

Sailplane & Gliding



Discus 2c

Flight test in 18-metre mode

Airprox – was this you?



TO NEW ZEALAND
BY STEMME

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BGA Gliding Conference 2005

Saturday 5 March

Eastwood Hall Conference Centre, Nottingham

Final Programme

- 09:50 Will Your Airfield be there when you get home? - Diana King & Roger Coote
Parallel Sessions
British Teams - Jay Rebbeck
- 11:00 EASA - Terry Slater and David Roberts
- 11:30 EASA Q&A's Open Debate
- 12:00 AGM of the BGA (directly followed by Ted Lysakowski Awards)
- 14:00 Exhibitions
- 15:00 Safer Gliding and Gliding Safety - Hugh Browning and Patrick Naegeli
- 16:30 View from Westminster - Lembit Opik MP
- 17:00 Key Note Speaker - Dean Englehardt
- 20:00 Dinner, Prize Giving, After Dinner Speech - Gerhard Waibel

Have Your Say?

The Conference this year starts with two open discussion items running in parallel:

- Jay Rebbeck presents the new look British Team, and shows how techniques developed for Competition Training can filter their way to individual club pilots.
- Diana King & Roger Coote introduce a highly relevant topic of Airfield Safeguarding. They discuss how to raise the profile of airfields with respect to planning, local authorities and the CAA.

The very important subject of how EASA is going to affect UK gliding is introduced by Terry Slater and David Roberts. This is followed by an open Question and Answer session.

In the afternoon there is a presentation on Gliding Safety by Hugh Browning and Patrick Naegeli, followed by feedback from Westminster by Lembit Opik MP.

The Key Note Speaker is Dean Englehardt, a professional stunt pilot, with a wicked sense of humour, who crashes aircraft for a living. To date he has intentionally crashed 14 aircraft, and has been featured on numerous TV shows and films.

We are very pleased to be able to confirm that Gerhard Waibel will entertain us as our after dinner speaker. He is said to be one of the greatest sailplane designers of our time.

**To book tickets, visit www.gliding.co.uk, or call the BGA office: 0116 253 1051.
For accommodation, contact Eastwood Hall directly: 01773 532532**



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Classifieds	

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The Discus 2c with 18-metre tips, which first flew in September 2004, is the offering from Schempp-Hirth to compete with the LS8-18 and the ASW 28-18 in this popular corner of the market. For Jochen Ewald's flight test, see p18 of this issue (photo: Jochen Ewald)

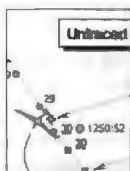
Sailplane & Gliding

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Jochen Ewald flies – and likes – the latest offering from the Schempp-Hirth factory: the Discus 2c in 18-metre mode

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and the
Fédération Aéronautique Internationale



Dates for your diary

UK and international competitions

Dan Smith Trophy (aero)	Dunstable	2/4-3/4
Aerobatic Nationals	Salisbury	16/6-19/6
Overseas Championships	Ocaña, Spain	23/5-3/6
"Turbo" Regionals	Bidford	18/6-26/6
Regionals	Booker	25/6-3/7
Europeans (15m/Open)	Rayskala, Finland	4/7-16/7
18-Metre Nationals	Dunstable	9/7-17/7
Regionals	Bicester (Windrushers)	9/7-17/7
Competition Enterprise	The Long Mynd	9/7-16/7
Europeans (Std/Club/18m)	Nitra, Slovakia	10/7-23/7
Pre-Worlds (Club Class)	Vinon, France	20/7-29/7
15-Metre Nationals	Honington	23/7-31/7
Inter-Services Regionals	Honington	23/7-31/7
Northern Regionals	Sutton Bank	23/7-31/7
Regionals	Lasham	23/7-31/7
Women's Worlds	Klix, Germany	30/7-13/8
4th Junior Worlds	Husbands Bosworth	31/7-20/8
Club Class Nationals	Lasham	6/8-14/8
Open Class Nationals	Lasham	6/8-14/8
Regionals	Tibbenham	6/8-14/8
Standard Class Nationals	Nympsfield	20/8-28/8
Regionals	Dunstable	20/8-28/8
Regionals	Gransden	20/8-28/8
Junior Nationals	Tibbenham	21/8-29/8
Two-Seater Comp	Pocklington	21/8-28/8
Mountain Soaring Comp	Deeside	4/9-10/9
1st World Sailplane Grand Prix	Saint Auban	2/9-11/9
Salisbury Open (Aerobatic)	Salisbury	10/9-11/9

Vintage highlights

Vintage Rally	Haddenham	30/4-2/5
UK National Rally	Kent GC, Challock	21/5-28/5
Camphill Rally	Derby & Lances GC	25/6-3/7
VGC International Rendezvous	Oerlinghausen	16/7-26/7
33rd International VGC Rally	Eggersdorf	27/7-6/8
Internat. Vintage Sailplane Meet	Elmira, USA	20/8-27/8
Slingsby Week & Rally	Yorkshire, Sutton Bank	27/8-4/9

More listed at: www.vintagegliderclub.org/rallydiary2005.htm

CAA Safety Evenings

Rochester	01634 869969	3/2
Isle of Man	01624 821604	7/2
Enstone	01608 678204	10/2
Kinloss	see CAA website	1/3
Perth	01738 553357	2/3
Newcastle	0191 2861321	3/3
Sleap	01939 232882	8/3
Swansea	01792 204063	9/3
Bristol	01275 472514	10/3
Full Sutton	01759 372717	14/3
Wycombe	01494 443737	22/3
Cambridge	01223 373717	23/3

www.caa.co.uk - click safety, general aviation, information

Other events

SSA Convention	Ontario, California	10/2-12/2
GASGo Forum	Farnborough	24/2
London Air Show	Earls Court	8/4-10/4
AERO 2005 trade fair	Friedrichshafen	21/4-24/4
75th anniversary event	London GC, Dunstable	25/6
National Gliding Week	At your club? See p8	25/6-3/7
Guild of Aviation Artists	The Mall, London	19/7-24/7
Flying For Fun (PFA rally)	Kemble	1/7-3/7
Royal Int. Air Tattoo	Fairford, Glos	18/7-17/7

2005 and beyond

Pete Stratten, who became BGA Chief Executive last May, looks back at 2004 and forward to the challenges we must all address

CHANGING times. That's how I see both my first few months serving you as BGA Chief Executive and – very much more importantly – the challenges facing all UK glider pilots. In this country and in Europe, BGA volunteers and staff are devoting a great deal of effort to getting the right regulatory deal for gliding. The emergence of the European Aviation Safety Agency (EASA) has some positive aspects even for gliding, and so we are negotiating to deflect the threats while making the most of the opportunities. Unfortunately, even the best informed among us can only guess at the thought process of our politicians in Brussels and then lobby accordingly in the hope that they will accept the experts' opinions.

I'm pleased to say that all this hard work does seem to be producing some positive results. For example, the responses we and our European colleagues made to the EASA consultation on pilot licensing and operations appear to be guiding it towards an acceptable solution for recreational flying. It is now proposing a model similar to the UK National Private Pilot's Licence – which, of course, the British Gliding Association was instrumental in creating. As these rules will probably be developed between now and 2008, we have an opportunity to influence the future structure of glider pilot training. The BGA instructors committee is already working on it.

At a recent meeting I attended, EASA management openly said they value advice from the BGA and the EGU very highly, and are keen to have further dialogue. I'm convinced this positive relationship has developed only through exhaustive and comprehensive lobbying from the BGA, the European Gliding Union and Europe Air Sports. The BGA will continue to ensure that the best interests of UK glider pilots are represented at the highest possible levels.

More of a headache for us is the implementation of EU existing regulation on aircraft certification and the development of future "continuing airworthiness" requirements. We are working closely with the UK Civil Aviation Authority (CAA) and EASA to develop a workable solution for the certification of gliders imported into the UK after September 2003. The UK Department for Transport (DfT) understands that most gliders in the UK prior to September 2003 are unlikely, under the present interpretation, to meet EASA's type-certification requirements.

It has written to EASA on our behalf to explain the need to consider the unique case where a large fleet of gliders has been, and is, maintained under a "well established BGA system of oversight of continuing airworthiness". Again, the BGA is continuing to work with the authorities to push for the best possible deal for you.

Our Association is, however, far more than just its national volunteers and staff. They are taking a lead in Europe and at national level, but local opportunities have to be developed by all of us. The chance to meet BGA club chairmen at their annual conference in October brought home to me – yet again – how much we need to do to make sure our sport thrives. These hard-working volunteers are very aware that not all clubs have yet identified how best to meet the needs of new and existing members in a fast-changing leisure market. As a result, membership numbers remain a problem. Facilitating a vital change of club attitudes, resources and dynamics is probably as much of a challenge to the future wellbeing of the BGA as any of the issues raised by EASA.

Closer to home, I'm aware that the support provided by the BGA office processes should be reviewed. The staff do a great job, often under difficult circumstances, but it may be that we have been left behind in terms of modernisation and therefore cannot offer the level of service our members expect. Progress will not occur overnight. But it is hoped that making more use of the BGA website – www.gliding.co.uk – linked to back office changes, will improve the service and free resources to further assist the widely dispersed, stretched but highly effective teams of volunteer expertise without whom the BGA would not function. The Association provides a huge amount for its members, but I am aware that we should always reflect on the quality and efficiency of member services as well as the bottom line.

Finally, the Fourth Junior World Gliding Championships takes place in 2005 at The Soaring Centre. We are all determined to help its organising team, led by Andy Davis, make it a success. This is a great opportunity to demonstrate why we are the world's leading gliding nation, and we should all try to maximise the sponsorship and publicity potential of this exciting event. If you know a possible sponsor, either professionally or socially, please contact me at the BGA office so that I can brief the experts who transform suggestions into real action to benefit the sponsor as well as our sport.

Pete Stratten
pete@gliding.co.uk
December 23, 2004





LASORS 2005 (Licensing; Administration; Standardisation; Operating Requirements and Safety) is available for £11.50 from www.tso.co.uk/bookshop/bookstore.asp?DI=543169 and high street bookshops. You can download a free copy from www.caa.co.uk/publications/publicationdetails.asp?id=1591 It includes vital information from sources such as the Air Navigation Order and JAR-FCL; pilot licensing requirements (including NPPL); and CAA Safety Sense Leaflets. As the CAA is concerned some power pilots may be flying illegally, purely through ignorance of the latest requirements, why not check your licence/rating validity? Use LASORS and AIC 78/2002 (White 64) – www.ais.org.uk/aes/pubs/aip/pdf/aic/4W064.PDF

Bidford ("Turbo") Regionals, Jun 12-20, 2004

WE apologise for the errors in the listing in the last issue (p49); the correct results are reproduced here:

Position	Pilot	Glider	Points
1	Bill Inglis	Ventus 2c-18	4717
2	Ian Cook	Ventus 2c-18	4035
3	Jamie Allen	Ventus C-17	3984
4	David Findon	Nimbus 4d	3842
5	Richard Cole	Ventus 2c-18	3804
6	Alastair MacGregor	Discus (w)	3742
7	David Innes	Nimbus 4	3679
8	Jon Wand	ASH 26	3625
9	Simon Waterfall	Nimbus 3d	3452
10	Brian Birlison	Duo Discus	3441
11	Iain Evans	LS8-18 (18m)	3435
12	Michael Pope	Ventus 2c-18	3427
13	Derek Piggott	Duo Discus	3359
14	Rory O'Connor	DG-800 (18m)	3257
15	Kevin Hook	DG-400 (17m)	3152
16	Mike Thorne	Discus (w)	3084
17	Chris Morris	Ventus 2c-18	2978
18	Richard Chapman	Ventus A,b	2960
19	Julian Hitchcock	LS8-18 (18m)	2935
20	Frank Jaynes	Ventus 2c-18	2815
21=	Ralph Jones	Nimbus 4d	2680
21=	Mike Costin	Ventus 2c-18	2680
23	Mike Osborn	Ventus C-17	2591
24	Tony Moulang/Tim Gardner	Ventus 2c-18	2451
25	Rod Witter	Ventus 2c-15	2183
26	Z Goudie	Discus	1927
27	Ted Coles	DG-800 (18m)	1809
28	Tim Caswell	Ventus C-17	1127
29	Gordon Burkert	DG-100/101	535

Subscribing to *Sailplane & Gliding* is now easier

If your subscription to *S&G* ran out with the February-March issue you'll have noticed you've been offered a new way to renew: by Direct Debit. These days, it's already a little cheaper to subscribe to *S&G* rather than buying it over the counter, and we hope that now Direct Debits will make subscribing easier for you, too, while freeing up admin time for the BGA's other services to members. So if you haven't yet renewed your sub, do please consider taking advantage of this opportunity. If your subscription lapses later in the year, you will of course have the chance to renew via Direct Debit, so keep an eye open for the form as it drops through your letterbox. Thank you to all our subscribers and buyers for your continuing support – and remember, your feedback on *S&G* is always welcome!

Helen Evans, editor@sailplaneandgliding.co.uk

The chance to develop your coaching skills

IF YOU want to improve your cross-country coaching skills by tapping into some of the top expertise in the world, and you have relevant instructional or coaching experience, then read on.

In recent years the British Gliding Teams have benefited greatly from a coaching scheme organised and run by several current and ex-team members.

Many lessons have been learned and the content of the coaching courses has been refined to suit the Teams' needs.

It is evident that much of what is being done for the Teams could be of benefit to many pilots aspiring to improve their performance in cross-country flying, and it is felt that pilots who are involved with coaching other cross-country pilots at club level could benefit from the team coaches' experience.

So in April this year, the British Gliding Association Team Manager Brian Spreckley will run a BGA coaching course with the Association's National Coach, Simon Adlard, using the BGA's recently refurbished Duo, at Ontur in Spain.

The objective of the course is to establish guidelines for coaches and a framework for cross-country coaching schemes within the Association's clubs.

If you are an experienced cross-country pilot, you are already involved in soaring instruction and coaching and would like to attend the course, please apply to the address below.

If you have pilots in your club who fit the bill and are interested, please encourage them to apply. There will be a course fee.

The course candidates will be selected from a shortlist by Brian, Simon and the chairman of the Instructors Committee.

Applicants should forward personal details, club details and a short gliding cv to: Simon Adlard at sadlard@dircon.co.uk or via the BGA at bga@gliding.co.uk

BGA, Kimberley House,
Vaughan Way,
Leicester
LE1 4SE

DON'T FORGET the BGA AGM and Conference on March 5 at Eastwood Hall, Nottinghamshire. Details and a booking form can be downloaded from www.gliding.co.uk/bgainfo/notices/conference.htm or see the advert on the inside front cover of this *S&G*. Presentations will cover EASA, gliding safety and "hot topics" chosen in advance by BGA members – while the keynote speaker is a stunt pilot!

THE FAI World Junior Gliding Championships at Husbands Bosworth next August is well on track to produce a successful event but the British Junior Team at the event desperately need two Standard Class gliders (ideally LS8s) – contact Gerry Holden GVHOLDEN@aol.com or 01489 583214.

Sir John Allison became chairman of Europe Air Sports at its board meeting last November. BGA Chairman David Roberts continues as EAS Treasurer. The EGU – the association of European Gliding Federations that represents the interests of all glider pilots in Europe in regulatory matters – has appointed a professional programme manager, Michael Paul, a well known German competition pilot. It has a new website: www.egu-info.org/ If you want to access the internal section, think of a ground-breaking Schempp-Hirth Standard Class glass glider.

The CAA has issued new guidance for the development and safe operation of all unlicensed aerodromes (much of which is available for the first time) in CAP 428: www.gliding.co.uk/clubmanagement.htm

The Royal Aero Club Trust (a charity, Patron: HRH The Duke of York) wishes to appoint a part-time volunteer Press and PR Officer. Write or email, with CV, to: Frederick Marsh, Chairman, RAeC Trust, 16 Albany Court, Palmer Street, London SW1H 0AB or chairman@royalaeroclubtrust.org

We are sorry to report a fatal accident at Sutton Bank on Wednesday, December 15, involving Yorkshire GC member David Chaplin and his Autogyro.

BGA Child Protection Awareness training sessions are at Aston Down (March 12) and Hus Bos (April 9). Book via philburtond100@aol.com or 01986 895314.

THE first restricted airspace around Robin Hood airport (formerly RAF Finningley) became active on January 3. Full details in AIC 108/2004 (Yellow 156) at www.ais.org.uk/aes/pubs/aip/pdf/aic/4Y156.PDF In time, we expect Class D airspace. Until then, we suggest all glider pilots flying through the Doncaster area who have a radio licence call ATC (128.775 Mhz "Doncaster Tower") for a FIS/ATZ penetration to give some idea of the volume of traffic using the open FIR.

WINNERS of the Ozee competition in the December 2004-January 2005 *S&G* were: Andrew Richards, Surrey (first prize of an Exeat flying suit); and two runners-up (each winning a fleece balaclava): Olive Houlihan, Co. Wicklow and Keith Batty, Yorkshire.

THE winner of the BGA 1000 Club Lottery for November 2004 was BA Kimberley (£35.75), with runners-up K Simmons and R Barrett (each £17.88). The December winner was RH Dixon (£35.50), with runners-up D Hedton and R Tatlow (each £17.75).

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New task for scorers

AS task-setter for the Wolds GC two-seater competition in 2004 I am pleased that Mike Terry appears to have entered into the true spirit of the comp by taking full advantage of a landout (*How to score best at Pocklington*, December 2004-January 2005, p42). Perhaps next year, along with NOTAMS, ATZs, MATZs, and so on, the daily briefing should be extended to include SIROs – Sites Of Romantic Interest. It could certainly liven up the following day's "How I dunnit" speeches. As for the scoring system... well, we're working on that one. Please note, however, that no liability will be accepted by the task-setter or the committee for the consequences of visits to such sites (there, that should keep the lawyers happy!).

Bob Holroyd, BROUGH, East Yorkshire

Thanks, Plat

I WAS sorry to read that Platypus is retiring from flying P1 (*Platypus takes a back seat*, December 2004-January 2005, p17). He is such a nice guy. In July 2003 I was in a fast-food place at Gardnerville, Nevada, when he approached me because he had heard an English accent. He discovered that I was a glider pilot with the result that the following day we took off from Minden in his Janus C and had a four-hour flight across the local mountains "surrounded by thunderclouds and lightning bolts for approx 250km" – quoted from remarks he wrote on the title page of my copy of his book, *The Platypus Papers*, afterwards.

Francis Broom, via email

Lessons from under a cu-nim

I WAS surprised to read that the author of last issue's *Salutary Soaring* (*Two minutes under a cu-nim*, December 2004-January 2005, p25) thought that there was not a lot to be learnt from his experience. To my mind there are three important lessons.

The first is to understand the life cycle of a big cumulus. Nearly all will drop rain in their later stages, often with thunder and lightning in attendance. The base of such clouds usually comes down when they collapse, thus reducing the space for recovery if the pilot loses control. Having had several encounters with them over the years, I treat them with great respect and try to avoid them later in the day.

The second point is that it is impossible to retain control on a compass and ASI: a turn indicator is essential. The writer did not say that he had a T&S. As he lost control twice in a few minutes, it would seem that he did not have one.

This put him at risk from overspeeding. This is very easy in a modern composite sailplane, for over a certain speed the wing torque can overcome the correcting effect of the tailplane. We had an accident where one of our members, flying from Dunstable, was killed apparently from this cause.

Your author says in his first paragraph that visibility had been bad all day and showers

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Fundamentals of Sailplane Design

This book, the definitive text on Sailplane Design and grew out of the authors work with the Akaflieg Braunschweig. This third edition draws on decades of experience, uses minimal maths and places an emphasis on physical understanding and visualisation.

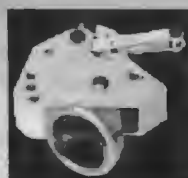
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or thunderstorms were forecast for late afternoon. Later in his piece he writes: "The artificial horizon had been disconnected in accordance with the local competition rules and the height was slipping away (!) at 3000ft per min."

I have run many competitions under BGA rules. This local rule is quite extraordinary and in the conditions foolhardy if not irresponsible. I suggest that the BGA Flying committee should consider the matter.

As Peter Hearne pointed out, the accident rate in soaring is giving the BGA cause for concern. To ask pilots to fly in conditions of poor visibility with a high risk of being sucked into cloud, yet denying them the use of an attitude indicator creates an unacceptable additional and avoidable risk in a situation where safety of the pilot should be the priority.

JC Riddell, HARROGATE, Yorkshire

Response to *Salutary Soaring*

I WAS intrigued to read last issue's *Salutary Soaring*. The author did, however, leave the reader asking the most important question... Did he make the turn?

David Allison, via email

I hate those meeces to pieces

WITH reference to Rod Salmon's letter (*Unexpected passengers*, December 2004-January 2005, p8) and Jim Hammerton's response – especially with regard to the taste that mice have for electrical insulation – I cannot resist the comment that a whole German Panzer division was rendered kaput at Stalingrad because of the activity of Soviet mice. The little perishers sheltered in tanks because of the cold, and steadily munched their way through the electrical insulation. The German forces were far from amused and, no doubt, learned to "Love those meeces to pieces". How the Russians employed specially-trained (by Pavlov?) dogs in that battle, is another story!

Stan Kochanowski, MANSFIELD, Nottinghamshire

Use airshows to promote gliding

I READ with interest the letter in the October-November issue from Guy Westgate (*Airshow aerobatics*, p8). I had spent the day prior to reading his letter instructing at Hus Bos and most of my day had been spent flying with a bright, enthusiastic and capable 15-year-old boy – exactly the sort of person we want in the gliding movement.

In between flights I had asked him what had attracted him to gliding and he replied he had seen a display of glider aerobatics at a Farnborough airshow (I suspect that it might have been motorglider aerobatics but don't think that that negates the argument). Inspired by this, he had gone to the BGA website and progressed from there.

I recognise that this is not a statistically significant sample but I am sure that there are many more people who, if they could only be introduced to the opportunities

that gliding has to offer, would join us.

Guy is quite right in saying that airshows would reach more people than just about any other opportunity open to the gliding movement and many of those in the audience are presumably already interested in aviation of some sort and therefore more susceptible to what we might offer.

We all of us applaud the achievements and skill of our international teams but the publicity that this brings to the movement is, regrettably, negligible. Even if it were to bring us significant publicity, would it bring us new members? How many of us took up rowing after the success of the Athens Olympic teams? We need to publicise the sport in such a way as to tell potential members that average people can achieve remarkable things in the gliding movement.

I think that the objective might be achieved at somewhat lower cost than Guy thinks. For instance why not dual tow and save the cost of one tug – and also add to the spectacle of the display? Using the large tarmac runways at most airshow locations this should be relatively straightforward.

The aerial display would need to be supplemented by a ground-based display. I am sure that clubs local to the airshow could provide a static glider, which visitors could sit in and enthusiastic members to promote the sport.

Perhaps the Lasham simulator described elsewhere in the issue could be helpful in showing visitors how achievable gliding flight is to the average person.

I am sure that if we can reach wider audiences than we are presently doing we can halt and perhaps even reverse the downward trend in our membership and I see a presence at airshows as a possible tool in achieving this. I hope that it would not come to an issue of funding publicity activities or international team support and that we could fund both.

Clive Groves, via email

Geoff Guttery's view of comps

HOLD on a minute, Geoff! I don't know that 75 per cent of UK pilots have no interest in comps (*A different viewpoint on comps*, December 2004-January 2005, p9) and I suspect that you don't either. Gliding is many things to many people and sure some don't or can't take part in comps due to a variety of reasons, like myself – I just don't have the holidays available – but I do like reading the reports and follow many of the "names" with interest. Furthermore, just look around at the amount of comps organised throughout the year by various clubs (and not just the big ones). No interest in comps? You have to be kidding. Just try and get a place in one of them and let me know if you

manage it. Competition and cross-country flying improve your soaring skills immensely: there is a saying at Saltby: "local soaring totally boring". Just how much local soaring can you do, yet I know pilots who after their 50km never go cross country again. Perhaps you are in this category and quite happy to be so but it's a bit presumptuous to put 75 per cent of the rest of us in.

