the cars parked outside the clubhouse. The wingtip scratched over the low rear of one car before striking the rear quarter of the adjacent vehicle, leaving a significant dent and broken light cluster on the car but only slight cosmetic damage to the aircraft.</p>							
Incidents							
154	Libelle	none	25/08/12, 12:00	-	-	-	-
<p>Aileron linkage detached during flight.</p>							
155	PA 25 Pawnee	minor	9/09/12, 17:00	-	-	-	-
<p>Slight damage to trailing edge of elevator. The wind weathercocked the parked aircraft until the elevator struck the fuel pump.</p>							
159	Grob 109	none	29/09/12, 15:20	-	-	-	-
<p>TMG engine failure followed by safe landing at nearby airfield.</p>							
2013							
7	Slingsby Swallow	destroyed	4/10/12, early am	-	-	-	-
<p>Glider blown over during the night by strong winds.</p>							
11	K-21	minor	10/11/12, 9:00	-	-	-	-
<p>Small split in wing outboard leading edge after glider was towed into the launchpoint control caravan. The instructor towed the glider to the launchpoint where he was engaged in a discussion about the positioning of the caravan. Afterwards, he drove off in the tow vehicle, forgetting that the glider was still attached.</p>							
12	PA18	none	11/11/12, 16:00	-	-	-	-
<p>Tug collided with object on the ground while taxiing.</p>							
13	Antares	none	27/10/12, -	-	-	-	-
<p>The self launched glider was climbing through 400' after take off when a radio call informed the pilot that he had attached only one of the wing outer sections. The 20m glider was hangared under dust covers in 18m mode; the pilot feels that in his hurry to get airborne before conditions deteriorated he omitted to fit the starboard wingtip. As a sole owner, the pilot is used to finding his glider in the condition that he left it and suggests his pre-flight checks may not be as careful as they would otherwise be. He also pointed out that as a self launcher, there was no launchpoint helper to point out his omission.</p>							
15	K-13	none	28/11/12, 10:00	-	-	-	-
<p>Trial lesson flight ended in a landing at a nearby gliding club. With 5/8ths cloud at 1,700ft agl the pilot aerotowed to 3,000ft, but after releasing was unable to find the home airfield.</p>							
18	n/a	-	7/02/13, 16:05	-	-	-	-
<p>Two military helicopters flew at low level from behind an adjacent tree line straight through the approach to the runway in use. Fortunately, there were no gliders or aircraft on approach at the time.</p>							

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 BADGES

No. Pilot Club (place of flight) Date

FAI 1000KM

600	Andrew Aveling	Lasham (Bitterwasser, Namibia)	07/01/2013
601	Philip Pentecost	Lasham (Bitterwasser, Namibia)	07/01/2013

FAI 1000KM DIPLOMA

24	Philip Pentecost	Lasham (Bitterwasser, Namibia)	07/01/2013
25	Andrew Aveling	Lasham (Bitterwasser, Namibia)	07/01/2013

FAI 750KM DIPLOMA

95	Andrew Aveling	Lasham (Bitterwasser, Namibia)	07/01/2013
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DIAMOND DISTANCE

1-1181	Andy Cockerell	Gliding Centre	08/01/2013
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DIAMOND GOAL

2-2464	Rowan Smith	Devon & Somerset	31/08/2012
2-2466	Andy Cockerell	Gliding Centre	08/01/2013

GOLD HEIGHT

Andrew Smith	Bannerdown	29/03/2012	(Portmoak)
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SILVER BADGE

Philip Hardwick	Dartmoor	06/03/2013
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SILVER DISTANCE

Christopher Adam	Kent	26/08/2012
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SILVER DURATION

Martyn Baverstock	Fenlands (Portmoak)	04/10/2002
Peter Ware	SGU	08/11/2012
Philip Hardwick	Dartmoor	06/03/2013

SILVER HEIGHT

Henry Roth	Lasham	29/09/2012
Thomas Baldock	Lasham (Aston Down)	13/04/2012

100K DIPLOMA P1

Christopher Adam	Kent	26/08/2012
Brian Tansley	Kent	23/08/2012

CROSS COUNTRY ENDORSEMENT

Alan Munro	Four Counties	09/02/2013
Michael Gadd	Dartmoor	09/03/2013
Daniel Smallbone	Lasham	23/02/2013
Thomas Pavis	York	16/03/2013
Angus Nisbet	Southdown	02/02/2013
Michael Biggs	London	01/04/2013
Andrew Neofytou	Derby & Lancs	05/04/2013
David Weeks	Devon & Somerset	26/02/2013
Michael Tetlow	Chiltern	07/04/2013
Lucy Wootton	Shenington	07/04/2013
Simon Roberts	London	07/04/2013
Simon Langtry	Ulster	07/04/2013
Jonathan Apperley	Cotswold	08/04/2013
Philip Wilcox	Anglia	07/04/2013

John Bodkin (1926 - 2013)



JOHN will be sadly missed and fondly remembered by all who knew him. He was a gentleman in the full sense of the word - always polite, caring and willing to use his skills to help others. His appearance and ability belied his years and he would often outsoar everybody else, particularly on a weak lift day.