For me and I suspect many others the comp reports are great; I find them inspiring and I don't mind saying so.

David Prosolek, via email

Know your limitations

REFERENCE your letter on accident statistics (*Gliding safety*, December 2004-January 2005, p8), I have come to gliding late in life after a career flying self-launchers for British Airways. People seem to think that because you have 16,000-plus hours you must be capable of anything.

In some ways they are right: an instructor told me that I knew more professional ways of killing him than most people!

Gliders today are harder to see because they have to be mostly white. If you are flying on a crowded ridge, something I personally dislike, you can always spot the K-8 or K-18 before a modern glass ship.

You lie down in the modern glider, rather than 'sit up and beg'. You are most likely flying 15kt-plus faster than the vintage machines. All this increases the chance of not spotting a constant-bearing target.

I had this idea that we should all have gliding hats with little mirrors sewn around it, like half the old ballroom mirror balls. In this way the sun, when we get some, would sparkle off it! On a more serious note, there seems to be a reluctance to use radio to let others know what we are, or intend doing. Gliding is going to be drawn more and more into the technological world; in the future, I can see us having to have transponders.

I have spent my life being ready for something to fail. Never trust the seat of your pants, even if you can't feel the seat of your pants, that's my motto!

I recently acquired a turbo glider – yes, I know, I just love the smell of gasoline. I cannot bring myself to trust it 100 per cent! It fires up a dream at 2,000ft, but will it hesitate at 1,500ft? I am fully aware that this attitude to life will never win prizes, but I think a lot of people push themselves too hard too early; there is always another day. An unnecessary field landing, especially where I glide (with small fields with walls round them) could end up as an expensive experience, either for the glider or the pilot. Pulling hard on a winch launch might get you an extra few feet, or it might get you a cable break; I'll go for less height every time.

Clint Eastwood summed it up when he said that a guy has to know his limitations! Know yours, and your glider's.

Richard Harraway, CONGLETON Cheshire

PS: I ride a motorbike, as well!

Please send letters (marked "for publication") to the editor at editor@sailplaneandgliding.co.uk or the address on p3, including your full contact details. Deadline for the next issue is **February 8**

We can all learn from this

AS YOU may know, Windrushers GC formed at Bicester after the departure of the RAFGSA to Halton. We had a good end to the season but before we knew it winter was upon us. The committee decided to hold Friday evening lectures and film nights to keep the members interest. Dick Stratton's lecture on aviation history had me laughing for a week!

We also had the opportunity to host the BGA Safety presentation by Kevin Moloney, chairman of the BGA safety committee. He was duly booked for two nights in early December, as we expected attendance to be high. The event was publicised through our website and members of neighbouring clubs were invited, which must have worked: there were many faces present I did not recognise. A good crowd packed into the briefing room and Kevin introduced himself and explained his background as a recently retired military helicopter pilot and Full Rated gliding instructor. I once had the pleasure of riding in a Lynx that Kev had "diverted" to Bicester – flying backwards over the airfield at 50kt was an education, but that's another story!

Kev continued by saying what he was not there for (in other words, teaching people to be great pilots) and also stated the aims of his presentation. He then asked for a show of hands to find out the mix of experience in the room, which revealed a wide spectrum from instructors to *ab initios*. I thought this was a particularly relevant point – that safety applied to everyone – and probably helped less experienced members to feel involved. He also asked if any of us had attended a CAA safety presentation. Several of us had.

In the first half of his two-part presentation Kevin highlighted many limitations of the human being as a pilot with particular concentration on the limitations of eyesight. Using clever graphics, some optical illusions were projected, along with illustrations familiar to those who have a copy of the BGA instructor manual. At this point the audience was asked to participate with the

aid of an A4 sheet of paper. I won't spoil the trick but we all went home with holes in our hands! Confident that we were now armed with the knowledge that our eyes are not as good as we thought they were, Kev then explained the best way to avoid problems in the air like using the scan cycle and thorough lookout before turning.

He then looked at medical factors, with an explanation of the I'M SAFE mnemonic (Illness, Medication, Stress, Alcohol, Fatigue, Familiarity – that is, currency – and Eating). Kevin stressed that if you think you have any problems in any of these areas then you should seriously consider not flying.

After a short break we were into the second half, where the emphasis was on correct flying techniques with some accident cause factor statistics to open our eyes. The first question Kevin posed was how to join a thermal safely; we were given a graphic of a theoretical glider in a thermal and most of us got it right, thankfully. The next problem area was the winch launch and winch launch failures, which without doubt is still a major cause of accidents in UK gliding. With the use of computer animation some real winch launch accidents were reconstructed – a sobering experience – followed by video footage of a DG-500 in Germany attempting a downwind turn after a very low level launch failure, and the subsequent unhappy ending. Finally, a section on tug upsets reminded us all how it can quickly go wrong.

From my position in the room I could see many people nodding their heads in agreement throughout the presentation, which was encouraging. Afterwards many students were heard saying to their instructors: "so that's why you're always telling me to look out!". Mission accomplished.

If you have the opportunity I strongly recommend that you invite Kev and his excellent presentation to your club.

Gary Binnie
CFI, Windrushers GC

Now is the

FROM the feedback that I have had, National Gliding Week 2004 seems to have been voted a success. As with all things, those that put the most in, got the most out – in terms of visitors, publicity, community relations or whatever the specific club's main objective was.

As a result, the Communications & Marketing Committee have decided to run National Gliding Week again in 2005. This is a big year for British gliding, with the 2005 World Junior Championships being held at Husbands Bosworth in August. A successful and high-profile National Gliding Week will certainly help us in building interest ahead of the championships.

However, the primary objective of National Gliding Week is to generate the right sort of interest for the participating clubs. **For this to work for your club you need to take part!**

Please consider how your club could get involved. There is no restriction on the type of event that you can hold, as long as it relates to gliding. Some ideas include:

- Fly the press day;
- Arrange to fly local celebrities;
- Static display in a shopping centre;
- Competitions in your local press/radio;
- Spectator-friendly short course competition around your gliding site;
- Special flying events or courses in conjunction with schools, youth or disadvantaged groups;
- Sponsored events;
- Aerobatic displays.

Of course, there is nothing to stop you running an open day, or a trial lesson day either. Whatever you chose to do, promoting it is the key to success.

The BGA will once again be providing clubs with help in this area, including promotional materials. We are currently running the *Marketing for Clubs* seminar that we piloted last year. Full details of venues and dates are on the BGA web site – if you

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time to act

would like to attend, please contact me (keith@gliding.co.uk) as soon as possible. Spaces are limited and we had to turn people away from some venues last time around.

Make the most of your investment

Promoting your club is expensive. Maybe not in terms of hard cash spend (although this is never insignificant) but certainly in terms of effort. It is important that you make the most of this investment. Getting a prospective member along to your club for a trial flight should not be seen as an end in itself. It's certainly the hard part and the expensive part. I am amazed how often I hear of people who have gone along for a trial lesson, been absolutely bowled over by the experience – and then never been heard of again. With a little bit of effort, I am convinced we can dramatically improve the trial lesson to full member conversion rates.

How many of these simple things do your clubs do with trial lesson pilots?

- Explain to them that their trial lesson gives them "x" weeks of temporary membership and what this means – they can come along at any time and fly at club rates, getting well on the way to flying solo.
 - Get the instructor to make an appointment to fly again with the would-be pilot the next time he is on duty.
 - Make sure that the student goes away with all the information he needs to join the club.
 - Have someone available after the flight to answer questions, show the pupil around, explain next steps, etc (if the instructor isn't available to do this).
- Follow the lesson up a week or so later with a phone call: Did you enjoy it? Is there anything else you want to know? Are you coming back? Remind them about flying at club rates.

Keith Auchterlonie
BGA Communications Officer
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Seminars for inspectors

I ATTENDED the Glider and Motor Glider Seminar held at Portmoak on November 13, 2004, in my role as BGA Senior Inspector at Borders Gliding Club and was accompanied by a fellow member and Inspector, Mike Simm. We set off very early on Saturday morning. The sky promised a good wave day. Fine and sunny and waves everywhere. Ah well!

After a good journey we arrived 10 minutes before the scheduled start and were warmly greeted with a welcome coffee by Jim Hammerton, the BGA Chief Technical Officer, who runs the seminars.

It was nice to see old friends and to catch up on their news. Over 34 people registered attendance and eight clubs were represented: six Scottish and two English.

We made ourselves comfortable in the briefing room and Jim issued us with print-outs of the programme and also draft copies of some of the forms and paperwork that is an increasing part of the Inspector's work.

The morning programme covered glider and motorglider paperwork, including maintenance recording and work packs, maintenance checks.

Maintenance checks must be recorded in the aircraft logbooks and must contain maintenance schedule reference and check details (CAA/LAMS/A/1999 issue1 or BGA GMS issue 1). Further discussions followed on Airworthiness Directives (ADs), Service Bulletins (SBs) and the need to record component changes, part numbers and serial numbers.

We went on to discuss the importance of accurate recording of repairs and modifications to approved standards and/or manufacturer DOA approval.

Following from the above we went on to the responsibilities of the owner and the maintainer; again, emphasis was placed on the fact that work packs form part of the aircraft logbook and maintenance history. It is a requirement to retain the information and all records should be passed on to the new owners when the aircraft changes hands.

Maintenance on Civil Aviation Authority, European Aviation Safety Agency and BGA aircraft must be certified by an appropriately authorised person with the correct ratings.

All UK aircraft must have UK logbooks; BGA gliders should use the BGA glider logbook and CAA gliders and motorgliders should use CAA logbooks.

We considered common problems and omissions such as flying hours not recorded properly and fabric inspections and painting not being recorded properly.

After a welcome break we went on to explore the New Glider C of A issue procedure. Only EASA-approved types can



Eight gliding clubs (six Scottish and two English) were represented at the BGA seminar held at Portmoak in November by the Association's Chief Technical Officer, Jim Hammerton: 34 people attended

(Photo: David Wilson)

be accepted (types listed in CAP 747).

Glider types not listed are not eligible for a CAA C of A until type certified.

New types of gliders may be found on the EASA website (the LAK 19 is the first type to be issued with an EASA Type Certificate.) Further discussion on documentation registration and markings followed.

We then moved on to C of A issue and renewals and annual checks.

The final and very important subject was the need to recruit new Inspectors, because the Inspector age base is getting older and new and younger blood is required.

The pathway to acceptance for new Inspectors was outlined and although no special qualifications are required they must be sponsored by two other Inspectors and demonstrate experience, commitment and integrity.

Inspectors can only come from within the club environment or professional repairers and prospective inspectors must be encouraged.

After a very good lunch we again assembled for a question-and-answer session, which proved very interesting and informative.

This report is a very condensed version of the content of the seminar and I would stress that the value of the exercise cannot be underestimated. I would encourage as many Inspectors and prospective inspectors to attend any future sessions arranged by Jim Hammerton.

I would like to thank our hosts, the Scottish Gliding Union, Portmoak, for their generous hospitality and excellent lunch.

David A Wilson
Borders GC

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Illustration shows the airspace transit viewer that displays a map of each transit together with the corresponding times and altitudes from the flight.



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picture courtesy of Mike Fox

What's going on around the

In the first of two articles, Carr Withall, chairman of the BGA Airspace Committee, provides a special update on the work of this committee, starting with the following proposed UK airspace changes and going on to consider the questions of Mode S Transponders and 8.33KHz radios. The April-May issue of *S&G* will contain his usual annual look at the airspace information all glider pilots must know

Scotland

THE Scottish change proposal has been finalised and generally is very beneficial for gliding, with airway bases raised by up to 4,000ft in the Aboyne/Portnook area and Carlisle area. These changes come into effect on February 17, 2005.

Edinburgh

Edinburgh is changing their airspace to Class D, from Class E, but they have reduced the area and further arrangements are being developed to enable gliders to cross their zone.

England & Wales

Newcastle

Newcastle has been granted Class D airspace to join the new airway to Manchester but Bruce Cooper and I had two flying visits and basically they agreed to our suggestions. They have a good record of co-operation with General Aviation and really only got the airspace and bases that they did need.

East Midlands

East Midlands has delayed the introduction of their new more extensive Class D airspace that will affect Husbands Bosworth in particular. Their ATC manager, Jon Cox, is very helpful. Good agreements for the Junior Worlds together with the Manager at Birmingham, John Williamson.

Finningley

Finningley, now known as Robin Hood Airport, has been granted an ATZ and is due to commence operations on a small scale in January 2005. Richard Cole, recently retired Squadron Leader RAF, is to visit when the new ATC Manager arrives very soon to give a presentation on gliding, when, where, how high, etc. All the local clubs have been asked to be present and show where their gliders regularly operate.

West End

Bristol and Cardiff have been involved as part of the West End development of total redesign of airspace west of London to Ireland. We have been very involved for three years and meetings to ensure glider access through the Bath gap will I am sure be successful. Andy Davis is also involved. Access to wave flying areas that will become controlled airspace in 2006 has been agreed.

Birmingham

Widening of the airway at levels above FL145 will not concern gliding but they also want to extend low-level airspace towards Bidford. The Ministry of Defence and the BGA are objecting.

Coventry

Farnborough and Manston are applying for Class D airspace but none had started the informal consultation process at the time of writing.

Luton

A proposal for further Class D airspace to allow arrivals from the north when they are operating on 08 has been on the go for some while but it was only at the eleventh hour that they consulted the BGA and NATS at the same time.

Kenley

The site is experiencing a serious number of low flying general aviation aircraft when they are gliding and the Safety Regulation Group is meeting at Kenley with the Civil and Military CFIs and myself to discuss the problem.

Parachuting

Bruce and I are concerned that some parachute sites shown on the map are not operating at all or very irregularly and so causing General Aviation to fly around them due to the current 'rules'. If there is no reply on the given frequency then a pilot must assume that they are active.

AIS and Royal Flight Notams are still very user-unfriendly and meetings are planned with the Royal Flight department and AIS.

Presentations

Hugh Woodsend, Aston Down, is giving excellent gliding presentations around the country to RAF units, where it is compulsory to attend. These presentations are being very well received and the senior officers realise the benefits of this education. Perhaps we should invite talks by RAF pilots on their operations?

Mode S Transponders

The reason for the development of a Mode S transponder is that in Europe and some other very busy commercial flight operational areas the number of Transponder Codes has virtually run out. There are times when an aircraft is delayed on take-off solely due to

not having a transponder code available for ATC to read after take-off. With Mode S this problem will go away as there will be literally millions of codes available. Today there are 999 codes.

There are two different types of Mode S transponders that are being mandated and introduced for flights in controlled airspace where the carriage of a transponder is mandatory. Currently in UK it is mandatory above FL100 in controlled airspace.

EHS

– Enhanced Surveillance Mode S

This is being mandated for all aircraft above 5,700kg and speed of 250kt and above. This is basically for all commercial operators and already some operators are wishing to delay this implementation due to economic considerations. Whilst most operators will be equipped by March 31, 2007 there will be transition arrangements for aircraft operators to equip the remaining 10 per cent of an EHS applicable fleet.

EHS allows ATC to download the aircraft's speed, height, heading, and so on to, in effect, see the aircraft's flight path ahead of the aircraft.

ELS

– Elementary Surveillance Mode S

This is the type of transponder that will replace the current Mode A/C transponders. This transponder will transmit the aircraft's altitude and its identification. In theory all aircraft will be required to carry an Elementary Mode S transponder from March 31, 2008 in airspace that is mandated for the carriage of a transponder. NB: this may not apply to the open FIR.

At present there is no transponder available for unpowered aircraft that could be switched on continuously, without flattening our glider batteries within a couple of hours.

Current transponders transmit 70-150 Watts, which is the ICAO standard. The UK has developed a low-power, 20-Watt transponder that has been tested successfully and will hopefully be ready by 2008. This will require a difference to be filed with ICAO. Eurocontrol is now showing interest in this development.

If a suitable transponder is NOT available for unpowered aircraft by 2008 then those aircraft will be granted an exemption in the UK.

In 2005 the CAA will conduct a full RIA,



country

Plan for the future



Above: Carr Withall at London GC, Dunstable

a Regulatory Impact Assessment, for the introduction of Elementary Mode S transponders. This will be the time when all General Aviation organisations and individuals can have their say on this important topic.

A mode S code can be applied for at Gatwick. They need only the glider type and the BGA number and they will allocate the code. Telephone 01293 768374 or fax 01293 573860

8.33 KHz radios

These radios have been developed at great expense to give Air Traffic Control more frequencies in very busy areas. At present these frequencies are being used only in the airspace above FL245 in the UK and a little lower in Europe.

The CAA recently sent out a consultation document to introduce the use of these frequencies *en route* down to FL195 and in the major TMAs: London and Manchester.

There are NO plans to introduce the use of these frequencies into the lower airspace and open FIR.

For high-level gliding, above FL195, where we currently have wave areas the military will continue to use frequencies that are available on our current radios.

The plans for digital radios to be available by 2010 seem to be slipping by several years and therefore there may come a time by 2010 that all aircraft may be required to have radios that will have 8.33 kHz spacing. This is just speculation.

However, what is a fact is that such radios will never be cheap – this is due to the very expensive components within them.

Carr Withall
Chairman, BGA Airspace Committee
November 2004

WITHIN the Development Committee, we receive numerous phone calls from clubs asking about a wide range of subjects. Some lead to long and complicated discussions, over some months or even years. Others, however, can be answered very quickly, at least initially, by referring to BGA publications. Some of these are on the BGA website, whilst others need to be bought from the office. A list of what is available is on www.gliding.co.uk, so you can see if any might answer your questions: click on *information for clubs and members* on the main menu then *club management* (the list is near the bottom of the page).

Among documents to download is the *Site Operations Manual*, essential reading for club officers. This includes advice on the dry but essential topic of Airfield Safeguarding, which Roger Coote covered in a recent issue. Other manuals and information produced by the BGA and available online are: *Financial Help for Gliding Clubs*; *Winch Operators Manual*; and *Child Protection Policies*. There are also links to useful documents from other organisations, such as the Sports Councils.

Planning before you're forced to

A common enquiry we get is from clubs that have recently discovered that they have an exciting opportunity to acquire some new property, such as an extra chunk of land, or perhaps a glider. Or on other occasions, the reason for the call is that they have, sometimes rather belatedly, realised that they need to look for a new site or raise the funds to buy their existing site. The start of these phone calls is usually along the same lines: "we need to spend a lot of money on this new opportunity/problem – can you tell us where we can apply for a grant?"

Apart from falling back on my first line – see the first paragraph – I also ask them whether they have a business plan and/or Sports Development Plan in place.

Why do you need a business plan? For a start, if you are looking for a significant grant, a number of funding agencies, particularly the Sports Councils, require some form of business plan as part of any application. Now that Lottery grant funding is limited to one third of project costs it is important for the club to be able to show how the club will raise the other funds needed, either through grants or loans, and how loans will be serviced and repaid. In the case of the Sports Councils, they will also generally require a Sports Development Plan. The time to write these plans is when you have time to talk to your members properly, think through all the issues and generally take the time to make a really good job of the task. That way, you can have more confidence you have really identified the club's aims and are more likely to have the support of all the members

to achieve the aims. Trying to write a plan in a hurry, simply in order to jump through a hoop of someone else's making, is much more difficult and stressful and doesn't always lead to a good result. Another reason for a written plan is to make unexpected decisions easier. If you have strategic plans about the direction you want the club to go over the next few years, it is much easier to see how a decision fits into that background.

Some people resist the idea of treating a voluntary club as a business. However, while most clubs are voluntary organisations, not ordinary businesses, we must still be businesslike in the way we run ourselves. If you consider that most clubs manage a sizeable chunk of land and a range of expensive equipment, the committee's responsibility to do the best possible job with their members' money is obvious. Most officials are volunteers acting in their spare time and would like to get through the work in the minimum of time. Dealing in a professional way with the club's affairs sometimes makes for less work in the long run. I say 'professional' to indicate, not that we should pay officials, but that, even as volunteers, we should aim not to be amateurish.

So, how to go about making a plan? This is your chance to use some imagination and an opportunity to make a real difference to your club's future. It can be fun thinking out what your ideal gliding club would look like! Plans don't need to be very complicated, but they are more likely to succeed if members are consulted. You should aim to identify the club's strengths and weaknesses, recognise the opportunities open to you, and consider threats which the club might face. Potential crises should be considered, so appropriate safeguards can be put in place, and new ideas should be aired. When these building blocks are in place, you can create a plan for how you, with the members, want to see the club develop for the future, including general policies on membership, property and equipment and financial plans. If major capital projects are in the pipeline, clubs may need to be self sufficient as the availability and amount of grants reduces.

As part of the process, it can be useful to prepare a Sports Development Plan. This will typically include targets for membership numbers, the sort of flying you all hope to do and the progress club members will be encouraged to make, with practical action plans for how the club is going to get there.

If you would like to prepare plans for your club's future development and would like some help and working models, contact the Development Committee Chairman, Diana King, or Development Officer, Roger Coote.

Diana King
December 2004

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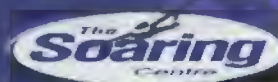
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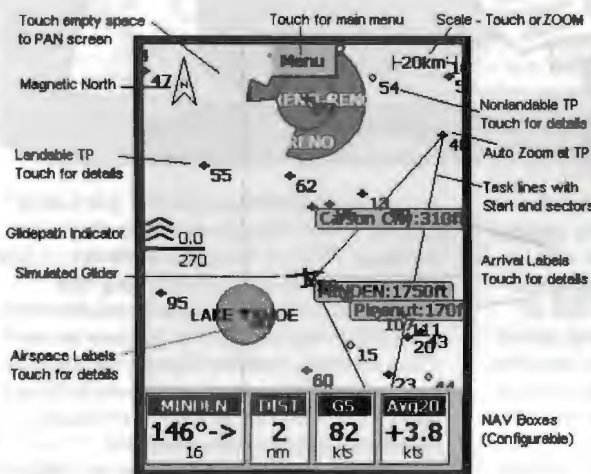
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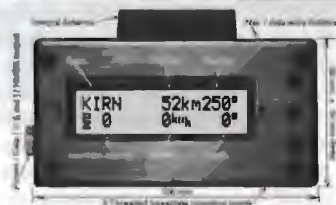
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TAIL FEATHERS

by Platypus



Film cannot lie...

I LOVE watching historical TV programmes, especially about World War Two, which I experienced from the age of five to 11 as a thrilling show put on entirely for the benefit of me and my fellow shrapnel-gathering urchins. My favourite trophy was an ME-109 cannon shell, which I kept trying to detonate. I obviously failed. (If you want to understand the mentality of that generation, watch John Boorman's splendid movie *Hope & Glory*.)

Many of these programmes have exciting commentary and exciting film clips. The only problem is the exciting words and exciting film clips don't match up.

Thus the always-stirring, dramatically-narrated story of the Battle of Britain is usually accompanied by shots of squadrons of obsolescent Junkers Ju 52s (trimotor transports with fixed undercarriages) which were never used against Britain. By way of compensation, many Battle of Britain documentaries also show pictures of Focke-Wulf FW190 fighters, which never appeared in action until about two years later.

The voice-over in a documentary about Doolittle's raid on Tokyo in 1942 refers correctly to the Americans' use of aircraft carriers and cruisers – but is accompanied by a magnificent film clip of a squadron of battleships in line astern. Doolittle's bombers each had three bombs – the small load being due to the extreme range – dropped from a low altitude, about 1,500ft – but the film, taken from the belly of a plane, shows huge strings of 20 or more bombs falling from at least 15,000ft. Obviously quite a different raid, quite different planes over a different target. What the Hell! It's showbiz.

They even managed to work in Japanese Kamikaze attacks (from 1945) – quite irrelevantly – into one such programme: it looks spectacular (though we've seen it a hundred times) so in it goes. That seems to be the only criterion.

Sometimes the makers of what purport to be documentary programmes about World War One insert whole clips from feature films like *Hell's Angels*, without mentioning that this footage of dogfights, with flaming Fokkers plummeting earthwards trailing dense smoke, is completely fake, shot twelve years after the war by Howard Hughes.

By the way, you can easily tell such fakes because the clouds show up clearly against the sky, and that was only possible after the introduction of panchromatic film and yellow filters in the 1920s. Before that all skies look dead white, being photographed with film that was excessively blue-sensitive. There exists no genuine air-to-air footage of World War One planes being shot down.

I could go on.

Don't – Ed.

But, getting back to our beloved sport (*That's a relief – Ed*) I fear desperately for the future of gliding documentary film, however lovingly and painstakingly assembled by Ted Hull and others who care for history and getting the record straight. If, after we are all dead, these ignorant commercial hooligans of the cutting-room floor get their hands on our heritage, then our cherished history will be, well, history. It won't exist any more. I can see and hear the future of cobbled-together-for-television gliding documentaries now, and I shudder...

...after stock shots of soaring albatrosses or eagles, and the usual dreary, predictable guff about "man's age-long dream of flight" (yawn) the voice-over gets into the hard facts: "Lilli Ental, famous German aviatrix (pictures of Amy Johnson climbing into a *Grunau Baby* at Dunstable) met her tragic end (dramatic footage of Percy Pilcher plunging into the ground, rather suspiciously done in high-quality Technicolor) at Kitty Hawk, the place being so named after her glider, the Hawk, and Philip Wills's wife, Kitty. Undaunted, the Wright twins, Wilful

and Awful, soared the Channel (picture of Colonel Cody's biplane cartwheeling on Salisbury Plain in front of a Rolls-Royce full of generals) and by demonstrating that Britain was no longer an island, inadvertently started the First World War (picture of mud-filled trenches, soldiers running around like ants, and gigantic explosions, which though they occur many miles away, are always heard absolutely instantaneously).

After the war, the Versailles treaty forbade the Germans to have bicycles or cars, so the only way they could get around was by catapulting each other off mountain tops in the hope of reaching the next village (footage of American, Australian and French gliders plunging into American trees, Australian lakes and French vineyards; no German aircraft or scenery to be seen). However, it was British pilot Robert Stephenson – still remarkably spry after single-handedly creating Britain's railroad system and writing the best-selling *Treasure Island* – who soared the English Channel in 1939 (film of ASH 25 at 40,000ft over the Owens Valley) proving that Britain was no longer an island and inadvertently starting the Second World War (shots of ME-163 rocket fighters over London's docks with that famous vertical black explosion from Pearl Harbour mysteriously worked in...)

It'll probably get an Award for Cinematic Excellence.

And the audience will just love it.

Poetic licence

In my capacious postbag this month I find a charming, if somewhat delayed, reaction to my poetry page of a couple of years ago called Haiku or, for soaring pilots, *Hi-Cu*. You should have no difficulty in deciding from which country the letter originates. I have left the spelling unaltered, since it has a delightful poetry of its own:

"Haiku, well known to the world, is the poetry purposely expressing spiritual and literary matters, describing author's very sensual feelings and minds, with noble wordings. People who can make "Haiku" are normally regarded as the very highly educated.

Instead, Japanese people have "Sen-ryu" poetry with 17 syllables, looks similar to the



Film clips don't match up



jokes about everyday life

"Haiku". But it is for acute criticisms and jokes about everyday life, the poor politics and for everything.

I enjoyed the article very much and it had made me laughed very aroud. I wish my friend Japanese pilots could read and understand the article without translating it.

To me The Tail Feathers is THE most difficult and challenging part of the magazine. But I only recently reached to the level to learn and study about the logic of English language. Sincerely yours, etc"

I am in total agreement with "The Tail Feathers is THE most difficult and challenging part of the magazine" but that is because I have to write it. When Naoaki, for that is his first name, learns the logic of the English language, I hope he will tell me what that is before we both get much older. The logic of my native tongue is an elusive thing, and it may take someone from a long way off to capture it.

On a higher plane

Here is another letter from a fan. Ah, my public, how I love them – and they me!

"Having read and laughed about TINSFOS and all the wonderful Platypus texts I hope you're just converting to an even better plane. Happy landings and merry X-mas
Martin ****, Austrian glider pilot"

Sorry, Martin, but I really am selling up for good. The better plane I am converting to is the cultural and spiritual plane of Haiku, string quartets and travel to ancient lands before they are destroyed by extreme wealth or extreme poverty.

That reminds me, thinking of the logic of the English language: a rather precious book critic said some years ago, writing of the great aviator-novelist Antoine de St Exupéry¹, that he "had experienced love on several different planes." French fliers are pretty innovative, as we all know if you have attended any world championships, but in the days before the autopilot that really took some doing.

1. Author of *Night Flight*, *Flight to Arras*, *The Little Prince*, etc. He vanished on a reconnaissance mission in a P38 Lightning late in World War Two. It is recently rumoured that his plane may have been discovered on the Mediterranean seabed.

TINSFOS and bum notes

One addict of very small gliders – well, Francois Pin², PW5 World Champ, no less – has written to ask whether I chose to play the cello because, as a proponent of the slogan, "There is No Substitute for Span", I must inevitably prefer the big instrument to the little ones. My first reaction to this seemingly facetious remark was to say dismissively that there was no parallel whatever between long wings and long strings.

Having heard the high-altitude screeching of massed amateur violins, however, I have realised that the big instrument is much more tolerant of finger-fumbles. Likewise, the pilot of a grand *planeur* can get away with errors that punish little guys mercilessly.

Let's hear it for the freeloaders

Still on the Food of Love: I read that people who take the opportunity to download tunes from internet music-sharing sites for nothing, but who never upload any tunes for others to enjoy, are known in that community as "leeches" and are denounced in terms that George Moffat would endorse. As in gliding, leeches are so numerous in our society because Darwinian evolution obviously favours them. Heroic leaders, from Achilles onwards, are eliminated abruptly from the gene pool before they can reproduce in quantity.

Just when you thought it was safe to fly again

Last issue's announcement of my retirement from flying as Pilot-in-Charge must have brought tears to a few eyes, and tugged at some magnanimous heart-strings, since it has brought a Christmas bonus – two renowned exponents of the soaring art have each offered me a back seat in competitions in the coming contest season. Apart from supplying peebags at frequent intervals (we are all getting on a bit) my duties have not yet been spelt out. I could of course take the entire BGA Rule Book with me – maybe in electronic format after scanning the Rule Book into my latest Mac G4 portable – so that I could say at some critical point in the flight, "Guess what we can get away with under Rule 372, paragraph C, subsection iv, down the next leg, Bert!" (Neither of them is called Bert: I wish to keep you in suspense.) Other pilots never have the benefit of an in-flight legal advice service. With these complicated modern tasks it's all but essential; the brain of a solo pilot in a competition is overloaded and cannot grapple with these problems at 500ft – or any altitude – even if he works as a trained barrister Monday to Friday. The back-seat lawyer could be a major strategic

2. A serious discussion of the case for the World Class, with contributions from its critics and supporters, will appear in a future S&G – Ed.



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a little series called STINC

advantage to the guy in front. Perhaps I am getting above myself, though. I can see the response my generous offer will receive: "Er, that's hugely kind, Plat, but all I want from you is the peebags, thanks very much."

Anticlimax

If you want readable copy for a fluffy, lightweight column like *Tailfeathers* you need to do something truly dumb for the readers to laugh at. Well, not so dumb that you fail to get the copy in at all, obviously.

Indeed I plan in future issues of S&G to run a little series called STINC – or, *Stupid Things I Now Confess*. You can imagine the likely content, based on 40-odd years of narrow escapes and utterly unmerited good luck. Stuff I could not tell before because of the CFI and the insurance companies – not to mention my partners.

However, my last field landing before I retired as Pilot-in-Charge fails miserably by every journalistic criterion. It was July 2004: I got over-confident in very flaky weather, and finally had to pick a field near Chipping Norton, with a passenger in the back seat who had never experienced an outlanding before. I regret to disappoint you, but the whole thing was a copy-book exercise. Lovely surface: a former wheat field, now set-aside – there has to be something good to say about the European Union's Common Agricultural Policy – with a gentle up-slope into wind. I even remembered to put the wheel down. No hilarious anecdotes about enraged farmers chasing one with a shotgun, or inquisitive cows eating the control surfaces, or amorous bulls trying to mate with the ASH 25. The farmer insisted on providing his Land Rover to get the trailer to the glider and then to the main road, and refused all payment, saying it was a new experience that he had much enjoyed. Then we got home in one piece without jack-knifing the trailer.

Is that all? Ed.

Sorry! Plat.

Huh! I should think so! Ed.

mdbird@dircon.co.uk

The Platypus Papers: 50 years of powerless pilotage (hardback, 160 pages and 100 Peter Fuller cartoons) costs £19.95 + £3.50 p&p – buy at www.gliding.co.uk

18-metre Discus 2c

Jochen Ewald tries out the new offering from leading German factory Schempp-Hirth: the Discus 2c with 18-metre tips

A NEW CONCEPT is becoming more and more popular: unflapped gliders with exchangeable 15 or 18-metre span are attracting more and more buyers in today's gliding scene. After the LS-8/18 with wing extensions to 18-metres (now in production again at DG Flugzeugbau) and the ASW 28-18, with its wing sections further inboard, Schempp-Hirth has now flown its contender in this category of the Standard Class.

Its new Discus 2c has a triple-trapezoid four-part wing with the dihedral increasing in three steps towards its wingtips, which are formed by slightly outwards-pointing Maughmer winglets. It is easy to rig, with a tongue-tongue main spar connection held by a central bolt, which is secured behind a spring lock. Automatic control connections are of the Hähnle type, while waterballast valves interconnect via torsional links. The outer wing sections slide on to the outer spar tongue ends and are held by horizontal bolts, pushed in by levers that disappear down into the gap between the wing sections; the outer aileron parts connect to the inner ones via small, flat tongues. The leading edges of the inner sections contain integrated waterballast tanks, each of 100 litres capacity, which are filled through lids in the upper surface at their outer ends and emptied through valves at their bottom close to the wingroots.

The fuselage comes with the latest internal safety features; a big suspended retractable main wheel with hydraulic disc brake; and a tailwheel. A battery holder in the fin allows crude adjustment of the c of g, while the 6.5-litre fin tank (with interconnected dump valve) compensates for the moment of the main waterballast tanks in front of the c of g. The tailplane is fixed to the fin using the



Hähnle system familiar from earlier versions.

Anyone who has flown Schempp-Hirth gliders already will feel at home on entering the new Discus 2c's roomy cockpit. It is equipped with the popular, well-arranged interior familiar from earlier models.

The fuselage itself is much the same as the recently reviewed Ventus 2cx (see *short-eared Ventus 2cxT*, August-September 2004, p19), offering more space in the cockpit and improved internal safety features compared to earlier versions of the Discus. Its tail unit also has the new, lower-drag aerofoils and enlarged rudder surface of the latest Ventus.

The newly designed outer wing sections for the 18-metre Discus 2c, with Maughmer winglets that point slightly outwards, were fitted for my test flight, while the new 15-metre outer wings were still under design when I visited Kirchheim.

The canopy with its single lever opening and jettison lever (when it's opened in flight, the right hinges break off and the canopy can fly safely off) and the instrument panel,

which swings upwards, offer easy entry to the cockpit. The seal on the inside of the cockpit frame deforms a little when you put your weight on it as you climb in, but it seals perfectly in flight. To make entering and (emergency) exit a bit easier, I would like small steps on the cockpit floor between knee support and pedals. This would also prevent the nice seat cushion becoming damaged or soiled.

All the controls are ergonomically placed, except for the cable release button, which I think might be situated a bit higher (or, even better, on the left cockpit wall) to avoid pilots with thicker thighs fumbling in between their legs to grab it should they need to release quickly.

Another, secondary improvement might be the knob to adjust the front ventilation above the airbrake lever: a flat disc, it isn't easy to grasp.

The rudder pedals and the backrest are adjustable across a wide range and will fit nearly all pilots. There are two battery



From left: the long wings; (top) outer end of the inner wing section, showing the tongue that links the ailerons; (bottom) the outer sections are secured by a horizontal bolt operated by this lever; the Discus 2c face-on; evening dew highlights where the spar is; the inner wing sections can be carried comfortably by the spar tongues protruding from both ends





Left: the elegant addition to the Schempp-Hirth fleet
Right: flown by Bernd Weber over the Teck & Alb region
Above: a lifting panel makes cockpit entry and exit easy



holders in the cockpit area, one on the floor in front of the instrument panel, another one behind a lid in the mainframe GRP cover.

Nice touches are the bag tailored to take the aircraft's papers as well as the main bolt and rigging tools – this is fixed to the rear side of the backrest – as well as two pockets on the cockpit wall to take all the things you need in flight.

The prototype I flew had an empty weight of 278kg. My (unballasted) take-off weight was about 365kg with the tail battery inserted, producing a relatively rear c of g position.

Their dihedral, increasing in steps, gives these 18-metre wings excellent ground clearance, even more than most conventional 15-metre gliders. The ailerons worked straightaway, even in crosswind conditions. Both these features make this glider suitable for less experienced pilots.

On aerotow, even with the stick slightly back, the Discus 2c's ground run appeared a bit longer than expected: it lifted off above

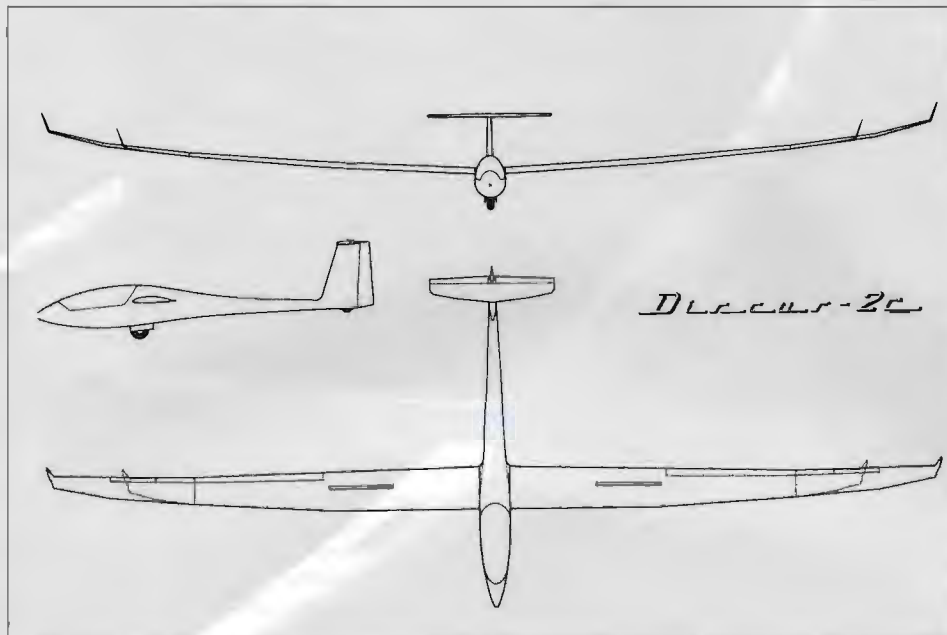
minimum speed, at about the same time the Christen Husky tug lifted off. On aerotow at 115km/h, its nose relatively high, the tug appeared only just above the panel – this indicates how the designers dealt with the problem of optimising the performance of unflapped gliders: these show a relatively big difference in their angle of attack between slow and fast flying speeds, and their fuselage aerodynamics have to address this problem. To minimise the fuselage drag over the whole flying speed range, the angle of incidence between wing and fuselage has to be chosen very carefully. Nevertheless, a bit more ground angle of attack achieved by a slightly higher main wheel would result in shorter launching ground runs, especially desirable when slower tugs like motorgliders are being used. Otherwise, the cockpit view was fine, and the fresh air ventilation through the front opening and the sidewall nozzle was as it should be.

The undercarriage was easy to operate with the lever at the right console, and the

button of the spring trim on the right console permitted precise and easy trimming to any speed in the range after swinging it a bit to the right to unlock it.

The slow speed and stalling characteristics were exemplary for use of the Discus 2c as a first single-seater during pilot training. Below 65km/h IAS, buffeting could clearly be felt, while the ASI needle dropped about 10km/h due to the wingroot vortexes hitting the pitot tube in front of the fin. When I pulled the stick further back this resulted in a clearly visible increase of the angle of attack and was accompanied by shaking – still under full control. With the stick fully back, staggering started, which finally lead to a soft wingdrop. Easing the stick a bit forwards stopped the autorotation immediately. With the big two-bladed Schempp-Hirth brakes open, the behaviour was the same, at about 7km/h faster, and the final full stall appeared even more stable, without wingdrop. When stalled during circling, the Discus 2c behaved also completely gently and showed





Discus 2c-18 data

Span:	18m/15m
Length:	681m
Wing area:	11.36m ² /10,16m ²
Wing aspect ratio:	28.5 22.2
Empty weight:	275kg/265kg?
(Discus 2cT with engine)	325kg/305kg)
Max waterballast	200l (wing) + 6.5l (tailfin)
Max take-off mass:	565kg/525kg
Wing loading:	31-50kg/m ² /33-52kg/m ²
Max speed:	280km/h
Best glide:	performance data awaits
Min sink:	Idafliæg evaluation



Top left: three-view of the new Discus 2c-15/18

Top right: the tailplane uses the new low-drag aerofoil

Above: the Maughmer winglets point slightly outwards

Below: fin battery lets heavier pilots adjust the c of g



All photos: Jochen Ewald

no sudden, uncontrolled movements.

The roll-rate was excellent: at 100km/h I measured only 3.8 seconds for the 45°-45° bank change – this is only marginally more than older 15-metre versions! At this speed, and also slightly below, control harmony appeared perfect – full application of rudder and aileron resulted in the string staying nearly perfectly in the centre. Only during very slow thermalling was more rudder required. This, together with the light, but unambiguous control forces and the clearly sensitive lift status report of the aileron made centring and thermalling in this glider real fun.

Flying in smooth thermals, the Discus 2c appeared to climb best at a speed of about 80km/h, while stronger and narrow thermals offered most fun circling at 45° bank and 85-90km/h. The Discus 2c thermalled stably and appeared to be an excellent climber. In the high-speed range, it was also stable and comfortable. It obviously need not fear comparisons to the older Open Class gliders of the 20-22-metre generation!

The Schempp-Hirth airbrakes were really effective, enabling very steep approaches. When opening them, the trimmed speed increased by 10km/h, making trim adjustments during the approach unnecessary.

Sideslipping presented no problems: with full aileron, about 80 per cent rudder and the stick slightly back, it was very stable and effective and, as a side-effect, also improved visibility towards the landing field with the nose now over to one side. Even with full airbrakes, elevator during sideslip was effective enough to prevent it from increasing speed, and the glider really did descend as steeply as you could imagine.

Completely held off, the Discus 2c touched the ground first with its tailwheel before the main wheel came down softly. This big wheel was well sprung and would dampen the effects of even rough ground on bumpy airfields satisfactorily. The hydraulic



disc brake was easy to close with the lever in front of the stick, and the tailwheel load was high enough to permit effective braking without the risk of the nose nodding down and becoming scratched, while aileron control remained perfect until standstill.

The 15-metre outer wings will be ready soon, and the Discus 2c is also going into production as sustainer motorglider (Discus 2cT) equipped with the renowned Schempp-Hirth turbo drive (No. 2 will be one of these). Both the Ventus 2 and the Discus 2 fuselages are (as long as there is no engine installed) also suitable for installation of the recently certified Streifeneder-MVEN GRS RADA 500 ballistic glider rescue system. Compared to the usual personal parachutes (whose buying price and often discomfort then can be spared), this system allows successful rescues from situations previously categorised as hopeless. Depending on customer interest, Schempp-Hirth is thinking about including this item on its extras list.

In conclusion, I can say that, with the Discus 2c, Schempp-Hirth's engineering team (led by Helmut Treiber) has again created a new glider which meets nearly all the requirements of a wide range of customers from top championship experts and normal club and private pilots.

The build quality is excellent, it flies safely and is well-harmonised, with light control forces and excellent flying characteristics – in other words, a glider which is really fun to fly and which, with its top performance, appears to follow on smoothly from the big successes of its stablemates. A large range of wingloadings can be achieved in both the 15- and 18-metre configurations, making it easy to choose a suitable configuration for the conditions. And, last but not least, its really gentle and easy-to-handle slow flying characteristics make this glider suitable for all-round club use – an important feature in determining the long-term value of a glider.

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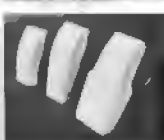
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The will to win...

Standard Class Junior World Champion Jez Hood (right) seeks to explain some of the less tangible elements of competing successfully

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WHEN S&G's editor asked me to put down in words what I think makes my flying successful a blank, vacant expression came over my face.

"I don't really know," is what I thought.

"No problem," is what I said.

So began the task of trying to define the factors that, for me, really do contribute to successful comp flying, and make the difference. I'm not going to even look at equipment – that's a given – you have to have the right kit for you: equipment that you are completely confident in.

I'm not going to tell you how to read the sky, to climb well, or how to use wave/blue thermals or final glide well. What I'm going to try and do is to tell you how you can fly competitions more successfully, and ideally win, by using your head even when you're not flying. However, this is not based on scientific facts or good psychology – only on "stuff that I think is important to me".

The will to win

Let's start with what I think is the big one: your potential in many things, and it is very true in gliding, is directly proportional to your will to win, your competitiveness, your bloody-mindedness, your stubborn streak, or whatever you want to call it.

I think most people who know me would agree that I have all of these factors in abundance. As a child I was a horribly bad loser, and this has not got a lot better since. I am stupidly competitive sometimes – with anything that can be turned into a contest

being so transformed (the lighting-a-match-with-one-hand-contest resulting in a painful reminder). But I believe strongly that unless you want to win more than anyone else in a contest, and believe you can win, then you probably won't.

Now the problem with this is that it's a hard thing both to define and quantify, and to control. How do you know if you've got that "will to win"? The competitiveness to really want to beat every other pilot? Only you can decide that. But if you do have it, how do you manage it to its full effect? One thing's for sure: if it's not properly dealt with, it can very easily damage your performance: it has to be controlled.

I've tried to think of some perfect formula for this, but I can't – I'm sure there's some great books about it somewhere... My own philosophy is that you must use it to build self-belief within yourself, channelling uncontrollable blind competitiveness into something that works for you.

What I'm *not* saying is that you have to be the most physically competitive person at a competition to win – that you have to fly on lower or stretch the glide further than everyone else. Competitiveness is all in the mind.

Visualisation

Well, here's about as psychological as I get: visualisation is a useful tool that can enable you to deal with stressful situations before they occur. This idea was first introduced to me during team training at Ontur a few years ago and although sceptical about it

at first, I then realised that to some extent I did it anyway, but more retrospectively, and in a much less focused way.

The main premise is to get your head into the glider, even when you're not flying – whether this comes to you as easily as a daydream about flying, or whether you have to set aside time to do this – I recommend that you do it. Whichever way you do it, it's an important thing to focus on.

Here's an example of what I mean.