Gliding (especially in a K-6CR) has been his passion since 1967, when he joined London Flying Club, Dunstable. In 1969 he formed a syndicate with Phil Cook and Geoff Copping to buy a K-6CR (416). This blue and white K-6 was used in an advert for a new Vauxhall car, as its blue colour was the same as the car. John flew 416 every weekend and it was airborne more than on the ground. Apparently in those days he was quite adventurous and often had to be recovered from a farmer's field. What I did NOT know, and he kept quiet about, was that on a trip to the Long Mynd he hit a tree when landing - he was OK but the glider was not! The glider was replaced with another K-6CR.

In 1992, following redundancy from selling leather handbags, a job which took him regularly to Hong Kong, he moved from Hertfordshire to Kent. Here John set up a successful picture framing business, which probably tied in well with his love of photography. He enjoyed carpentry and set up a workshop in his garage - the car stayed outside!

John joined Kent Gliding Club and another K-6CR syndicate (451), which I joined in 1998. In 1999, John and I took 451 to a rally for wooden gliders at Dunstable, run by Ted Hull, and together won the Woodworm Cup - but I think John gained most of the points!

John maintained his enthusiasm for flying 451 and would rig every Wednesday that was flyable. My Wednesday challenge was to try to soar for longer than John, but it was rare for me to succeed! It was now unusual for John to land out; instead he more often had to recover me from a field. John kept flying to the end and indeed he last flew 451 in November only just before the diagnosis of a brain tumour, from which he succumbed after a short while.

Brian Tansley, Kent GC

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Photo: Alastair Mackenzie

It sure did beat working

The autobiography of Sam St Pierre

Pete Stratten, BGA Chief Executive

It sure did beat working by Sam St Pierre certainly reminds any of us how important it is to make the most of our one appearance on the planet.

Without knowing Sam, as I don't, you can almost imagine sitting there listening to him recounting the stories as he thumbs through logbooks, albums and diaries. From flying the RAF's newest fast jet at the time through to mountain flying in wooden gliders, swanning around an unspoilt Pacific paradise in a commercial flying boat and operating aircraft in remote and almost uncharted bits of Africa, Sam certainly experienced quite a bit of luck.

However, his approach to life, including 'try anything once' and his seemingly acute awareness of everything around him, supports the view that a definition of luck is where good planning meets

opportunity. Sam certainly made his own luck during his long flying career and his comments and exploits throughout the book demonstrate very clearly how flying is almost always great fun, occasionally terrifying, hugely rewarding and that attitude of mind rather than the dead hand of regulation is what matters in terms of keeping ourselves and our aircraft in one piece.

John Williams, Portmoak

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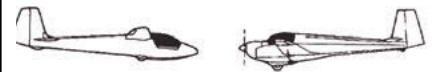
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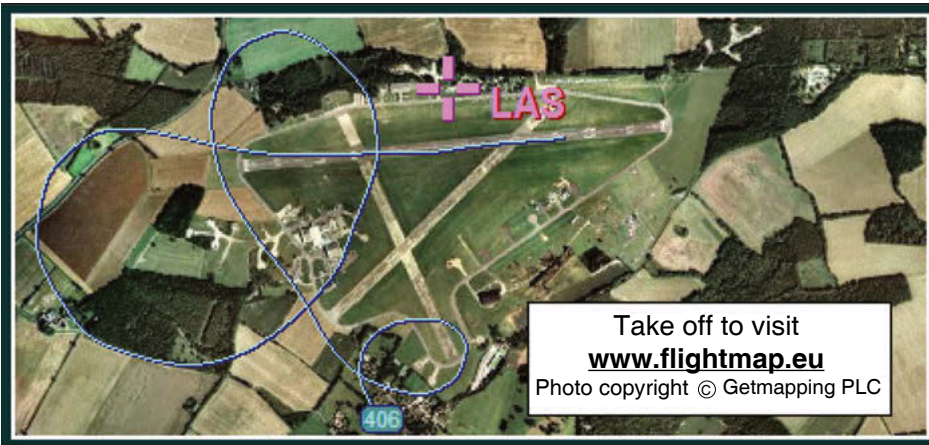
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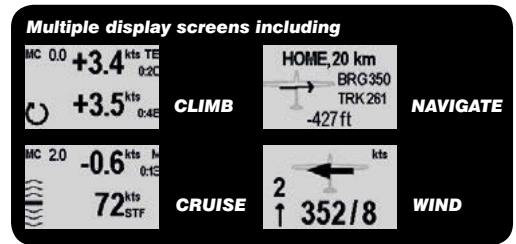
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