So, you've had a good first leg to your flight, got ahead of a few people. Things are going well; you're feeling good. You bounce one climb, as you're still quite high, but miss the next one – although it looked good there was really nothing to stop in. It looks like there's a bit of a glide to the next working cloud, but you feel confident about it.

Arriving there low, it's not really what you needed, but you have to take it to stay in the air. After five minutes of grovelling, the guys you beat to that point fly overhead, climb quickly, and disappear off on track.

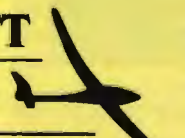
What do you do next? And – more importantly – how do you feel, mentally?

This is a picture that I think everyone can relate to, but what happens next, and how you react to it, is what then counts. I know you're probably thinking: "Well, of course, I'd stay there and climb," and I'm sure you would. But how quickly are you going to be able to focus 100 per cent on climbing away? How are you going to feel about that moment for the rest of the flight?

I can't give you the answers, as we can

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only fly our own flights as we see them, and there are plenty of bar stool pundits to tell you how they scrape away from 50ft. But if you can go through scenarios like this one, and deal with the potential outcome and how this might affect your performance for the rest of the flight, or competition, then when the actual event happens it will be easier to deal with. You won't find yourself shouting in the cockpit so much anymore (well, my shouting days have been reduced dramatically), as you will have already identified the problem and considered it before it actually happens.

Approach to competitions

I feel this is really important. The comps I have given lots of time and consideration beforehand are those where I've collected the best results. And I can pin some of my worst results down purely to my approach to the competition. Then, it was invariably some external influence I could not control (my final year at university being one of the biggest factors so far) that was the primary cause. There are always going to be years where you just have too much going on, or a major event that will take all your focus away from gliding, and that's just life; it's all a personal balance (or that's what I keep being told, anyway). But when you can put time aside to get in the right place, it's such a big help. Here are a few key factors:

Practice: Physically, the biggest and best preparation is practice. It's an obvious point, but the more you fly, the more comfortable you will be when taking off on that first day. It all comes back round to a psychological angle in the end, where one element will boost the other. If you feel that you have done enough practice, whether that's 25hrs or 125hrs, then you'll have the best possible mental attitude in your next comp.

Aims: Think about the comp in general – your aims for each competition – and make them specific. If it's a comp you've done before, then make it your aim to place higher this year than last year, or a top ten placing, or to win!

Actions: With a goal in place, ask yourself what you need to do to achieve it, mentally, physically and in terms of equipment. If it's just more flying – then do it. If it's working on a mental approach to comps, then give

this some thought and develop your own strategy. Then just spend even more time thinking about it, and looking forward to it.

During the flight

What can be done at this point? Hopefully, quite a bit. It comes back to visualisation. Essentially it boils down to one simple question: *where is your focus?*

Now, very simply, this means that you have to be focused on the right area at the right time. The point of your focus whilst flying on task can be in a number of places, and your current physical position (whether it's high or low, near the start or near the finish) can be defined in several different ways. The secret to maintaining an effective mental attitude during the task is simply to work out where your focus should be, considering your position. Your focus can be described as two different states:

1. Keeping your focus internal:

If you're low, and concentrating on finding a climb don't get distracted by guys running on above you – a complete waste of concentration. Focus inside the cockpit. That should not be taken too literally, but means don't spend any time concentrating on things that don't concern you that minute. Don't worry about the clouds 30km down track; they have nothing to do with your flight as it stands, or the fact that you're no longer going to win the day. If your thoughts start spiralling down like that, it's amazing how quickly you will as well. When you can cut all of that out; step out of the task, and focus entirely on your job at that moment, you'll be amazed how many times you can climb away more effectively.

2. Allowing some focus to go external:

If you're running high, in a good groove, reduce your focus a little to spend some of your capacity observing more external elements – the guys tracking 3km out to your left, the clouds 30km down track (you're allowed to look at them now). Just allow yourself more time to think outside the cockpit, to enable correct decision-making throughout the flight.

Weak points

I think you need to do some analysis of your own competitions so far and ask yourself: Am I a first day choker? Or a last day fluffer?

Or can't recover from a bad day, because I compound it with another?

Find out if there is a pattern in when things tend to go wrong for you, and work on countering it. I tend to have good first days, and they generally get me into a good rhythm for the rest of the comp, but I'd thrown away a strong placing on the last day a number of times. Every other comp I'd done really well in, we'd always scrubbed on the last day, so I began to feel a growing anxiousness that one day I might have to fly on the last day! The only way to fully get through this was eventually to fly on the last day in one comp last year, and the result wasn't too bad! But in building up to this, I gave it a lot of time in my head to work through scenarios, and just come to terms with the fact that it's just another comp day.

Review your flights

Although it does sound a little sad actually saying it, reviewing my flights is something I spend quite a bit of time doing, as well as looking at other people's flights from the same day. With the traces in front of me I'll try to compare what I did, try and remember what the sky looked like, look what they did, and work out what proved to be the right decision in the end. Most of the time I'll simply rerun my flights in my head whilst heading into work, or driving along, and try and work out what decisions I could have made to make the flight more successful, or just remember a great day out, and try to keep why it went well fresh in my head. At the very least, if it helps you remember why you go flying, then it's got to be a good idea. But if it helps you understand how and why you make decisions during a comp flight, then it's a great move.

So, there they are: the factors that I feel are important to my competition flying at the moment. There may be others – things I haven't noticed or realised yet; things that I'm sure I've still got a lot to learn about. But there's one thing I am certain of: gliding competitions are won by the person who's flying in the right place in their head, with the right self-belief in their heart, and, of course, who has the obligatory good luck ...

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Gliders and helis don't mix

Many of you may not have seen the full deliberations that are published after each reported Airprox. And none of us wants to end up the subject of an airprox report – as this unidentified glider pilot did. The UK Airprox Board (UKAB) does not allocate blame; instead it assesses risk to share its findings. But if the glider pilot can't be traced, of course, then his or her side of the story cannot be heard

AIRPROX REPORT No 90/04

Date/Time:	18 May 1250	
Position:	5128N 00112W (1.5nm SSE COMPTON VOR)	
Airspace:	London FIR (Class: G)	
Type:	Reporting Aircraft	Reported Aircraft
Operator:	Chinook Mk2	Untraced Glider
Alt/FL:	HQ JHC	N/K
	3000ft	N/K
	(QNH 1025mb)	
Weather:	VMC Haze	-
Visibility:	10km	-
Reported Separation:	80m H, nil V	NR
Recorded Separation:	Not recorded	

PART A: SUMMARY OF INFORMATION REPORTED TO UKAB

THE CHINOOK MK2 PILOT reports that his helicopter has a green camouflage scheme, but the landing lights and HISL were on whilst outbound from Odiham after a SID 2 departure. He was in receipt of a RIS from Odiham APPROACH (APP) on UHF and squawking A4562 with Mode C, but neither TCAS nor any other form of CWS is fitted. Flying in level cruise at 3000ft London QNH (1025mb), the visibility was >10km in haze 'down sun', but reduced 'into sun' whilst operating some 1000ft below scattered/broken Cu with a base of about 4000ft.

Approaching the COMPTON VOR heading 330° at 120kt, Odiham ATC reported a radar contact at 12 o'clock 1.5nm away, he thought; a glider was spotted 1nm away at the same altitude heading away from his ac. However, the glider turned L so he turned his Chinook R to avoid it. But the glider pilot continued his L turn through 180° and ended up pointing almost directly at his helicopter. The white glider (with a red nose cone) passed about 80m away down the port side of his helicopter at the same altitude with a "high" risk of a collision.

THE CHINOOK MK2 PILOT'S STATION comments that this Airprox occurred in an area of poor coverage for Odiham's radar. A radar handover to Brize Norton was in progress and the contact, 1 of 2, was reported by the Brize controller "half-mile in 2 o'clock" to the Odiham controller, who then relayed it to the Chinook crew. As gliders are difficult to identify on radar and have no transponder, it cannot be positively determined that the Airprox was with the reported traffic.

This incident occurred in one of the worst

hotspots for high VFR traffic density: the Compton VOR. In the conditions on this day, a glider would have been very difficult to spot until quite close. Similar problems occur in the western instrument approach lane, which is just N of Lasham Gliding Centre. Whilst this Airprox will remind aircrew of the importance of good lookout when under a RIS in a high-density area, could more be done by the glider pilots to look out for and keep clear of military ac? Additionally, more could be done to assist controllers in identifying glider returns; glider pilots have apparently resisted pressure to incorporate SSR equipment in their sailplanes on the grounds of cost and weight. But would the extra margin of safety that would be afforded, justify a call for gliders and other light ac in the busy skies over southeastern England to be fitted with SSR equipment as a mandatory requirement.

AIS (MIL) reports that only intermittent primary contacts are shown on the Heathrow 10cm radar recording, which may, or may not be, the reported glider possibly in an orbit some 1.5nm NNW of the reported Airprox position. The Airprox seemed to occur moments after 1250:52, when the contact was very intermittent; the glider seemed to track SW passing over Greenham Common where it faded from radar. However, despite exhaustive enquiries and a detailed systematic search for the glider, tracing action has proved unsuccessful. Consequently, AIS (MIL) have been unable to identify the reported glider.

MIL ATC OPS reports that Odiham RT tape transcript timings were found to be inaccurate by 1hr 2min; action has been taken to rectify this situation and all timings in this report have been corrected to UTC. The Chinook crew was in transit from

Odiham to Boulmer, via Cottesmore and Leeming. The helicopter was identified on radar by APP at 1242:31, instructed to climb to 3000ft QNH (1025mb) and placed under a RIS whilst approval was given to carry out a "SID 2". APP commenced a prenote of the flight to Brize Norton ATC Assistant (FOA) at 1243:16, which took nearly 1 minute to complete. The Chinook crew reported "...reaching 3000ft" at 1244:40. Traffic information was passed to the Chinook crew at 1245:55, "[C/S] traffic right 1 o'clock, 6 miles manoeuvring, no height." At 1248:42, APP passed the Chinook crew the Brize Norton squawk in preparation for handover with Brize Norton LARS (BZN), which commenced at 1249:40. During the handover BZN reiterated the type of service – RIS – and pointed out conflicting traffic at "right one o'clock, crossing right left, no height; further traffic 12 o'clock 3 miles ... manoeuvring no height", which was relayed to the crew by APP. The Chinook crew reported "visual with the traffic in our 12 o'clock" to APP, before switching frequency to BZN at 1250:28. Details of the Airprox were later passed by the Chinook crew to Brize Norton SUPERVISOR at 1307.

The Heathrow Radar recording shows the Chinook, 9nm SE of CPT, tracking 330°, squawking A4562 indicating FL30 Mode C. A contact that may or may not be the reported glider is displayed at 1247:42, in the Chinook crew's 12 o'clock 6.5nm with no Mode C. The contact disappears from radar at 1248:27, and reappears at 1249:05. The Chinook changes squawk to A3715 at 1248:57, indicating FL29 with the glider in the Chinook's 12 o'clock – 4nm. At 1249:48, just after the handover commenced, the helicopter's Mode C indicates FL30 with a horizontal separation against the 'pop-up' primary contact of 3nm. The glider disappears from radar at 1250:09, before reappearing at 1250:36 for one sweep when the 2 ac contacts are three-quarters of a nautical mile apart as the helicopter closes from the S.

The Chinook had departed Odiham under a RIS at 3000ft (QNH). At the time of handover, APP did not observe any conflicting tracks in the vicinity of the Chinook and the traffic information given about the glider was pointed out by BZN during the handover. No limitation of service was applied to the Chinook by APP, which would imply that the conflicting glider should have been painting satisfactorily on radar.

HQ JHC comments that this Airprox occurred during a period of high workload for the crew of the Chinook. Although the

radar service provided to them had not been limited, they had been warned of at least two contacts in their area and a potential accident was avoided by their good lookout and subsequent actions. This area to the W and NW of Odiham is renowned for gliders and due to their streamline design and colour they are extremely difficult to spot visually. This Command strongly supports the call for mandatory IFF in all ac, which is viewed as a step forward to improving flight safety in busy airspace. It is of concern that the glider pilot appears not to have seen the Chinook. This Airprox serves as another reminder to all airspace users of the need for thorough lookout at all times.

PART B: SUMMARY OF THE BOARD'S DISCUSSIONS

Information available included a report from the Chinook pilot, transcripts of the relevant RT frequencies, radar video recordings, and reports from the appropriate ATC and operating authorities.

The STC member was surprised that the Chinook crew had chosen to retain a radar service from Odiham; he thought Benson might have been able to provide a better service in this vicinity. However, it was pointed out that Benson is not a LARS unit and would probably only work the transit if the flight would either directly effect their traffic or route through their MATZ. Nevertheless, Brize had detected the contact and traffic information was relayed by Odiham APP at a range of 3nm, which had enabled the Chinook crew to sight the circling glider. Despite the helicopter pilot's avoiding action turn, it would appear he achieved only 80m separation against the glider – less than ideal – and he was evidently concerned that the glider pilot had carried on turning toward his helicopter rather than taking more appropriate action to stay clear. Whereas the helicopter pilot was clearly required to avoid the glider and had been thwarted when he had tried to do so – it seemed inconceivable to some members that the glider pilot would not have been aware of the presence of the Chinook by way of its size and the sound of its engines. Notwithstanding that 'flying machines' are required to give way to gliders in the 'see and avoid' environment of the Open FIR, both pilots were ultimately responsible for affording appropriate separation against each other's ac. However, some members opined that the glider pilot might well have been turning for this very reason – to keep the helicopter in sight – and the turn might have appeared more threatening to the Chinook crew than might have been the case. It may have been that the glider pilot felt the separation was adequate and he had thought he had the situation under control, for in general terms glider pilots are quite happy operating relatively close to other gliders and tugs – but this was mere speculation. However if the separation was indeed as reported by the Chinook pilot, and the

AN Airprox is a situation in which, in the opinion of a pilot or controller, the distance between aircraft, as well as their relative positions and speed, were such that the safety of the aircraft was or may have been compromised.

The UKAB, which is made up of pilots and controllers, does not apportion blame or liability: its sole aim is to enhance flight safety by assessing airproxes in terms of cause and risk and by then raising awareness of its findings in the aviation community.

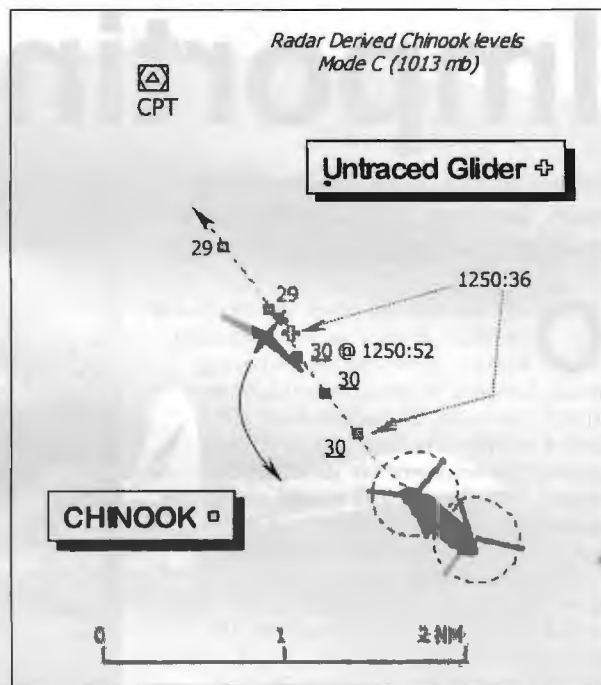
There are four risk categories (agreed at international level):

- A: actual risk of collision*
- B: the safety of the aircraft was compromised*
- C: no risk of collision*
- D: risk not determined*

Safeguarding anonymity is a deliberate policy to encourage open and honest reporting

Board had no reason to doubt the veracity of his account, the glider pilot should have turned a little less to open the separation. Either way it was not advisable to get too close to any helicopter, especially such a large machine and the glider pilot would have been well advised to stay well away from a twin-rotor Chinook in his lightweight unpowered ac.

The glider pilot correspondent undertook to ensure that the BGA instructors committee was aware of this Airprox. Nonetheless, without the glider pilot's report it was impossible to know if he did, or did not, see the Chinook and without a continuous radar recording that illustrated the event it was not possible to ascertain independently the minimum separation that pertained here. The Board was advised that it should have been very easy to read the competition number or identification letters on the tail of the glider, but there was no mention of either in the Chinook pilot's report. Furthermore, it is not that easy to 'run away' from military traffic in a glider and it is often much better to try and make the ac more conspicuous by banking quickly one way and the other to get the mainplane to flash in the sun and provide a better plan view for the crew of the other ac. The highest concentration of gliders on thermal days will generally be from the cloudbase down to about 2,000ft agl. Therefore, operating helicopters where feasible below this height can reduce the risk. On the topic of SSR transponders, it would appear that glider pilots are not averse to transponders on the grounds of cost and weight; the overriding issue would appear to be one of battery power. Developments are under way to produce lightweight and low power versions that will be suitable for all unpowered flight, but they have as yet to come into production.



The Board's assessment of this encounter was severely hampered without a report from the glider pilot and his view will forever remain a mystery. With that in mind the Board could only conclude, rather unsatisfactorily, that this Airprox had resulted from a conflict in Class G airspace with an untraced glider, but that insufficient information was available to the Board upon which to make a determination of the inherent risk.

PART C: ASSESSMENT OF CAUSE AND RISK

Cause: Conflict in Class G airspace with an untraced glider.

Degree of Risk: D

Hugh Woodsend, gliding's representative on the UK Airprox Board, adds:

UKAB is set up to look at all incidents within UK airspace and to recommend improvements. It does not seek to blame any parties concerned.

It consists of very experienced people from a variety of backgrounds, civil and military, and meets every month.

In general there are perhaps two incidents monthly involving gliders.

With many of the incidents, the gliders are untraced. It is very important to get input from both pilots as it makes it very difficult to recommend improvements if we cannot trace the gliders concerned. Without any input, I have to guess the likely scenario; I would much rather be more accurate.

In this incident, we all felt it was important to stress the dangers of flying close to helicopters, particularly a Chinook. Even at this late stage, if you were the pilot, I would like to get some feedback from you.

Report 90/04 reprinted courtesy of UKAB

Importing a Pawnee

Bob Cassidy explains how his club, Borders, acquired its new towplane – registration GC-TUG

OVER the few last years, the number of members at my club has continued to grow, while our autumn flying weeks continue to attract other clubs to sample our wave. So back in April 2004, with a healthy cash flow and growing demand for aerotows, we started to look around for a Pawnee 235 to take on the task as our primary tug and let us take our Supercub off line for a major overhaul.

At that time, Pawnees seemed to be in short supply in the UK, and those that were available ranged in price from £38,000-£45,000 plus VAT.

This was going to stretch our budget.

Returning home one evening after flying, my syndicate partner – who is also the CFI – suggested I might use the internet to search for a suitable Pawnee. I started the ball rolling by placing an advert on the Barnstormers website in the USA, as well as making enquiries with other aircraft importers. I quickly received several emails, which looked very encouraging. In the USA crop dusters are considered as weapons of mass destruction following the events of September 11, and a lot of aircraft are grounded. Asking prices ranged from \$20,000 - \$37,000 (£10,450-£19,300 at today's exchange rates). Information on one aircraft in particular, first registered in 1967, stood out as it had been totally restored from the bottom up. Details supplied stated: all Airworthiness Directives and service bulletins on the airframe and engine were up to date; total engine time 2,719hrs; time since major overhaul 879hrs; time since top overhaul 165hrs; work on the airframe included a full strip down, sandblast, anti-corrosion paint and recover using Ceconite 101. It also had three Supplementary Type Certifications, as follows: SA2127WE, fibre-glass Booster tips; SA01073AT, forward wing spar attach carry through modification; SA441SW, spring leaf landing gear. There were new wing struts and total airframe time was 2,719hrs.

In addition, a new alternator, carburettor, wiring, battery and power cables were fitted. We also checked it on the US Federal Aviation Administration (FAA) register (<http://162.58.35.241/acdatabase/acmain.htm>)

Many emails later and a lot of photos, showing the history of the restoration, we decided – after discussions with our club tugmaster Graham Blair and his local Civil Aviation Authority aircraft engineer – to start negotiations for the purchase of the aircraft. In addition, the asking price of US \$35,000, and the strong exchange rate of \$1.8 US



Above and opposite: Bob Cassidy's photos of the new Pawnee with modified tips. Below: In transit (Bill McCabe)

dollars to the pound, helped the decision-making process. That was the easy bit!

This decision raised several issues to be resolved, including:

- How do we check the aircraft out?
- Differences in UK/USA terminology.
- Differences in certification processes.
- How do you find a shipping agent?
- What will it cost to ship the aircraft back?
- What will the Customs import costs be?

Communications by telephone, due to time zones differences between FAA HQ in Oklahoma, Pennsylvania, and the UK.

Back on the internet again, I placed an advert on the glider pilots' website asking about information on shipping aircraft in containers. Ged McKnight, a glider pilot, put me in touch with a shipping agent whom he uses in his line of business. The cost for container shipping was quite reasonable at £1,600. The shipping company also handle the Customs import documentation, duties and VAT.

Everything was looking good.

The next issue was getting the aircraft independently checked. Options were to send our CAA engineer over or to see

whether checks could be done by a third party. Web searches found an organisation in the USA that would do independent appraisals of aircraft with full insurance backing (NAAA) – www.plane-values.com/. It was decided to go with that option. A few more emails later we had an engineer set up, who contacted the vendor and the appraisal was sent over by FedEx within three days. The aircraft also had to be fully checked over by an FAA engineer to ensure it was airworthy (American standards) and an export C of A issued.

To check out any potential snags I also contacted Jim Hammerton, the British Gliding Association's Technical Officer, who was very helpful, pointing out requirements on engine life, and airframe modifications. One of the problems with the USA is that aircraft can be modified under a "337 field mod" – not a recognised international standard. All mods must have full STC information (Supplemental Type Certification) is agreed by the original manufacturer and the FAA).

Deposits changed hands, and the process of organising the container started. The vendor, Bill McCabe (who used to run a crop dusting business, holds an ATPL, as well as extensive aircraft engineer qualifications), arranged with the FAA for inspection and issue of the certificate of export. If there had proven to be major flaws with the Pawnee, he could have had his own engineer's licence pulled. As part of the deal, he sorted out the derig and packing of the Pawnee into the container. The saga of shipping the tug across also featured in the shipping agents' staff magazine, as it was one project they hadn't tackled before!

The aircraft was finally picked up in its container from Pennsylvania on July 17,





2004, and arrived at Liverpool docks on July 30. David Gray (david.gray@jls-logistics.co.uk) from the shipping agents, Jardines, kept us informed of progress and Customs clearance. We had intended it to be delivered to our club at Milfield, but unfortunately we had temporarily lost our M3 rating, and had to make alternative plans to have the aircraft delivered to another CAA engineer. Graham Blair engaged an engineer in North Yorkshire at an airfield next to Bagby and Sutton Bank. Calls to the shipping agents were made to divert the container. Bill McCabe had hinted he might come over from the US and help rig the aircraft. To our surprise we had an email telling us he had booked his tickets.

From arriving at the docks and going through Customs clearance, the container finally arrived at Bagby on Friday, August 6. Graham Blair, Roger Cuthbert, Bill McCabe and I were on hand to unpack the aircraft. We had a three-hour slot to empty the container before incurring additional charges for the driver's time, so it was all hands on deck. By the end of the day we had the Pawnee partly assembled and left it in the hands of the Bagby engineers. Bill McCabe had to return to the USA before the aircraft was fully rigged, but did have a thoroughly enjoyable time with Mike Rutter, a friend of his at Slingsby aviation and us. (Mike had helped Bill with information and technical drawings on the restoration of a Skylark 2.)

Bill was very impressed by our club, especially our 22-place private hangar and the local scenery. Our treasurer, Roger Cuthbert, put Bill and his wife up while in Northumberland, and showed them around the area. Both ex-airline pilots, they spent many an hour swapping tales.

Not long after Bill's return to the USA, we hit our first snags. While going through their deregistration process the FAA discovered outstanding information on "liens" (a form of

aircraft mortgage). It stopped deregistration in its tracks. It transpired that these had been settled long ago, but the banks in question had not informed the FAA: not an issue until trying to deregister. No work could start until this was sorted out, which delayed us about four weeks. Eventually, it was put on the British register and Graham Blair found a personalised registration at the CAA website (www.caa.co.uk/srg/aircraft_register/ginfo/search.asp). This cost a little extra, but was worth it. G-CTUG was born!

Irritating paperwork issues continued to delay progress. An approved STC for a wingtip mod required a supplementary flight manual entry. It took weeks to get the necessary information. In addition, the propeller serial number was incorrect on the initial export documentation, although it was the correct prop for the engine. This had to be corrected before the flight test and C of A could be issued. To speed things up the propeller was sent away for overhaul and zero timed. Finally, all the paperwork was done: it was ours from midnight on October 27, a marathon seven months from the start of the project. Bad weather prevented us ferrying GC-TUG home until November 1, which I had the pleasure of doing.

All in all, despite the inevitable frustrations,

occasional stress and two-month slippage, we have acquired a superb tug, at an all-inclusive cost of less than £34,000 – and she flies beautifully.

As a bonus, we have made a new friend in the States, with lots of contacts for alternative approved spares. (Bill has three more Pawnees in store, which he hopes to rebuild in due course. If you are interested, or would like more detailed information, get in touch – bobcassidy@blueyonder.co.uk)

Would we do it again? I think the answer would be yes. We know the pitfalls and have a good contact now in the USA. Although I started the process off, this was a real team effort, requiring input from various members with a range of skills. In particular, Graham Blair had a lot of work to do pushing along the C of A issues and finding an engineer to do the work once we actually got the aircraft over here. It would have been much easier if we had not lost our M3 approval at a critical time, as managing the project remotely at Bagby made the process more complicated and stressful at times. After the event, we also found out that we could have shipped direct to our hangar. At the time the Pawnee was still on the US register, and could have been reassembled by Bill McCabe, the vendor/aircraft engineer. However, we still would have had to find a British engineer to C of A it and put it on the British register. The main advantage of this option would have been to get the aircraft under cover, rather than being picketed out in Yorkshire in some of the worst weather we have had in a long time, and of course, we would have needed the M3 approval back.

Never mind, there's always next time!

Next issue: Borders GC has also introduced a successful system to increase flying hours and attendance: a new easy-access hangar. Vice-chairman Brian Brown will report on the how and why of the project

What it all cost

Purchase (1.8\$£)	£19,638
Money transfer costs	£72
Independent Inspection (1.8\$£)	£234
Import VAT insurance (based on cost in £)	£6,320
British Engineer costs at Bagby	£5,274
Radio installation	£821
Weight and balance costs	£217
Avgas for test flight and ferry to Milfield	£139
CAA special registration and C of A costs	£957
Total	£33,672

It was tougher in my day

British Junior Champion and commercial pilot Andy Perkins researches opportunities for young pilots – and some older ones – to extend their flying

I'VE OFTEN been asked where I found the money to go gliding and subsequently the fortune needed to pay for commercial training. "Beggd, borrowed and stole" doesn't really answer the question: however, "explored, exploited and *streeetched* every available opportunity" is closer to the mark. My initial intention was to write about the organisations that had helped me realise my ambitions and establish my aviation career. I logged onto the internet to ensure that I had the latest information.

Within 10 minutes I had collated URLs and more information than I could even comprehend about these and many others. I frantically set about putting this into some kind of order and trying to write about each scheme in depth. Some time later, having lost most of this information in an impressive computer disaster, I stopped to think...

The following is (I hope) a more user-friendly article to assist a personal search; after all, everyone has personal ambitions and desires. It is by no means exhaustive, as the opportunities out there are enormous. Even if you don't know the exact route that you wish to take, you should be able to find a starting point.

Black = open to the young (16-25 years)
Blue = open to all ages
Red = open to women only

Gliding: pre-solo

Upward Bound Trust

Set up after World War Two by the Glider Pilot Regiment with the aim of sending 16 to 21-year-olds solo. Having grown up with the Upward Bound Trust, I am still in awe of the dedication of volunteer members to enable extremely affordable gliding for young people. Costs to solo vary depending on your circumstances. Disadvantaged youths who can demonstrate a desire to learn have previously been trained for no cost, with maximum costs to all limited to very affordable levels. All the Upward Bound asks in return is dedication in terms of help running the airfield and keeping the launch rate moving! At the moment manpower is making life difficult but they continue to win the battle despite the odds. davidp917@hotmail.com or 01295 738507.

Royal Navy Gliding Scholarships

These cover the full cost of a gliding course

(about eight days), food and accommodation in the Officers' Mess at the appropriate Naval Air Station, or Naval Establishment, and all travel costs. Held at Lee-on-Solent, Yeovilton and Culdrose. www.faasquadron.org.uk

Cadetships

Where to begin! Most clubs around the country now offer reduced rates to students learning to glide in exchange for help around the club and the operation. These range from free membership to free launches and/or soaring fees in return for a day of work. If the club near you does not offer such a scheme why not see if you can set it up yourself? The majority of the community realise that for gliding to survive and grow within the UK, young members must be encouraged to succeed.

Find a local club at www.gliding.co.uk or via the BGA on 0116 253 1051

Air Cadets

The Air Cadets offer several different levels of training for 13 to 20-year-olds: in Grob Tutors, Vikings or Grob 109b motorgliders. These can take you from a novice all the way through to becoming an instructor. For example, courses of 40 launches in a Viking or 8hrs in a Vigilant are available. Cadets have the opportunity of attending gliding camps in the summer, which can include rides in operational aircraft with the RAF. Some are even fortunate enough to have a ride in a fast jet!

www.aircadets.org

Faulkes Flying Foundation

Set up in 2000 to develop young people through adventure training in gliders and motorgliders. See October-November 2004 *Sailplane & Gliding* (FFF seeks investors for the future, p8) or www.fffoundation.co.uk

Gliding: post-solo development

Churchill Award

£200 paid to your club to offset flying fees on achieving Bronze before the age of 17. **BGA: www.gliding.co.uk or 0116 253 1051**

The Caroline Trust

This charity aims to encourage 16 to 21-year-olds, especially women, and people with disabilities, to take part in gliding. carolinetrust@tideswell.net or 01298 872496

BGA Soaring Courses

These courses, run by the BGA Coaches, allow personal tuition in the Duo Discus. The briefings give a thorough insight into techniques for soaring and cross-country training for all age groups and abilities.

If you are a junior pilot (under 21, or under 25 and in full time education) then you are eligible for a saving of 50 per cent on "on course" flying fees and reduced rates on course fees! In previous years an entire "young person's soaring course" has been run at no charge to the individuals.

For dates and booking: www.gliding.co.uk

Competition/advanced training

Ted Lysakowski Trust

This fund, open to pilots of all ages, offers some of the most advanced tuition around. This year's awards will be a mountain training course in Rieti, Italy; this is an exceptional place to fly with very different style of thermals and training on all disciplines in the sport. Also available is an award for competition training in a high-performance two-seater with some of the UK's top pilots. Selection is via a panel.

– Competition training.
 – Mountain flying courses in Rieti.
george_metcalf@uk.ibm.com

Junior Nationals

An awesome, amazing, incredible institution that should not be missed for the world! To be a part of this team/party is a privilege and one that I give up as a competitor only due to the onset of old age (old age in this case starts at 26.) The flying skills attained, personal life training and the friends made here are second to none. Get the idea? Yep, it's a must. To become a part of the Juniors (as they are more commonly known) all you need is to be between 16 and 25 years old with a Silver Badge or higher qualification. The Junior Nationals competition is held each year in August and owes its success to the dedication of many people. Through their relentless effort, generous sponsors and support from one particular donor, last year each competitor received up to five launches and the entry fee. Thus giving young pilots of all backgrounds the opportunity to compete virtually for FREE!

The success of Junior pilots speaks for itself: last year every Nationals bar one (the Open Class) was won by a previous Juniors pilot! So if you are serious about winning (or partying) solidly, this is the place to start. Not 16 yet? Don't worry; you can still take part with a FREE place in the two-seaters organised each year by the BGA. www.gliding.co.uk

George Lee (by invitation only)

For the top of the class. Those Junior pilots lucky enough to be asked are offered to fly to Australia to join George and Maren at their ranch for one-on-one tuition in a Nimbus 4DM. As a three-times world



Above: Andy Perkins, airline pilot and Junior champion

Left: The Junior Nationals is an unmissable experience
(www.whiteplanes.com)

champion, George has styles and techniques that set him apart as a true great in gliding. Feedback from Juniors rates the experience as exceptional, and pivotal in their approach to competition flying.

Barron Hilton Cup (by invitation only)

Glider pilots who fly the longest triangular flights in five regions win a gold medal and an invitation to participate in the flying camp at the Flying M Ranch at the edge of the Sierra Nevada, where soaring and hospitality are alike legendary.

<http://barronhiltoncup.com/>

Power Flying

Many glider pilots are keen to become tow pilots or just to develop their skills by moving into power flying in addition to their gliding. The subject of sponsorships for power ratings has been covered extremely well in many magazines from *Flight International* to *Pilot and Flyer*. The organisations mentioned below just scratch the surface of what is available.

Disabled Flying Scholarships

Each scholarship student completes a six-week residential course of training, which includes ground school and up to 40 hours of dual and solo flying. This is provided at no cost to the student and currently flight training takes place at flight schools in the USA and South Africa. www.worldwings.org or www.toreachforthesky.org

Air Cadets (powered)

Air Cadet members looking to move into the Armed Forces can apply for:

- 12hrs or solo in a light aircraft at a civilian club.
- 10hrs at an RAF club, including some service flying.
- 10hrs to solo in an RAF microlight.

www.aircadets.org

Royal Air Force

There are several options:

- Flying Scholarships: 500 flying scholarships a year of 20 hours each to young people.
 - RAF Pilot Scholarship – £1,000/yr during Sixth Form if you do not intend to go to university.
 - RAF University Bursary – £1,000/yr at Sixth Form followed by a University Bursary of £1,000 a year.
- In return, the RAF asks you to become a member of the University Air Squadron (or Air Training Corps while you're at school) and to join the RAF once you finish your studies.

www.rafcareers.com

RAF Association Flying Scholarships

Separate to the RAF awards, the association offers the following:

- 4 Flying Scholarships to be awarded 2005:
 - 1 x 35 hrs flying toward NPPL
 - 3 x 15 hrs flying toward NPPL to achieve "first solo flight"
- Open to ATC Cadets.

www.rafa.org.uk/scholarships.asp

University Air Squadron

There are 15 University Air Squadrons, all teaching undergraduates to fly whilst they are at university. All the flying is FREE! Squadron members also have the chance of flying operation RAF aircraft. Although their flying won't get you a Private Pilot's Licence (PPL) it can count if you take civilian exams. **More information: search for "University Air Squadron" on www.google.co.uk or www.cranwell.raf.mod.uk/eft/UAS.htm**

Air League Educational Trust

An exceptional organisation that offers a variety of awards. I received an award, which at the time through the old Silver Badge route allowed me to obtain my PPL. Without this scholarship I am certain it

would have been years before I could have afforded my power licence. I am eternally grateful for the opportunities the Air League made available to me.

- Flying scholarships – 12 or 15 hours of flying training towards a National Private Pilot's Licence (NPPL). Offer up to 50 awards a year! Through the NPPL system a certain level of glider experience means this scholarship would enable a pilot to attain an NPPL at very low personal cost.
- Flying Bursary – Between five and eight hours of advanced flying training to PPL holders. For example: IMC ratings, advanced manoeuvres.

– Balloon PPL Scholarship – funded by Breitling and co-ordinated by Brian Jones. This is for 17 to 26-year-olds to gain a full Balloon PPL.

– Prince Philip Flying Scholarship – A full NPPL for an exceptional Air Cadet who has achieved their Duke of Edinburgh Award.

For information on all of these see:

www.airleague.co.uk

or email: scholarships@airleague.co.uk

GAPAN

Guild of Air Pilots & Air Navigators (GAPAN) scholarships provide a unique opportunity for people who would like to become pilots or to further their qualifications as pilots.

– JN Somers – A full frozen ATPL course at a CAA-approved school is awarded each year. This is an incredible scholarship. I am told that this scholarship was not awarded last year due lack of a suitable candidate. I find this gob smacking; there are many "Garner Boy" types around who have the skill and prowess required to attain this. **SO GET APPLYING!**

www.gapan.org/career/scholarships/schols04.htm

- Jet orientation courses.
- Full PPL courses.
- Flying instructor ratings courses.

There are some excellent links on the GAPAN page showing ways into a career in terms of what is required in industry.
www.gapan.org

Royal Aeronautical Society

The RAeS Centennial Scholarship Fund makes awards to those who will contribute to the future of aerospace and who need financial help to realise their aspirations.

<http://www.raes.org.uk/>

Royal Aero Club

The RAeC Bursary Scheme is for young people who wish to upgrade their existing qualification in a wide range of air sports and aviation related activities.

www.royalaeroclub.org/trust ("bursaries").

Diana Britten Aerobatics Award

The winner is awarded a 10-hour course of dual competition aerobatic instruction with a top-ranking aerobatic pilot, plus one year's free membership of the British Aerobatic Association.

www.dianabritten.com

BWPA

The British Women Pilots' Association offers:

- Full PPL each year.
- Amy Johnson Memorial fund – Up to £2,000 towards the issue of your first professional licence (ATPL, CPL). Can include MMC courses, etc.

www.bwpa.demon.co.uk

Girls Venture Corps Air Cadets

Scholarships for gliding via Ducat-Amos Gliding Scholarships. Last year six grants were awarded for 12 to 20-year-olds. These comprised a weekend course at a local gliding club.

www.gvac.org.uk

Commercial

If you are looking to transform your hobby into a career there are still some opportunities available. Apart from the scholarships that I have previously mentioned, several major airlines offer cadetships. The fantastic route of sponsored airline courses has dried up for the moment. My opinion is that demand for pilots will reverse this in the future. There are several schemes still running:

www.balpa.org/intranet/How-to-bec/Sponsorships-Bursaries-Useful-Infor.doc_cvt.htm (infor.doc_cvt.htm)

Summary

Opportunities to join the aviation community are enormous and you don't require an endless pot of money. The adage of: "If you want it bad enough" still applies. The help available is more accessible than ever before so if you want to join in the fun, make the most of it and find out more! Good luck...

If you know of other opportunities you'd like to mention, email: editor@sailplaneandgliding.co.uk

A legend who

In an excerpt from the new and expanded version of his classic book, *Winning on the Wind*, former world champion George Moffat remembers a personal friend who was also one of gliding's greats

KLAUS Holighaus started his meteoric career as the world's foremost sailplane designer early. Already in his late teens he had won championships in radio-controlled glider flying. By his Akaflieg days at Darmstadt he was one of the three wunderkind who produced the legendary D-36, the first leap into the new age of high performance fibreglass ships. All three – Gerhard Waibel and Wolf Lemke were the others – would go on to become the great designers of the era, Gerhard with Schleicher and Wolf with the new LS company.

Klaus went to work for Martin Schempp, the wonderful and very forward-thinking owner of the Schempp-Hirth factory in Kirchheim/Teck. The young designer, very much a hands-on type, set to work on the prototype of the Open Cirrus, the company's first venture into fibreglass. This ship was a fairly conservative 17.7m design, optimised for European conditions. In 1968 the Cirrus won the World Championships in Poland. Just to show it wasn't a one-trick pony it also won the 84-ship US Nationals in strong-weather Marfa the following year. Klaus was on his way. Nine of his designs – ten if you count the Discus 2, very much influenced by his ideas – would go on to win no less than 26 World Championships in all four of the FAI classes. The runners-up, Gerhard and Wolf, have won 11 and 7 respectively. Klaus's wins have been in all four classes, a feat achieved by no other designer.

When I met him in 1968, Klaus was hard at work in his free time on the Nimbus 1. "Free time" means after a normal 10-hour work day at Schempp-Hirth. (For a close-up of these working conditions see the opening paragraphs of "Nimbus Saga" in the new *Winning on the Wind*). The Cirrus had been a conservative design, aimed at a market understandably leery of fibreglass with its well-recorded history of flutter problems. The Nimbus 1 was aimed at flat-out performance, no holds barred. Its span, at 22m (72ft) made it the largest glider since the famous 30m Austria of the 1930s. As I was to discover when flying it in the Marfa WGC in 1970, the cockpit was tailored to 5ft 6in Klaus. And it was a glove fit for him. Since Klaus was a superb pilot, he felt handling was decidedly secondary in importance. The rather weird flying characteristics turned out to be very much in my favour, as the German team pilots turned it down, allowing Klaus to offer it to me in time to win the '70 worlds.

Klaus, equipped with boundless energy and creativity, followed up with the Standard Cirrus, with which I was to win the first US

Standard Nationals, and the production version of the Nimbus. The Nimbus 2 had 67ft span, far less bendy wings, better (I didn't say good) handling and went on to win two World Championships.

As a contest pilot Klaus had a remarkable record. He flew in every German Nationals from 1968, mostly Open Class, winning six. He was also a three-time European champion. He represented Germany in no less than nine worlds, generally with top rankings. At one time or another he held 16 world records in various categories. Some were in two-seaters with his son in the back seat. But what everyone remembers best about Klaus was his sheer love of flying; always early to start, often landing hours after the less venturesome had been tied down. He loved to stretch the envelope, to see where the limits lay.

Klaus was also moving up in the world. By the mid-70s he had bought Schempp-Hirth from Martin Schempp, who had given him so much help and encouragement. Klaus's titles, if he had bothered with a job description, would have included Owner, CEO, Chief of Design, Head of Marketing, Head of Engineering, Labour-Relations honcho, and resident Public Relations genius. At all of these he was superb, often to the extreme frustration of those nominally in charge. One of his engineering staff told me: "He gives us a problem to solve, say on a control system, we spend two weeks on a really sophisticated solution, he comes in, takes a look, and says, 'Wouldn't it be better if we did it this way?' And it always is!" Klaus was one of those rare engineers who really believed in the KISS principle (Keep it Simple, Stupid). Example? Consider Klaus' solution to dumping waterballast versus his friend Gerhard's. The Waibel approach was beautifully sophisticated, complicated, electrical, prone to failure, and required head-in-the-cockpit. Klaus's system required a pull on a knob. Gravity did the rest.

One of Klaus' innovations at Schempp-Hirth was to start a factory glider club for the workers. This made it possible for them to fly very cheaply at nearby Hahnweide airfield. It also made for a workforce that both knew about and cared about gliding. Klaus told me he had lost count of the number of times a worker had come up with a suggestion for a better way of handling a problem, a more streamlined method of doing something. I spent a fair amount of time in the factory, where first Martin and later Klaus let me work on ships for the Worlds. The workers were all immensely proud of the boss and

created world-beaters

very fond of him, not always the situation in the often stratified atmosphere of German industry. The result? It took the Schempp-Hirth workers 625 hours to produce a Standard Cirrus. At Glasflugel, a few miles down the road, working 12-hour rather than 10-hour days, the figure was over 900 hours for a standard Libelle of similar complexity.

So what was Klaus like personally? Both he and his beautiful and capable wife Brigitte were totally charming and wonderful fun to be around. From Northern Germany originally, they both found the more laid-back, *gemuttlich* world of the Schwabian Alps to be very much to their taste.

Their first child, Ralf, quiet and easy, liked nothing better than to play in the loft where the Nimbus 1 was being built, while Brigitte gave dance lessons next door. Tilo, born a few years later, was a hellion from the start. He is now the very capable head of Schempp-Hirth, taking over in his early twenties with a lot of help from Brigitte and the extremely loyal factory group. Brigitte and my wife Suzanne grew to be very close friends during the long waits together at various airports when Klaus or I seemed overdue. Klaus, in particular, loved long, long flights and often twilight arrivals. They were both wonderful dinner companions after a hard day of flying. Klaus especially loved the Minden "Steeks" (hint: they come from "Koos") as he put it in his excellent but often idiosyncratic English.

At the end of 1972 Klaus suffered a serious heart problem while working at his desk. Years of overwork and midnight oil seemed to have caught up with him at last. After three days in hospital he was diagnosed as having a rhythm difficulty. He approached recovery with his usual determination, first walking, later running up the 800ft Teck mountain behind his house. Seven or eight months later at the Australian worlds we spent a day together on the Murray River in a very heavy borrowed rowboat. Frequent portages across low-lying islands were carried out at a run. The heart problem was solved.

I flew with/against Klaus often over the years, frequently at the Hahnweide and in a couple of World Championships. I also flew against him in a couple of US Nationals, including a Minden contest, which he won in that supposedly all-local-knowledge area. I always thought of him as one of the very best pilots I had flown against, including such legends as Ingo Renner, Helmut Reichmann and George Lee, who, between them won 10 world gliding championships. Klaus' style was extremely decisive, always searching for the very best lift in a thermal, generally first to leave when the lift dropped off.

His next big design breakthrough was the Nimbus 3, a 24.5m ship with a 1,650lb



Klaus Holighaus in the Nimbus 4 on the occasion of its maiden flight in 1990 (with thanks to Brigitte Holighaus)

gross weight, using the latest in carbon-fibre technology. I won the Open Class Nationals in it in 1982, and it went on to win the first six places in the '83 Worlds at Hobbs as well as nine of the next 12 places. In the hands of Tom Knauff the 3 set world distance records for a goal-and-return flight of 1,023 miles in 1983 and a triangle of 846 miles in '86. Other pilots set 100 and 300km triangle world records in the ship. A stretched-wing, very much cleaned-up version by Brandt-Moffat was very carefully measured at 62:1 as opposed to 58:1 for the factory version.

'Perhaps a still more spectacular design triumph came with the new Discus'

Ingo Renner scored two of his four World Gliding Championship wins in a Nimbus 3.

Perhaps a still more spectacular design triumph came with the new Discus in 1984. Using a novel swept-wing approach first tested by America's Wil Scheuman, the new ship won the first three places at the Rieti Worlds. It remained undefeated in World competition until 1997, six straight World Championships. Its successor, the Discus 2, has won every Worlds since its first in '99. Furthermore, both ships are exceptional in the handling department, not in the past a strong point for Schempp-Hirth designs.

In 1990 Klaus returned to the Open Class, which had always been his favourite – fewer restrictions to fetter a designer's imagination. The Nimbus 4 was a stretched version of the 3 (26.4m) but with a swept leading edge showing Discus influence. So far, against Waibel's excellent ASW 22B, each ship has won four of the eight WGCs in which they have competed, with the 4 winning in Poland in 2003. All reports claim that the 4 is a dream to fly, a claim no-one would make for any of the earlier generation Open

ships. His last design, the 15m Ventus 2, has proven another triumph, ending the reign of the LS6s, which started in 1985. The 2, perhaps the nicest handling glider I have ever flown (of 88 types), won its first Worlds in 1995 and has won all but one of the contests since then. An 18m version won the Worlds in '03.

Klaus's remarkable career was to be a short one. Flying his Nimbus 4 at Samaden in the Swiss Alps in 1994, he apparently hooked a wing in a mountain pass. The wreckage was found two days later. He was 54 years old.

A man of Klaus's stature does not die quickly. Such charismatic energy gives off residual sparks for a long, long time for those of us fortunate enough to have known him. It's as though such vitality, such enthusiasm for life, leaves embers behind for us to treasure. We are the richer for having moved in his orbit.

The story has a sequel. Thanks to the heroic efforts of Brigitte in such a time of grief, with much help from Tilo and the workers, Schempp-Hirth lives on. It continues to be a remarkable goldmine of world championship medals, won by Klaus's designs. In '99 their ships swept all three first places. Since then there have been five more WGC firsts. In 2000 Tilo married Katja, herself an excellent glider pilot, and early this year they had twins, Felix and Amelie. We just had a letter from Brigitte with pictures of the three-month olds. She is so proud of them. Klaus would be, too.

This article was written in 2003 and is reprinted from George's new book, *Winning it*, with the kind permission of the author. This new, expanded edition of the classic book is due to be published in January 2005 and is available from Knauff & Grove Soaring Supplies, 3523 South Eagle Valley Rd, Julian, Pa 1684, United States of America – www.eglider.org



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Weatherjack's ph

JACK Harrison, known across the UK soaring community for www.weatherjack.co.uk, elicited a superb response to his winter competition, run this year with the Guild of Aviation Artists, on the theme of "artistic" photos that could be turned into paintings. Jack and the photographers have kindly allowed S&G to print a few of our personal favourites for you...

Main picture, above: Karl Zatorski's shot of his father, Stefan, launching Burn's K-13. This page, clockwise from top left: soaring in Spain (Paul Bramley); ice at height (Mark Roberts); from the Surrey Hills T-21, Percy, on the club's charity day (Richard Fitch); the fun of flying a loop (Nick Aram/the then JSAT(G) team at Bicester); Mike Fox and Ian MacArthur at noon, before trying a 300km, the day after a wet Club Class Nationals at Pocklington (Ian MacArthur); John Dawson in Ventus HB, seen from Hay Bluff on a "fantastic" ridge-running day (John Paskins); 52 from below (Ian Molesworth); Pete Hurd's LS6 returning from an Isle of Wight rally (Andy Mills, from ASH 25 13, flown by Steve Lynn).





photo competition

Main picture, below: Robbie Robertson went to Snowdon for this photo of a cwm, or corrie.
 This page, clockwise from top right: towing out from Bicester airfield (Pete Stratten);
 spur-of-the-moment snap as the sun lit the approaching K-7 at Tibenham (Tony Griffiths);
 a sky to fly for, looking north near Portmoak, Scotland, over Loch Leven – Libelle CWN
 flown by Hamish Eagleton (Robin Birch); Andy Bardget's LS4 climbs in a Borders GC wave
 hotspot at the top of College Valley, approaching the 3,000ft-high Cheviot (Bob Cassidy);
 more wave, this time at Sutton Bank (Neil Walmsley); Parys, Free State, South Africa, from
 a tight winter thermal in Std Cirrus ZS-GHA (Bruce Greeff); a low pass at Serres, France
 – don't ask! (Kirk Davis, with thanks to Jon Gattfield); more beautiful Borders scenery, in this
 shot, looking north-west from the Cheviot (John Maddison).

Jack's redesigned site will be running again for the season from March 12: please don't
 forget to pay it a visit and, if you're a regular user, to make a donation in support of it...





Just the 500km to do, then...

Owen Truelove, a glider pilot for 50 years, notched up some impressive achievements in his 27,517km flight from the UK to New Zealand – covering more than half the earth's circumference of 40,076km. Flying a Stemme, he was the first person to make the trip from the UK in a motorglider, and it was the first time a motorglider had flown to New Zealand from *anywhere* in Europe or, indeed, had crossed the Tasman Sea. Yet there's hope for us all: Owen still needs a 500km soaring flight to finish his Diamond

“WHY don't you fly it?” In September 2003 I had contacted G Dale at High Wycombe to see if he had any room in his containers to ship my Stemme out to Omarama. As there was no room, I was discussing with him the means of getting this self-launching motorglider to New Zealand at the Omarama morning briefing in February 2004. The previous day I had enjoyed an excellent flight in a rented Janus C following Hugh Turner in Alpine Soaring's DG-1000 at 17,000ft on the route up to Mount Cook, and I had finally decided that my Stemme should go to New Zealand. There were only two ways; ship it in a container in a trailer, or fly it. Since I did not own a trailer for the Stemme, it seemed to me that it was probably cheaper to fly it.

As soon as I got home at the end of March 2004, planning and organising work started in earnest. I determined a weather window that should give me soaring conditions along most of the route, avoid the monsoon, and allow me to get back in time to join my wife when we returned to New Zealand in February. This meant leaving the United Kingdom in September: the time available to conduct all the preliminary work was short.

The first task was to obtain clearances to overfly the 17 countries on my route. I attacked this on parallel tracks. I wrote to the equivalent of the Civil Aviation Authority

in each country involved, and the British Embassy or High Commission in each. I also wrote to Embassies and High Commissions in London. This worked well. If I needed diplomatic clearance both the Embassy/High Commission contacted me by email, and the country involved told me to use that route, or the CAA started working with me. The internet and email were invaluable. I had agreement in principle from all the countries involved, if not outright clearance, but that for Iran was tenuous. I did not need specific clearance from Malaysia, Australia, New Zealand, or any Western European country, where a flight plan would suffice. Except for

'I decided to follow our sailing colleagues' example, and went motor soaring instead'

Myanmar, I had Avgas at all planned stops, according to the information available to me.

Equipment and aircraft preparation came next. Here I made some good decisions and some ineffective ones. Stemme agreed to sponsor me and carried out a thorough check of the aircraft before I took it to the Static display at the Royal International Air Tattoo, Fairford. The Duke of Kent graciously agreed to patronise my adventure because I had decided to raise money for charity by carrying out the ferry flight. I upgraded my LX5000, but the old one would have sufficed. Because I hoped to do a lot of soaring, but might be forced to use a transponder, I replaced my instrument with a brand-new Filser Mode S equipment. I was told that this would use much less power than my existing Mode C transponder. Experience showed little difference and my auxiliary battery, which I replaced in Cyprus, could not cope. Stemme completely overhauled the propeller unit, which turned out to be a good decision, I replaced the existing 25AH main battery with a racing unit of 40AH, and the aircraft skin was carefully

refurbished. It looked very good at Fairford, except that I had a borrowed canopy that was tinted (I could have done with keeping this). After Fairford I replaced the artificial horizon with a new EFIS from AFE/RD Aviation, and augmented my instrument suite with a Garmin 196 – probably the very best decision I made. The RAF Combat and Survival School gave me a briefing on survival and helped me with my kit. I took a dinghy, but no parachute; I had a lifejacket, and had made a special bag to hold my clothes and emergency rations. I had a 3-litre and 2-litre Platypus, and Stemme and I decided on my tool kit and spares pack.

I won't go through a travelogue for *S&G* readers; instead, I'll comment on the soaring aspects of my journey.

It quickly became clear to me that my original intention to soar as often as possible was hopelessly optimistic. Too often the soaring conditions (dewpoint too high) were totally unsuitable for long distance cross-country work, but the major obstacle was Air Traffic Control inflexibility and bureaucracy. General Aviation hardly exists from the former Western Europe until you reach Australia. From the moment I left Hungary, which is the exception to my generalisation, I was required to fly Air Traffic routes and not to deviate from them.

To enter Lebanon I was originally required





Illustrations on these two pages, clockwise from top left:

An approximation of the route (by the boys of Dulwich College, Owen's old school) as Owen didn't overfly Iran; Customs sealing in Myanmar (Burma); Owen at Kempsey airfield, New South Wales, Australia; Saudi Aviation Centre, north of Riyadh, looking east; Kennedy Peak scenery, on the India-Myanmar border; The Janus flight out of New Zealand that inspired it all



to climb to 13,500ft, a feat that I am not sure my Stemme 10V could achieve (though the VT can do this easily). Although I had filed a VFR flight plan at Akrotiri, essentially for a direct flight to Guriat in Saudi Arabia, Lebanon and Syria changed my routing to follow high-level Air Traffic routes: the latter became really excited about my transit. After this I had to get my hands on high-level as well as low-level Jeppesen navigation charts. More often than not I was required to follow a medium or high-level route, and accurately maintain height.

Also, I had continuously to give and review times to reporting points, mostly beacons, even though I had no DME and only my hand-held ICOM. I had to program all the reporting points into my LX5000.

The Garmin fortunately had nearly every point in its database. I changed from the Atlantic to the Pacific Database in Cyprus.

I decided to follow our sailing colleagues' example, and went motor soaring instead. By this I mean generally keeping the engine on for most of the route, to keep the transponder going, but using thermals to climb, and porpoising along the route as often as Air Traffic would allow.

Turkey turned out to be a brilliant country for soaring. I climbed three times to 12,000ft under lovely little cumulus clouds, and formed the opinion that Eskesehir, their Air University, would be a brilliant place for holding a gliding championship.

I changed my original routing through France and Switzerland because I wanted Stemme to give the aircraft a final check. They were able to sort out some niggling problems I had with the undercarriage, the fuel system, and the transponder. I was able to glide into Strasbourg for the last 60 miles after taking off from Stadthoer on the Dutch border, and sharing a street with a DG-500. As I arrived at lunchtime, Prince Bandar was also there, picking up his Stemme 10VT to take it back down to Megeve. He insisted

that I change my route and come through Saudi Arabia. I had thought in my initial planning that this was impossible, and had therefore plumped to go through Iran. The latter offered a very difficult route, and had not given me clearance by the time I left. Hence the invitation was too good to miss, and Prince Bandar set about getting me clearance and a tourist visa. This meant diverting to Cyprus out of Turkey and crossing another six countries.

Prince Bandar owns a Stemme 10VT with his cousin Prince Sultan, the Minister for Tourism, and a former astronaut. They planned to fly their VT to Saudi in

'Conditions in Saudi were much better than I had thought. There were big, fat thermals...'

November, so in a way I was to conduct a route proving for them.

The thermal conditions in Saudi were much better than I had thought. From Guriat down to Hail there were big fat thermals over the high dunes of the desert, and the area around Hail was quite fantastic with its high rock formations protruding from the desert. Again, leaving Riyadh for Dubai, there was thermal activity up to 9,000ft. Prince Sultan has initiated a scheme north of Riyadh. This area has a large escarpment to the east, and measures 350 square miles. There is already a good airfield, which is to be further developed. From there they will operate their Stemme as the Saudi Aviation Centre. The whole area will be developed as a recreation and leisure park for the young people of Saudi.

The short flight from Dubai to Seeb offered some excellent motor soaring over the Omani Mountains, although I was scolded by the Omani Air Traffic Control. The ATC in India was the most difficult and bureaucratic, but I managed two soaring legs. The first was from Ahmedabad to

Jaipur. I had been required to climb around the cumulus to 7,500ft. Initially the bases were at 3,500ft, but by the time I got to Udaipur, they had risen to 6,500ft and I saw that there was no reply signal on the transponder. Hence I was able to switch off the engine and soar the last 100 miles to Jaipur. The thermals were strong and at the leading and trailing edges of the clouds. I had a very poor start at Ahmedabad because of ATC, but the soaring quickly expunged the ill feeling. ATC at Jaipur were also difficult. They had tried to stop me coming because they had no Avgas.

Actually the flying club had some, but my soaring trip had also released me sufficient fuel to get to Lucknow.

Next day ATC kept me hanging around for ages before letting me take off. This was due to needing an Air Defence Clearance. The direct route to Lucknow was 325nm, but the ATC route would take me a further 115 miles with an acute left-hand turn to return north-north-west to Lucknow. As luck would have it, I was not being painted by radar, and I was able to get in another 100 miles of soaring – though not in the same conditions as the previous day.

My only pure soaring leg was from Berlin to Dresden. In Australia, I managed half the leg from Darwin to Magregor River Mine, and also from the latter to Cloncurry. I was



FROM THE UK TO NEW ZEALAND IN A MOTORGLIDER

➤ dripping in sweat throughout the route from Darwin, but the cloudbase did rise from 5,000ft to 9,000ft to increase my comfort towards the end of the day. I used all my three litres of water on this leg.

However, my most dramatic legs were on the engine: the first from Guriat in north-east India over the mountain ranges to Myanmar (Burma). This was after my first engine problem, when a helicoil repair to the number two cylinder head was necessary. The scenery was magnificent, especially around Kennedy Peak. In a few places the cloudbase was touching the mountaintops at up to 8,700ft and I was glad the Limbach engine could still get me up to 11,500ft.

From Kupang to Darwin was memorable because the LX5000 told me the wind conditions were more favourable at low level, as had been forecast, so this was a hot leg. Although all my planning said it was unnecessary, I fitted an auxiliary fuel tank in Kempsey, Australia. It gave me only 20 litres more, and was not necessary, but I felt much more relaxed! I crossed from Kempsey to Norfolk Island, transiting Lord Howe Island in one day, and this enabled me to just get into New Zealand before strong winds made it impossible for 10 days.

Lord Howe Island is magnificent. It is smaller than the Isle of Sheppey and the runway is in the centre on the shores of the lagoon. The domestic area is on rocks to the west that climb to 600ft, but to the east two giant rocks extend to 3,000ft.

In any wind and especially in the eastern and western sectors, all the AIPs warn that the approaches and runway are subjected to severe turbulence, and it is often necessary to return to the mainland, just 350 miles away!

The last leg down from Norfolk Island to Whangarei, a distance of 535nm took 5hrs 50mins, and the arrival was recorded by NZ3. My son and grandson were there to meet me. It was an absolute joy to land safely there because the conditions were very gusty (15g25), but they then got very much worse. Eventually, we put the Stemme in the Northlands Aero Club hanger, I took off the propeller unit and we shipped it back to Stemme for an overhaul. I had achieved my objective and to take risks now would have been stupid. I will get down to South Island in February.



Clockwise from above: landing at Lord Howe Island in the middle of the Tasman Sea.

One of the Andaman islands before the earthquake and tsunami of Boxing Day 2004.

The Stemme's fin displays some of the sponsors of Owen's flight, which took 171hrs at an average speed of 86.1kt, covered 14,850 nautical miles and used 1,600l of Avgas

Was it worth it? Now I say yes, but there were times on the route when I questioned, as did many others, my sanity. Most notably I spoke with an Emirates Captain over the Gulf, on the "Numbers" frequency, and he really gave me the title of my forthcoming book: "Am I Crazy?"

Do I think a predominantly gliding series of flights possible? It would be a struggle, and I would not think it possible with a tug/glider operation. Too often the sea looked a better landing out option than the land. But it would be possible with a Stemme or a derivative; it would take a long while, and short legs would be needed to keep the peace with ATC. Nepal would not even let me in and my greatest regret is that I only got a glimpse of the Himalayas.

Since I've arrived home I have often been asked if it was exciting. It was, but not in a scary sense. Dubai annoyed me, but that happened because of the shape and form of the Stemme. The mechanical problems were of my own making and not any reflection on Stemme or Limbach. I worry about fuel. Avgas is becoming very scarce; my AIPs and Garmin occasionally gave me incorrect information on its availability. I believe mogas or diesel driven engines must be the engines of choice for General Aviation.

The high points for me were all motorised flight. The crossing from India, that across the Timor Ocean, and I made the task achievable by doing Lord Howe and Norfolk Islands in one day. The low points were my own frailty in accomplishing the helicoil repairs, and in meeting the excessive demands for landing fees in Indonesia. I would not discourage anyone from trying to do what I have done, or better, and will be available to help if needed.

The costs of mounting an expedition like this are considerable. The total came to just short of £15,000. However, sponsorship

helped. Serco were my major sponsors, contributing towards the equipment costs. Stemme did not charge me for labour, and the contributions from V Finance and KEC helped to defray costs. I used the flight to raise money for charity, and have collected nearly £5,000 for the RAF Benevolent Fund – www.raf-benefund.org.uk; Dulwich College Bursary Appeal www.dulwich.org.uk; and the Cornish branch of the Motor Neurone Disease Society – www.mndassociation.org.

Since I first drafted this article, the Asian Tsunami disaster has affected some of the places I visited. We will keep my website (www.nzglide.com) open until at least April, whilst I establish "Lilly May" in South Island. Donations are still welcome for the above charities or do feel free to contribute – as well as, or instead – to the UK's Disasters Emergency Committee's tsunami appeal (www.dec.org.uk).

As there are no specific records for Self Launched Motor Gliders – into which class the Stemme falls – or Touring Motor Gliders, there are no records I can claim other than for a lightweight powered aircraft – and since I did not set out with any intention of setting records, or declare that it was my intention, the Royal Aero Club cannot forward any recommendations



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Testing times...

Jochen Ewald reports on the tests carried out at the IDAflieg meeting in summer 2004, where the LS10, ASW 28E, Ventus 2cx and DG-1000 all took to the air

EVERY August, students from German Akafliegs visit Aalen-Elchingen airfield in southern Germany to conduct flight research, supported by the German Centre for Aeronautical and Spaceflight Research (DLR) and Brunswick University Institute for Flight Research (IFF). This IDAflieg summer meeting – unique in the world – is the place to try out their very own research ideas with proper scientific support.

The average glider pilot is probably most interested in the performance testing of new gliders: from sunrise until the first thermals cause turbulence, speed polar curves are evaluated in comparison with the DLR's calibrated DG-300/17m. But bad weather in 2004 meant that only the performance of the ASW 28-18E prototype and a Ventus 2cx could be evaluated. In addition, the DLR Janus, ASW 24, ASW 28-18E, LS4, LS10 and Ventus 2CX-18m were assessed under the Zacher flying characteristics evaluation scheme, as well as the Akaflieg prototypes AK-8 (Standard Class from the Karlsruhe University group) and SB-14 (18-metre flapped glider from the Brunswick group). Another interesting glider to "Zacher" was a replica Hütter H 28/2 built by Werner Kaluza at Warburg, Germany, which provided the opportunity to experience the characteristics of one of the most advanced glider designs of the second half of the 1930s...

Besides these "regular" IDAflieg tasks, several Akafliegs' special projects are of great interest. A lot of work was done on the point



Although used mostly for flight testing and research, the "super-slim" SB-14, a flapped 18-metre glider from the Akaflieg Braunschweig, has done well in comps – it will probably influence the future of glider design

All photos: Jochen Ewald



where laminar airflow changes to turbulent – usually producing a laminar separation bubble that creates drag. To prevent this, turbulators (either zig-zag-tape or blow holes) can be found on most modern gliders, but these only work effectively just in front of where the laminar bubble develops. For such research, a viscous fluid is painted on the wing surface, protected from turbulence on aerotow by a plastic film removed after release by a connection to the towrope. At a constant speed, the fluid shows the behaviour of the airflow clearly and dries, making evaluation on the ground possible.

The slim, flapped 18-metre prototype SB-14 of the Akaflieg Braunschweig is not only showing the way with good handling and performance, but is also equipped with a lot of features to improve flight testing. As well as a computer-based complete flight data registration system developed at the IFF Braunschweig, the deflections of all control surfaces can be measured in flight and the control movements and forces compared. A glass-fibre system integral to the wing gives information about how it is bending. This permits the collection of a lot of new data on aeroelasticity and flutter.

With the SB-14, AK-8 and the little Hütter H-28/2, several flights were made to finish the required tests for certification.

The work of the IDAflieg can be seen as an “engine” for the development of gliding: no commercial manufacturer is able to do such effective research and testing with as little financial expenditure. The labour of Akaflieg students is free, they like learning by doing, especially of course when they can combine it with flying. So they get a solid base for later work as responsible engineers in research and development. But the trend to shorten studying times at university, and to penalise students studying longer with high studying fees, causes a lot of problems for Akaflieg members, whose work, of course, lengthens their studies. To enable them to continue IDAflieg work, this should be acknowledged by universities. A efficient combination of theory (offered by universities) and practical work (offered by the Akafliegs) results in more competent engineers and, at the same time, helps to secure the ongoing success of gliding.



Clockwise from top left: Ventus 2cx (for performance evaluation); LS10 on ground and airborne (including laminar flow test); DG-1000 (calibration); AK-8; ASW 28E (polar curve evaluation); DG-1000 fitted to test (a) lift distribution (b) ASI calibration and (c) angle of attack

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Sunny side up

Nick Garland describes a trip to South Africa that got him 500km and 50hrs flying in a fortnight

MORNING in the White House. Not the one with Bush in it, but the one in the South African bush – a small guest house down the road from New Tempe Airfield, Bloemfontein, where Dick Bradley's Soaring Safaris is based. Over breakfast, Shack Roberts (of Magalies, Booker and, since his move to Qatar, no fixed gliding abode), Anne Chapman and me (both of Booker) reflect on the previous day's flying.

It had been frustrating. After climbing to 11,000ft in a cu-infested sky, Anne had landed out about 80km away, and Shack and I had given up on the task before we started. That evening, Dick and Reb Rebbeck had praised Anne for being the only one sensible enough to head out on task (one of several in which she achieved her Silver distance) in what were clearly booming conditions, and poked gentle fun at the inability of Shack and me to set off when we were at 11,000ft and there were enough quality streets to, well, give you toothache for an awfully long time. There was no denying our cowardice. Loggers do not lie, and my radio chat with Shack was pretty damning: "looks very patchy" was particularly enjoyed back at Tempe base, radioed at 11,000ft off a 6kt climb.

So that morning at the White House, the boys' honour was at stake. Reb and Dick were right, it had been a good day – only an unexpected shower had prevented Anne from getting back – and we needed a plan. As we tucked into our fried eggs, we concluded that the thermals came from the sunny side of the clouds. Which gave us the first part of our plan. The new centring strategy on cloudy days was to be "easy over, sunny side up". Thus inspired by our breakfast, we went to the briefing at the airfield. There, Reb provided us with part two of the plan: he forbade us from circling until we had covered at least 10km. Nice and simple for us early cross-country folk, and incredibly effective. Part 3 came in the guise of Douglas "master splicer" Bradley. Flying with us, he would guide us through the skies that day, pointing out where lift may be and what ought to be left. Thus armed, we set off on a 300km.

A few hours later found us all on final glides, weaving our way at ground speeds of 200km/h or more over fields, farmhouses, salt pans and dams back to the airfield, where we would radio in and be advised as to which runway would be best to land on. There, beer in hand and to the sweet aromas of the cooking braai (barbecue to you and me, of mysterious and great mythological

importance to any South African with claim to have any sort of a spring in his or her bok) our traces were downloaded by Reb, and much to his (and our) surprise we saw average speeds of over 120km/h. No mean feat – but not the meanest feat that day. Enter Theo, husband to Michelle, the gliding club's matron, Dick's boss (well, we all jump when she tells us to), and braai chef *par excellence*. Theo had set off at 10am in his ASW 20 on a 1,000km flight. As Theo does, he turned off his radio when off tow, and so, come 6pm, as Shack, Anne and I basked in the glory of our flights and the sun set gently over the airfield, we speculated as to where Theo may have got to. A typically friendly farmer would, of course, look after him, Reb confidently reassured Michelle... But no, he wouldn't be making it back – after all, the sun had almost stopped shining. In fact, Reb said he would kiss a place on Theo's anatomy where the sun didn't shine at all should he complete his 1,000km.

Well, you and I know what happened next. Moments later the radio crackled into life, the bell in the bar was rung (tradition dictates it may only be rung for badge claims and be followed by a round bought by the bell ringer), the returned Theo paid an impromptu visit to the club's swimming pool and Reb was looking for a lawyer to argue his way out of the (dark) hole in which he had found himself.

Reader, rest assured that his lawyer (erm, me) told him that he didn't have a leg to stand on. Members of Reb's home club, please note that his promise was unfulfilled: feel free to mention it next time he is there.

The two weeks in Bloemfontein continued in a similar vein. Somehow, yours truly went from Silver and 90 hours to four rings of the bell and 140 hours. Every day, I encountered the same sense of progress and fascination with flying that we all do when first going solo: it felt great.

The highlight for me was not that first 300km, not a gold height, not a 500km in which I briefly kept pace with Dunstable thermal spymasters Ed Downham and Robin May (who could sniff out atomic conditions in even the flattest sky), but being coaxed round a 300km by Norman Parry and Carr Withall.

It was a blue day. I was reluctant to go on task. Carr, an ex-BA senior pilot and 1,000km veteran, had proclaimed it a day when he would rather tend his garden. Norman, a dairy farmer in the UK, was no more encouraging, and had built up a reputation in South Africa last year for landing out in any available dairy farm. A landout today was surely inevitable...

Nevertheless, following launch, the sky appeared to be working, and I set off with Carr and Norman. Following Reb's golden



Over the South African countryside – complete with circular irrigated fields (Steve Lynn)

10km rule (which, as confidence grew, had extended to 20km) and the advice of Andre, one of the many fantastically helpful Bloemfontein local flyers, that if you walk blindfold in the woods you'll eventually hit a tree, I had made it to about 130km out. But then, on encountering sink, I found myself at 1,500ft above ground on a day when thermals were only really working above 4,000ft. Added to this, Carr and Norman were some way ahead, and so Carr could not undertake his usual kindness of pulling out his airbrakes and coming down to join whoever was struggling in the weeds. Water dumped, landing gear out, glider hanging precariously in mid air, I was determined not to go down without a fight, and slowly over a salt pan off the second turn point nursed the glider back to a sensible height. Resisting the urge to turn back – I was getting good at this blind man stuff – I was rewarded by the spectacular and contrasting sights of the Koffiefontein diamond mine (the second turn point) and Kalkfontein dam (the third turn point), the first a seemingly bottomless pit of blackness, and the second a rich, twinkling blue lagoon enveloped by lush green fields. Turning for home, the orange diaphanous veils of dust devils served to mark the thermals on the way through to a 50km final glide. On the ground, I was greeted by Norman and Carr congratulating me on a difficult flight in which they also got low. "Well done," they said, "we thought you would have given up". Now, you can't beat that.

I could tell you more. About ingenious aerotow retrieves; the incredible hospitality; how to destroy half Bloemfontein's go-kart fleet in three easy steps; poetry corner before briefing and mad retrieves with vodka-bearing Russians and Boer farmers showing off gun collections that might just sate Blair's search for weapons of mass destruction. But you might not believe me, and in any event they are best saved for a pint in your clubhouse. All you really need to know is that whether like your flying fast or slow, high or low, you will not be doing it justice unless you visit Soaring Safaris – and order your eggs easy over, sunny side up.

Course gliding with the BGA

If you've ever wondered what it's like to do a British Gliding Association instructor training course, newly-qualified assistant instructor Graham Wadforth describes the experience...

AT MY CLUB, Wolds GC, you have to wait to be asked if you would like to train to become an instructor, and you never know when the Chief Flying Instructor might tap you on the shoulder and invite you to commence Basic Gliding Instructor training, which is the first step on the ladder.

Before I went on the course I heard all sorts of accounts from other instructors about what the course was like in their day, and thought it would be useful for other pilots if they had a rough idea of what to expect.

So, what is involved?

It goes without saying that a thorough reading of the Instructor's Manual is necessary, as it sets out all of the exercises to be taught on the course.

The instructor "patter" must be learned and then practised in the air to ensure that the glider is actually doing what you say it is doing.

Eventually the CFI or his deputy signs your papers to say you are of a sufficient standard to attempt the course and off you go to Hus Bos, which I reached after a comfortable two hour drive on the Friday evening. I checked into a good bunk room and then had a couple of pints with Mike and Bob Fox, whom I know from my own club.

Bob was there as an additional course instructor, the others being the BGA's Mike, and BGA National Coach Simon Adlard.

It was the next day that the fun began. After a decent "Full English" I discovered that the lock on my room door had jammed, with me on the wrong side of it: 10 minutes to first briefing and all my course documents in the room! One of the Hus Bos members (glad it wasn't me) forced the door open, leaving splintered door frame all over the place. Not an auspicious start.

The briefing then confirmed my suspicions that the course would be a challenge when we were told that we would have to do a Bronze Badge paper with a minimum 80 per cent pass in every section!

That afternoon we had a fairly gentle introduction to the flying, when we each had to fly a glider which we had not flown before, in my case a Duo Discus, and evaluate its handling and prepare a written report for a low-hours pilot to do a type conversion.

Sunday began, as did all of the days, with getting gliders out at 0830hrs, followed by

briefing at 0900hrs until approximately 1130hrs and then flying until approximately 1730hrs. On this day we carried out stalling exercises in the Duo Discus and Puchacz. The day ended with a very nice barbecue with the instructors BGA Vice Chairman Mike Jordy and his wife, Mo. During a perfect sunset after a 24°C and 6kt day we watched a Tiger Moth doing beat ups of the clubhouse.

Monday was winch launch failure day in the Grob Acro and Puchacz. As with all exercises during the week, the instructors demonstrated the exercise first, with the patter, and we then repeated it. This was quite a long day, and with five of us on the course meant many trips on the tractor to retrieve the glider after each landing.

By this time the students, all of a similar age, had really gelled and a good team spirit developed, with all of us helping each other, and where necessary ganging up against the instructors.

Actually that's not quite true. We only ganged up against Mike Fox – well, why not? Poor Mike could only ever remember my name so the others took delight in swapping names so that he could never

**Rule 1:
Bloggs will do his best
to kill you.**

**Rule 2:
The more experienced Bloggs
becomes, the more deviously
he will apply Rule 1**

remember which of us he had flown with when he wished to bring out a point during debriefing.

The day eventually ended at 1900hrs, with homework set and not forgetting the ongoing Bronze revision.

Tuesday was a much easier day as we ran through the entire patter in the Rotax Falke – a lovely machine, much more like a light aircraft, comfortable and powerful and as far removed from my club's Falke as a Discus is from a K-8.

On Wednesday we did aerotow patter as we were gaining height to do the various spinning exercises.

Thursday saw us doing more spinning, demonstrating different spin entries.

We also did circuit planning and the undershoot/overshoot demo in the Falke.

Friday and Saturday were for me the highlight of the course, and certainly the days with the steepest learning curve because we did things which none of us had done before. The instructors played the part of the ubiquitous 'Bloggs'. He has many relatives, and they are all out to get you.

The rules are:

Rule 1: Bloggs will do his best to kill you.

Rule 2: The more experienced Bloggs is, the more deviously will he apply Rule 1.

We had two scenarios. The first was a flight with Bloggs, who presented himself at the launchpoint with his logbook. We had to read the logbook, question Bloggs as to his experience and then supervise his flight. Almost without exception we all made a complete Horlicks of this.

The next day we had a check flight to do. My Bloggs played the part of a visiting Silver Badge and competition pilot from another club who wanted to fly at my club. That flight went much better, but then I had Mike (Bloggs) Fox again playing an inexperienced pilot. He flung the glider around the sky very low down on aerotow until I took control, and after some indifferent thermalling and a poor circuit tried to fly the glider into the ground until I once again took control.

And suddenly that was the end of the course. We had all had a marvellous time, especially the night we took the instructors out for a pub meal and Mike Fox bought a round – but that's a different story!

So will you pass? The answer is yes, provided that, as with all exams, you revise by learning the patter and practising some of the exercises which are more difficult or which require careful timing such as a spin off a winch launch failure. There is nothing new in the flying. You have done it all before. You simply need to co-ordinate the patter with the glider and, as Chris ("stress inducer") Price would say: "Keep the string in the middle".

There is, however, a final sting in the tail and that is the cost. A rough breakdown is:

Food & drinks (for sanity)	£140
Petrol	£25
Course fee	£330
Flying fee (5hrs/gliders; 2hrs/Falke)	£475
Accommodation in bunkhouse	£72
	<hr/>
	£1042

You need to add to this the cost of your pre-course flying. There will also be the cost of your acceptance flights with the CFI.

Before I went on the course Mike told me that his aim was to make the course enjoyable, and in my view he succeeded. The instructors applied no pressure at all. We managed that very easily for ourselves!

Finally, I must express my thanks to Simon, Mike and Bob for their patience and their efforts and their constant good humour in spite of being faced with five very real Bloggses.

Reprinted with thanks to the *Polebender*, the newsletter of Wolds GC, Pocklington



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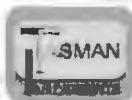
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What can you buy new?

Lasham pilot John McCullagh has researched the new glider market in a first bid to outline what's available if you want to purchase a new sailplane

APPARENTLY simple questions often produce interesting answers. My question was "why not publish a listing, as in the motoring magazines, of every new glider with some basic information?"

This produced some interesting answers. One agent said that: "It is not the policy of the manufacturer to advertise prices in this way. The various options, etc, vary the price so much that a basic price is often very misleading. This is a policy that has come from many decades of selling sailplanes all over the world." Another said that delivery times vary from one day to the next, the manufacturers' performance figures are generally garbage (especially everyone else's). The basic price some manufacturers quote does not include some basic features so that another manufacturer appears more expensive. In any case, some gliders cannot be compared with any other, so why bother? I therefore publish the information with the following caveats:

- This listing is purely to give you an idea of what exists. The choice of a glider to meet your own requirements needs careful investigation;
- I have listed gliders and motorgliders, but not high-performance hang-gliders and microlights;
- There is no guarantee about the accuracy of the information published but I have asked the manufacturers or their agents to check it;
- You are responsible for determining whether you have the qualifications to fly the aircraft and whether the glider has been certified for use in this country;
- If there was no reply to my enquiries and no sign of a recent website update, the manufacturer was omitted.

There is more information about these gliders on the manufacturers' websites. Information about many others that are no longer in production can also be found at <http://www.sailplanedirectory.com>

I hope that the appearance of this first listing will encourage manufacturers and agents to contact me at john@mccullagh.demon.co.uk if there is new information for future listings. If you would like your favourite manufacturer or its agent to publish more information in this table or to agree on a common basic configuration, please write to them.

KEY TO LISTINGS

Stng = Seating 1 or 2 or 2 seat side by side

Prop = Propeller: F = Fixed, R = Retractable,

X = can be feathered in flight, L = can be folded in flight

U/C = Undercarriage. F = Fixed, R = Retractable

No. built = includes all variations of basic type

Span in metres (with and without tips)

Flaps = Flaps (Yes or No)

L/D = Best glide angle (with and without tips)

hp = Horse power

Price includes either local VAT or UK VAT and is ex-works

tba = to be announced



Above: the Carat from AMS-Flight and the SZD50-3 Puchacz are among gliders and motorgliders now in production (www.whiteplanes.com)

	Stng	Prop	U/C	No. built	Span	Flaps	L/D	hp	Delivery time	Price	Notes
Aeromot Ximango (www.ximango.com.br) – UK agent: Mclean Aviation											
AMT200	2ss	X	R		17.5	N	31	81			
AMT300	2ss	X	R		17.7	N	31	115			
AMT600	2ss	X	R		17.5	N	31				

Alisport (www.alisport.com)

Silent Club	1	-	F	-	12	Y	31	-	5-6	-	Also
Silent Club (self-launch)	1	R	F	45	12	Y	31	28	5-6	46,200	available
Silent Club (electric self-launch)	1	R	F	5	12	Y	31	17	5-6	63,180	as quick
Silent 2 (self-launch)	1	R	F	18	13	Y	39	28	5-6	51,420	build kits

ALLSTAR PZL (www.szd.com.pl)

SZD50-3 Puchacz	2	-	F	300+	16.7	N	30	-	4	49,338	
SZD51-1 Junior	1	-	F	300+	15	N	35	-	3	29,110	
SZD55-1	1	-	R		15	N	44	-	6	37,340	
SZD59 Acro	1	-	R		13/15	N	36/40	-	3	42,538	tips + 2000

AMS-Flight (www.ams-flight.sf) – UK agent: Mclean Aviation

APIS-13 W/R	1	-	F		13	N	39	-			Also
APIS-15	1	-	F		15	N	40	-			as a kit
APIS-E (electric self-launch)	1	R	F		15	N	40	-			Also
APIS-M (self-launch)	1	R	F		15	N	40	40			as a kit
Carat A	1	L	R	14	15	N	35	60			
DG-303 Elan	1	-	R		15	N	44	-			
DG-303 Elan Acro	1	-	R		15	N	-	-			
DG-303 Elan Acro Club	1	-	F		15	N	-	-			
DG-303 Elan Club	1	-	F		15	N	-	-			
DG-500 Elan Orion	2	-	R		20	N	>44	-			
DG-500 Elan Orion (trainer)	2	-	F		18	N	>40	-			
DG-500 Elan Orion Acro	2	-	R		17.2	N	-	-			

DG Flugzeugbau (www.dg-flugzeugbau.de) – UK agent: Mclean Aviation

DG-808B (self launch)	1	R	R		15/18	Y	45/50	53			
DG-808ST (turbo)	1	R	R		15/18	Y	45/50	23			
DG-808S	1	-	R		15/18	Y	45/50	-			
DG-1000S	2	-	R		18	N	-	-			
DG-1000S-18/20	2	-	R		18/20	N	-/46.5	-			
DG-1000S Club	2	-	F		18	N	-	-			
DG-1000T (turbo)	2	R	R		18/20	N	-/46.5	30			
DG-1000M (self launch)	2	R	R		18/20	N	-/46.5				

DG Flugzeugbau (www.dg-flugzeugbau.de) – UK agent: Wells Design

LS8-a	1	-	R	478	15	N	43	-	late		
LS8-a	1	-	R		15/18	N	43/48	-	2005		
LS8-st (turbo)	1	R	R		15/18	N	43/48	23			
LS-10	1	-	R	1	15/18	Y	>49	-	in 2006		



From top left: LS8, Discus 2a, Rotax Falke, PW-5, Stemme S-10 and DG-808B (www.whiteplanes.com)

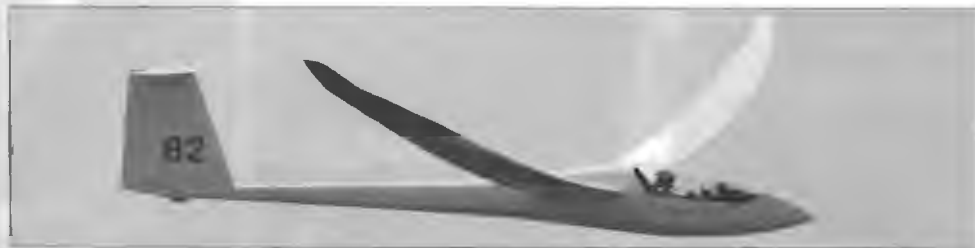
	Stng	Prop	U/C	No. built	Span	Flaps	L/D	hp	Delivery time	Price	Notes
Diamond Dimona (www.diamond-air.af) – UK agent: Diamond Aircraft UK Ltd											
HK36 TC80 Super Dimona	2ss	X	F	942	16.33	N	27	80	12	132,858	
HK36 TC100 Super Dimona	2ss	X	F		16.33	N	27	100	12	139,708	
HK36 TC115 Super Dimona	2ss	X	F		16.33	N	27	115	12	145,348	
Diana (www.dianasailplanes.com)											
SZD-56 Diana 2	1	-	R		15	Y	>50	-	in 2005		
Flugtechnik & Leichtbau – www.leichtwerk.de/eta											
eta (two-seat self launch)	2	R	R		30.9	Y		84			
HPH – www.hph.cz											
Glasflugel 304C	1	-	R		15	N	42.5	-			
Glasflugel 304CZ	1	-	R		15	Y	44	-			
Glasflugel 304S	1	-	R	0	15	Y	45.3	-	in	about	
Glasflugel 304SE	1	-	R	0	15/18	Y	46.8/51.2	-	2006	65,000-70,000	
Lange Flugzeugbau – www.lange-flugzeugbau.com											
Antares (electric self-launch)	1	R	R		18/20	Y	52/58	57			
LZ Aeronautical Industries (www.let.cz)											
L13/L13A Blaník	2	-	R	2654	16.2	N	28	-			
L13AC Blaník (acro)	2	-	R	14	14,1/16,2	N	26/28	-			
L23 Super Blaník	2	-	R	307	16.2/18.2	N	28/32	-			
L33 Sóló	1	-	F	94	14.1	N	33	-			
Edward Margański (www.marganski.com.pl)											
MDM-1 Fox (acro)	2	-	F	40	14/16.15	N	34/36	-2	58,750	(2004)	
Pipistrel (www.pipistrel.si) – Only supplies dealers. Nearest to UK: France, Italy & Germany											
Sinus 503	2ss	X	F	15	15	Y	28	53	6	55,108	
Sinus 912	2ss	X	F	110	15	Y	27	80	6	68,033	
Virus 912	2ss	X	F	60	12.5	Y	24	80	6	68,033	
Taurus 503 (self launch)	2ss	R	R	2	15	Y	41	53	14	82,250	
PZL (www.pzl.swidnik.pl)											
PW-5 Smyk	1	-	F	260	13.4	N	33	-			
PW-6U (2 seater)	2	-	F	26	16	N	34	-			
Scheibe-Flugzeugbau (www.Scheibe-Flugzeugbau.de) – UK contact: Peter Serge-Fink											
SF25C Sauer	2ss	F/X	F	1500+	15.3	N	24	80	3-5	106,947	
SF25C Limbach	2ss	F/X	F		15.3	N	24	80	3-5	109,394	
SF25C Rotax	2ss	F/X	F		15.3	N	24	81	3-5	108,695	
SF25C Rotax	2ss	F/X	F		15.3	N	24	100	3.5	111,025	



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The Schempp-Hirth Nimbus 4

(www.whiteplanes.com)

	Sing	Prop	U/C	No. built	Span	Flaps	L/D	hp	Delivery time	Price	Notes
Schempp-Hirth (www.schempp-hirth.com) – UK Agent: Southern Sailplanes											
Discus CS	1	-	R	800	15	N	43	-			
Discus 2a/b	1	-	R	200	15	N		-			
Discus 2c	1	-	R		18	N		-			
Discus 2T (turbo)	1	R	R		15	N		21			
Discus 2cT (turbo)	1	R	R		18	N		21			
Duo Discus	2	-	R	400	20	N	45	-			
Duo Discus T (turbo)	2	R	R		20	N	45	30			
Nimbus 4	1	-	R		26.4	Y	>60	-			
Nimbus 4T (turbo)	1	R	R		26.4	Y	>60	26			
Nimbus 4M (self launch)	1	R	R		26.4	Y	>60	63			
Nimbus 4D	2	-	R		26.5	Y	60	-			
Nimbus 4DT (turbo)	2	R	R		26.5	Y	60	26			
Nimbus 4DM (self launch)	2	R	R		26.5	Y	60	63			
Ventus 2ax/bx	1	-	R		15	Y		-			
Ventus 2cx	1	-	R		15/18	Y		-			
Ventus 2cxT (turbo)	1	R	R		15/18	Y		21			
Ventus 2cxM (self launch)	1	R	R		15/18	Y		52			
Alexander Schleicher (www.alexander-schleicher.de) – UK agent: Zulu Glasstek											
ASK21	2	-	F		17	N	34	-			
ASW 22BL	1	-	R		26.6	Y	62	-			
ASW 22BLE (self-launch)	1	R	R		26.6	Y	62	50			
ASH 25	2	-	R		26	Y	60	-			
ASH 25Mi (self-launch)	2	R	R		26	Y	60	56			
ASH 26	1	-	R		18	Y	>50	-			
ASH 26E (self launch)	1	R	R		18	Y	>50	50			
ASW 27B	1	-	R		15	Y	48	-			
ASW 28	1	-	R		15	N	45	-			
ASW 28-18	1	-	R		15/18	N	45/48	-			
ASW 28-18E (turbo)	1	R	R		15/18	N	45/48	18			
ASG 29	1	-	R	-	15/18	Y	50/52	-			to fly in mid 2005
ASG 29 (turbo)	1	R	R	-	15/18	Y	50/52	18			
Sportine Aviacija (www.lak.fi) – UK agent: Baltic Sailplanes											
LAK 17A	1	-	R	60+	15/18	Y	45/50	-	3-5	50,760/54,285	
LAK 17AT (turbo)	1	R	R		15/18	Y	45/50	26	3-5	+ 14,888	
LAK 19	1	-	R	20+	15/18	N	45/50	-	3-5	46,648/50,173	
LAK 19T (turbo)	1	R	R		15/18	N	45/50	26	3-5	+ 14,888	
LAK 20	1	-	R	-	23/26	Y	55/60	-	tba	tba	
Stemme (www.stemme.de/www.stemme.co.uk) – UK agent: Mike Jefferyes											
S2	2ss	-	R	-	20	Y	47	-	-		to fly after 2005
S6 (self-launch)	2ss	X	F/R	-	18	Y	33/39	115	-		to fly in 2005
S8 (self-launch) (tourer)	2ss	X	F/R	-	18	Y	32/38	115	-		to fly after 2005
S10VT (self-launch)	2ss	R	R	150+	23	Y	50	115	4-6		
TeST (www.test.infoline.cz) – Czech certification only at present											
TST-10 Atlas (kit)	1	-	F	-	15	N	40	-	10	14,042	
TST-10 Atlas	1	-	F	-	15	N	40	-	10	17,731	
TST-10 Atlas M (self launch)	1	R	F	17	15	N	40	36	10	27,251	
TST-14 Bonus (kit)	2	-	F	-	17	N	40	-	10	16,541	
TST-14 Bonus	2	-	F	-	17	N	40	-	10	27,251	
TST-14 Bonus M (self launch)	2	R	F	1	17	N	40	c. 50	10	37,842	

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Getting into a spin

Our anonymous contributor eventually came to realise that it was his good luck, not his own good judgment, that saved his neck when he got a field landing badly wrong early in his flying career

IT ALL HAPPENED a long time ago but the experience is as fresh in my mind as if it were yesterday and much of my subsequent career in gliding has been conditioned by it.

Flying in my first contest, it was Day Three and I was beginning to enjoy the thrill of flying set tasks against my fellow competitors and was not as I feared lying last by any means. This was the life!

As we got into the Cotswolds at the first turn point and started on the downwind second leg, conditions started to weaken but I pressed on, rejecting weak lift until reduced to scratching in broken zero lift, gradually drifting down wind until an outlanding was now imminent.

Picking a large grass field, as I went over "All the Ss and a W" it became obvious that trying to land into wind would entail a landing downslope so altering the circuit to land upslope, pressed on into wind, losing still more height until turning on to base leg slightly early to conserve my dwindling height margin.

Approaching the final turn and glancing into the field I noticed it now appeared to be rather shorter than I had estimated and that rather than being too low I was a shade high so after checking that the airspeed was pegged at the Libelle's standard approach speed of 50kts, I opened the airbrakes to keep the landing as short as possible.

Lining up with the centre of the field, I tried to roll the glider level on to finals, but nothing happened.

This was getting serious.

I moved the stick to the front stop and applied full opposite rudder but all to no avail. The aircraft carried on through 270° until the earth intervened.

The thoughts tumbled through my mind as we went round and in no particular order went something like:

"We're going to crash."

"I'm going to die."

"It's a long way from anywhere, how long before we're found?"

"Who is going to tell my mother?"

"What will the rest of the syndicate say?"

"How will my girlfriend take it?"

Strangely enough, the thought that it might be painful did not occur to me.

In fact I was able to get out and walk for help to the nearest village, which was about 1.5 miles away.

I remember distinctly that as the ground rushed up, I pulled the stick to the back stop

but to no effect and the glider struck the ground nose down with a dull crunch.

After I climbed out of the cockpit, a look around the glider found apparently minor damage: a small hole below the nose the size of a fist. The aircraft might be flyable tomorrow, I thought. That was until the crew arrived and we found the derigging was difficult as the main rigging pin was bent. That night on undressing there were bruising to the lower torso and across the shoulders where the harness had restrained me.

A five hundred hour pilot at the time and an instructor, I was convinced that my superior skills had saved me from a worse fate. Time and gradual realisation and analysis over nearly a ten year period eventually convinced me that that elusive and unpredictable quality called luck was in fact what had let me survive.

There were many factors involved in this incident. Some due to ignorance, some to a

'Further stall/spin exercises demonstrate that there is no fixed stalling speed and that misuse of any control at or near any stall speed or attitude will spin the glider'

somewhat press-on attitude, some to taking for gospel what others who I considered more experienced had proclaimed, without being critical.

Over the next 10 years or so, as I acquired my own experience and dare I say, a modicum of wisdom, I was able to live through the incident over and over again, analysing each stage and learning facts which would stand me in good stead for the rest of my flying career.

Let's look at some of the factors.

Firstly, in those far-off days, there was little formal training for field landings apart from briefing on field selection, and an occasional short field landing check in some corner of the home airfield.

Today, a pilot's first view of a potential field landing will be from the cockpit of a motorglider and he will have the benefit of doing several such approaches before doing it for real on his first cross-country.

Secondly, when approaching into an uphill field there will be an impression of bring too high and therefore in danger of overshooting especially if close in on finals as I was. Further, there would be a tendency

to try and slow the glider down since the impression of speed over the ground will be heightened and this will also appear more so closer to the ground. I'm sure that I did try to reduce speed on the base leg, I can't recall ever being warned of this phenomenon.

These days again we will warn pilots to **increase** speed if landing uphill in order to achieve a better flare.

Next, the airbrakes.

We are all aware that their primary function is to produce drag and so steepen the approach angle, but we forget as I did that the secondary effect is speed limitation. In most people's minds this is coupled with the safety aspect of cloud flying. However, deployment of airbrake at any time will reduce or even prevent acceleration as I found to my cost when I moved the stick to the front stop.

Another little-known fact is that airbrake deployment increases the stall speed by about 3-5kts.

Combine this increase with that which is produced by loading the wing in the turn and, hey presto! we have a stall speed of perhaps as much as 7-10kts above the straight-and-level stall speed enshrined in most pilots' minds.

When I was originally briefed for the Libelle, I was told that it was a "one-speed glider" and that speed was 50kts! I now know, of course, that this was wrong and that speeds will always vary according to conditions and circumstances. These days I insist that frequent monitoring of airspeed is imperative in the landing stages and that a knot or two over the selected approach speed is no bad thing.

When I was trained all those years ago, the talk was of "incipient spins" and "picking the wing up with the rudder" – terms we never hear today.

Certainly, for me that day, full opposite rudder did nothing to help, even when the stick was moved fully forward.

We have a better understanding today and training is more structured. For instance, the further stall/spin exercises are aimed at demonstrating that there is no fixed stalling speed and that misuse of ANY control at or near ANY stall speed or attitude will spin the glider.

The damage was more serious than what was apparent and a trip to Ralph Jones cost our insurers £800 and two weeks' work (well, I did say it was a very long time ago!).

In the event, my mother never did have to hear about my mishap, my girlfriend muttered something about lucky b*gger, and the syndicate took a surprisingly laid-back view – probably on the basis of: "who's next?".



Gliding Gallery





MORE photos from some of S&G's talented readers. If you're using a digital camera, you might be interested to learn that all but one of these images were originated digitally and we're planning an article soon to let everyone know what specifications we need for print-quality photos: watch this space! Meanwhile, clockwise from above: In October 2004, Richard Harris of Northumbria GC snapped the last-but-one glider retrieved. "After weeks of miserable weather," he says, "and yet another morning with our noses pressed to the clubroom window to see if the clouds would clear, we were eventually blessed with a decent afternoon and spectacular sunset!"

A recent flight in Talgarth's K-13 to 11,500ft in southerly wave (Robbie Robertson)

Spring rainbow in Scotland (Alistair MacGregor)

Ric Prestwich in ASW 20BL 178, Sleep (Matt Woodiwiss, thanks to Alistair Gillson)

Shenington's launchpoint from a different – and arty – perspective (Mary Meagher)

A December 2003 view from LS7 FVQ out of Omarama, New Zealand (Paul Harvey)

Daniel Glibert's DG-300 at Barre des Ecrins in the French Alps (John McCullagh)

Five gliders exploited blue northerly wave at Camphill in November (David Salmon)

Ridge fun at Nympsfield last summer: Leigh Wells in LS8 LS (Steve Cook)



Club news

Andreas (Isle of Man)

IN August we had our usual display at the Manx Festival Of Aviation, which generated much interest in gliding and where we also were privileged to meet the Rutan brothers (Spaceship One, etc). The club had good publicity on Manx Radio during October when ours was the featured sports club of the week on an evening programme of music and interviews. Various members attended on three evenings for two hours each. The presenter was enthusiastic and helpful, having done some gliding in the ATC, and promised to come and fly with us and record his experiences for broadcast.

Congratulations are due to George Bridson who soloed recently during a course at Aston Down. Mark Lees went on a trip to Austria with the Douglas Town Band and managed to sneak away for some mountain flying. Normally the most unadventurous of pilots, I went and did a mini aerobatics course at Norfolk GC while on holiday in the UK and came back grinning from ear to ear and vowing to go back for more! Well done also to our roving Manxie Robin Davenport, who keeps a K-6 at Aston Down and made the long drive to Portmoak worth it by returning with Silver height and duration.

Brian Goodspeed

Aquila (Hinton in the Hedges)

DESPITE the far from ideal summer, Aquila members have been making the best of it, competing in the Standard class at Aston Down, Regionals, Open Class at Tibenham and Gransden Regionals. The highlight of the year was the Inter-Club League Final at Gransden Lodge, where the Aquila contingent acquitted themselves well from joint first on day one to finish sixth after a very close fought contest. On the domestic front, a clutch of new faces has joined the club and first solos have flown: John Turner, Louis Walker and Ryan Powell. Congratulations also to Chris Berry, having reached the heady position of the club's CFI. Much to the tug pilots' delight, the club's Pawnee is back from its major refit. Ian Hammonds has retired from 10 years almost continuous service on the committee, the past three as our excellent Chairman – thanks, Ian! John Batch joins as our treasurer, having taken over from Clive Stainer, who ably carried out that role for the past two years.

Karrol Smulovic

Bannerdown (RAF Keevil)

OUR faithful K-21 has left us after 30,000-plus launches and 5,800hrs, farewell, and welcome to R12, a spanking new replacement. The imminent replacement is a Rotax SF 25C, which will give us back the aerotow ability we have missed for two years. An indifferent soaring year closed with disappointment for those who made the long journey north to Aboyne. Locally northerly winds have brought autumnal fun on the Westbury ridge. Our AGM is on Friday, February 4 in Steeple Ashton.

Derek Findlay

Bath, Wilts & North Dorset (The Park)

DESPITE the weather we have still been very active at weekends. We have had a good influx of university students to join the three keen solo university pilots we already have, thanks to the efforts of Tom Bell and Vic Turner. We congratulate John Wilson and Alan Bailey on going solo earlier this year. In anticipation of a good soaring next year they have already bought their K-6E, as has Michel Shlotter, who is currently working on his trailer. The members offer a big thank you to Diane Wright for the sterling work she has done for several years in producing *Glide Angle*, the club's impressive monthly magazine. The members also thank Joy Lynch for her efforts over the last ten years in keeping *S&G* updated with club news. Members are already planning a trip to Sutton Bank next year and looking forward to our delayed annual trophy presentation in February.

Jan Smith

Bidford (Bidford)

IT IS that time of year when for us glider pilots the memory of last years thermals seem a long time ago, yet there are still some months to wait before the arrival of the first of the spring thermals! However, the brave are still endeavouring to fly at weekends and the occasional Wednesday, enduring the cold – and the bog that the field turns at this time of year: although all are welcome just to come for a chat in the clubhouse. We had a good team of volunteers who worked tirelessly to rebuild our barbecue shelter when the autumn gales blew it down. It now looks very smart. The site for our new aircraft shelters has been cleared in preparation for their erection in the not-too-distant future. Our fancy dress Christmas party took place the weekend before and a good time was had by all.

James Ward

Black Mountains (Talgarth)

WE have seen a steady flow of visitors from other clubs this autumn playing on our ridges and sampling the wave, which has meant that we are ahead of last year and plan in terms of launches and hours in the air. The average flight time per launch is still hovering around the 90-minute mark. Following an enquiry into a near miss between two Talgarth gliders and a low-flying Jaguar last summer, we requested a meeting with the RAF and had a very productive session at the club exploring ways of avoiding a repetition. It was reassuring that the points we raised with the RAF are being considered and an agreement has been reached for us to use a freephone number to alert the RAF when we will be flying in a certain area during weekdays. Proposed airspace changes in the Bristol/Cardiff area were presented at a meeting in Bristol and we are assessing the impact that these may have on operations at Talgarth. First impressions are that we may actually be better off with higher airway bases and good wave windows. Hopefully matters will be firmed up in the New Year. We organised a "work-in weekend" at the club on December 4-5 and had a terrific turnout of members. It saw innumerable jobs completed, including the timber cladding of the front of the clubhouse. Maureen Basterfield performed her masterchef routine in the club kitchen, which was really appreciated by all the workers. In the evening, we had a slide show of 35 years' fun in gliding. A brand new "rocket speed" computer has been installed in the clubroom, which should help process all those logger downloads and comparing each other's wave climbs. Thanks to Alan Cridge for his sterling work in this field.

Robbie Robertson

Booker (Wycombe Air Park)

ALTHOUGH it's winter, instruction (and particularly instructor training) carries on. We congratulate Symeon Economou and Mike Richardson on becoming Full Catsby and Julian Saakwa-mante on gaining his BI rating. Congrats also to Ben Janson and Andrew McKee on their solos. The winter winching weekend at Bicester

was a great success: our thanks to Mike Philpott for organising and running this. Planning for next year's events carries on in earnest: the first of these being our now annual dinner dance on February 5. Last year's was a huge success and we intend to repeat the exercise. After that comes the March expedition to Shobdon, and several task weeks and cross-country soaring courses, and of course our "low-cost" Booker Regionals at the end of June (seven contest days last year). On the equipment front we are looking for another K-13 to keep our two-seater numbers up to eight in total, and looking forward to the refurbished K-18 joining the fleet. We should also have up to six tugs available next season and Richard Hillman is rejoining us as our first confirmed full-time tugger for 2005.

Roger Neal

Borders (Milfield)

LATELY the weather, on most weekends and during the last of the club wave weeks, has given local and visiting pilots decent wave soaring. Two notable flights were on October 28, when Booker pilot Mike Collett gained Gold height and our own Emie Mills re-soloed and also made Silver height. Gordon Lowrie has achieved Bronze. The new tug, Pawnee 235 G-CTUG, arrived on November 1 and has been earning its keep with rapid tows to height. Our K-21 has been hard waxed by North Yorkshire Sailplanes and the Alliance is also being done at the time of writing. Congratulations to Keith Latty, who has been elevated to full-category instructor. A Remembrance service was held at the RAF Milfield Memorial on November 11. The new airway P18 (base FL155), which will run up the Northumberland coast from Newcastle, will be in place from February 2005. It has a kink, agreed by NATS, to move it clear of our general operating area. The area will then be bounded by this airway in the east and the Scottish TMA in the west. Newcastle is in the south. It has been proposed by Eurocontrol that the area outside controlled airspace be given a cap of FL195 from late in 2005. We have asked for a dispensation, which will allow us to fly above this level within a designated area, thus allowing Milfield gliders to penetrate upper airspace to enable Diamond height to be flown in our excellent wave.

Leonard Dent

Bowland Forest (Chipping)

OUR CFI, Geoff Guttery, has handed over the reins to Pete Desmond. We would like to extend grateful thanks to Geoff for all the hard work he has put in over the last five years, and we wish Pete every success as our new leader. Pete has appointed Ian Ashton as DCFI, and we wish him well in his new role. The club has not flown much since the last club news. The rain seems to know the frequency required to keep the field topped up to deep boggy. Some members have been travelling to Dishforth to fly at Cleveland's GC – many thanks to them for their hospitality. Socially we have enjoyed a rainy Bonfire Night, with entertainment by a local Folk Trio, *Trouble At t'Mill*. Our Christmas party was well attended, and very much enjoyed by all.

Eileen Littler

Bristol & Gloucestershire (Nympsfield)

THE club celebrates the 50th anniversary of buying the Nympsfield site this year and a reunion is planned. New metal wings were fitted to the Scout and we bought a Grob Acro two-seater to replace a K-13, which is for sale at £10,000 + VAT. Talgarth CFI Don Puttock is running our mid-week flying until Easter. Then a second instructor is to be employed to help Gavin Wrigley, mainly with trial lessons. Barry Walker was elected chairman at the AGM and Richard Grey secretary but we still can't find a treasurer. Committee members are Jim Wilson, John French, Andy Davis, Chris Lemm, Nigel Smith and Dave Bland. Lemmy Tanner will direct the Standard Nationals from August 20-28. Well done to Jeremy Mitcheson on going solo.

Bernard Smyth

Please send news to editor@sailplaneandgliding.co.uk or Helen Evans, 7 Olney Road, Minchinhampton, Stroud GL6 9BX to arrive by **February 8** for the April-May issue (for later deadlines see www.gliding.co.uk)



Sean Smith, seen with instructor James Dean, soloed at Anglia GC's site at Wattisham in 2004

Buckminster (Saltby)

LAST year saw a steady increase in our membership, which has in turn brought with it a rapid rise in competitive spirit amongst the cross-country fraternity. Having a full CFI instructor available seven days a week in the shape of either Les Merritt (CFI), Danny Goldsworthy (staff) or Norman Revell (volunteer) has certainly paid off enabling the club to develop its NPPL training facilities and provide weekday flying. The Big Band night in September was another outstanding success and plans are already being made for next year's event, also in September. The club held an expedition to Portmoak during which George Rizk gained his Silver height and five hours and other members enjoyed their first experiences of ridge and wave. Not to mention the local distilleries! Other recent achievements have been Mark Erland getting Gold height to complete his Gold, Keith Orme going solo, Jamie Wheelan and Richard Mitchell completing their NPPLs and Paddy Yeoman soloing in the motorglider. In November the club held an awayday for the committee and other members to consider long-term plans for club development. Planning permission has been granted for our new hangar for members' gliders.

Martin Hands

Burn (Burn)

WE are making the most of the dark evenings by using the services of an examiner from a local power club in running R/T courses. Already a significant number of our members have gained the licence and more courses are planned throughout the winter. We have become more aware of the need for a R/T licence because of the developments at Robin Hood Airport (aka Doncaster-Sheffield aka Finningley). An ATZ will be in operation from January and no doubt Class D airspace will soon follow. Our expeditions to Aboyne and Milfield resulted in some enjoyable wave flying with Alastair Mackenzie completing his Gold Badge. In the meantime back at Burn Keith Springate achieved his first solo. We had a successful Bonfire Night party with good food and a brilliant display of fireworks. The bonfire itself was a bit of a problem given that it decided to self-combust the night before, but as a result of sterling work by Ian Gutsell and Ian Stoddard a new one was erected just in time. Many thanks to all concerned.

George Goodenough

Cairngorm (Feshiebridge)

THE cycle of club life has again turned full circle and we find ourselves back in C of A season. We extend sincere thanks to our small band of inspectors for keeping our fleet in tip-top order. Badge claims this month include Sarmed Mirza: Silver duration, Silver distance, Gold distance, Diamond goal. Busy boy, our Sarmed! Dates for Mayfest will be April 30-May 15. Last year we flew on all 16 days and the soaring was superb, as many badge claims bear testament. All bookings must be made to Chris@capercaillie.flyee.co.uk or 01540 673231. Early booking is highly recommended. Check out details on www.glding.org

Chris Fiorentini

Cambridge (Gransden Lodge)

LOTS of things have been happening since our last appearance in S&G. We have catering on weekends and this will be extended in the summer. We have finally found a way to prevent rutting of the airfield by cable retrieve vehicles – balloon tyres – many thanks to Andrew Jude for this. Bill Bullimore gave an excellent talk on flying in Cerdanya with Gill and Brian Spreckley. In fact so good was it that 20 of us are going down in March and taking one of our two-seaters, and about six private gliders. Until then a series of lectures arranged by Colin Smithers will keep us entertained over the winter. We recently held an EGM to pass a motion enabling us to avoid (not evade, Gordon) business rates. Not enough room here for all the gory details but it was voted through unanimously. There was also extensive discussion on a new club strategy, which is to be put to members at our next AGM. We have one of our Discuses (HQM) coming back from Poland soon, after its refinish and a small ding being repaired. By then our Pawnee should be back from its service. Our new K-21 is doing great business and it's wonderful to see so many trial flights enjoying the experience.

We have also recently started a Yahoo Group for club members and so far in December we have generated more traffic than Lasham's – pity the FAI don't award badges for it. Every club should have one. Finally, after two years of sterling service, Gavin Deane steps down from Club News – many thanks, Gavin.

Paul Harvey

Chilterns Centre (RAF Halton)

CONGRATULATIONS to both Neil Beattie (BI rating) and Colin McInnes (CAA Motor Glider Instructor Rating) on their respective achievements. We are all looking forward to the club's Burns Night spectacular – the highlight of the social calendar – prior to the spring cross-country season. We are looking forward to our first season as the new Chilterns Centre. Hopefully, after a slow winter, the summer will be booming.

Andy Hyslop

Cleveland (RAF Dishforth)

ONCE again, our students from Leeds University are leading the way with achievements. Kasim Sader went solo in the K-21, James Hayes resoloed in the K-13, and 'French' Bob Crick converted to the K-18, quickly followed by the K-6CR. Achievements by non-university students: Steve Eccles achieved first solo, Ted Machin converted to the K-18, and Ben Dorrington has his NPPL. Paul Mason ("Baldrick") has soloed in the Chipmunk and is looking forward to becoming our largest tug pilot. Members and visitors enjoyed autumn wave – nothing stunning, but gentle climbs to 10,000ft whetted the appetite for the Christmas Wave Camp.

Polly Whitehead

Cranwell (RAF Cranwell)

HAPPY New Year to one and all and congratulations to Rosie Morris who, watched by Mum and Dad (also a club member), soloed three days after her 16th birthday: big smiles all round, particularly Kev Morley and many other instructors no doubt, who have checked and briefed their trainees just before their first solo. (I'm sure that we can all remember our first solo!). Again it's that busy time of year when all the aircraft are being prepared for C of A, trailers being fettled, vehicles maintained and various annual general and field landing checks made in readiness for the new soaring season and awaiting that first thermal with the cry from the duty instructor "Launch the fleet". Many thanks to all those stalwarts at the gliding club, who have put in many additional hours of work throughout the year, in order to maximise our enjoyment of flying.

Zeb Zamo

Dartmoor Gliding Society (Brentor)

A RELATIVELY quiet period due to the poor autumn weather, although Ced Nevinsky and Steve Clark did



Ryan Powell, left, with his instructor Jaff Luck, is the latest soloist at Aquila GC at Hinton-in-the-Hedges

manage over an hour apiece in easterly wave at the start of November. Our Christmas Dance and Awards Ceremony was very successful, with over 40 attendees. We have the Zugvogel back on line thanks in part to the generosity of one of our members, Brian Seedhouse (who has now completed over 100 solo flights with us) and, on December 8, John Blaskett, another émigré, resoloed with us having first gone solo in Aden in 1964. We are also deeply indebted to Ged Nevinsky for sourcing and manoeuvring into place, courtesy of his mobile crane driving skills, an ISO container to become a workshop behind the hangar, thus freeing up valuable space within the hangar.

Martin Cropper

Deeside (Aboyne)

WE have reviewed our operations and, from January 2005, have decided to concentrate club flying at the weekends. The annual pilgrimage of our autumn visitors will not be affected and neither will the UK Mountain Soaring Championships. We also hope to hold special flying weeks in the spring and summer and may be able to accommodate visitors at other times by arrangement. Please check our website or call for more details. The annual awards were presented at our recent Christmas party as follows: Club Person of the Year, Steve Thompson; Club Ladder, Fran Knowles; Height Gain, Richard Arkle; Best Gliding Photo, Bruce Duncan; Most Meritorious Flight, Dave Smith. Of particular note was the CFI's award to Tom Hansford: Tom is 16 years old and, having started in 2003, has taken gliding by storm, needing only his 50km for his Silver Badge. Other flying achievements include Liz Eddie converting to the Junior and Bob Dunthorne reaching Gold height. Our second Puchacz has just returned in pristine condition from Poland with a life extension.

Mary-Rose Smith

Denbigh (Denbigh)

DESPITE the vagaries of the winter weather, we have continued to operate thanks to the tow-out strip across the field. The ridge and wave ensures that we do not spend our time circuit bashing, but are able to go off soaring, and enjoying the winter views across the Welsh countryside to Snowdonia. We congratulate Malcolm Austin on his Cross-Country Endorsement, achieved during 2004. We have taken delivery of a Silene on loan from Ringmer. This glass sailplane will facilitate cross-country training, and let members experience flying glass. Of course Ringmer pilots are welcome to fly with us, at the discretion of their CFI. Many of us have given up a weekend to clean out the hangar and workshops – it is amazing to see what accumulates through the year! The club fleet continues to improve, with restoration work on the K-8 and K-7M continuing apace. By the time you read this, they will both be back in the air. Just before Christmas we enjoyed a splendid homemade three-course Christmas meal in the clubhouse – a wonderful way to spend a dark winter

Club focus



Above: the airfield. Below right: Puchacz about to launch

At a glance

Full membership cost: £295 pa (Juniors, £145)

Launch type and cost: Aerotow to 2,000ft, £21.00

Club fleet: SZD Puchacz (x2), K-8 (x2), DG-200, Super Dimona, Supercub, Pawnee

Private gliders: 40

Instructors: 15

Types of lift: Thermal and occasional wave

Operates: Seven days a week April to October; other times at weekend only

Contact: Office: 01789 772606
office@bidfordgliding.co.uk
www.bidfordgliding.co.uk

Radio frequency: 129.975, calls to Bidford Traffic

Location: 52° 08.428 N 001° 50.853 W

THE site now home to Bidford Gliding Centre was first used as an airfield in 1963. Then in 1965 it became home to the Worcestershire GC up until 1976, alongside some parachuting during the mid 1970s. Since then it has been privately owned and under the current ownership for the past six years. It was called the Avon Soaring Centre from 1984 to 1995, when it took on the name it is known by today.

Set in the Vale of Evesham, just two miles from Bidford on Avon itself, our strip is 800m long and is oriented 24/06. Our location is ideal to make best use of the soaring conditions on any given day, due to the freedom from controlled airspace that we enjoy. On good days, thermals get going early thanks to flat well-drained ground in the Vale and our low elevation of only 135ft. This also facilitates long final glides at the end of the day from that last "get you home" thermal. We have a power operation as well, with about 20 home-based aircraft, and we welcome power visitors; however, PPR via telephone is vital before departure. We also have our own CAA M3 maintenance facility, which caters for gliders and powered aircraft.

We operate seven days from April to October with a full-time instructor and tug pilot Monday to Friday. At weekends we have our own volunteer instructors and tug pilots. We are an aerotow-only club, but with two tugs and no winch operations to consider, a launch is always readily available. We train using our two Puchacz gliders, but have a long standing tradition of cross-country flying and with a number of privately owned two-seaters (two Nimbus and two Duo Discus), there is more often than not an opportunity for less experienced members to be taken round a task.

We are lucky in having our own resident Italian chef, who serves delicious Italian cuisine alongside more basic dishes to keep our hungry pilots fed. Our social side is very active with barbecues in the summer and more formal events, such as our annual dinner dance in late October.

We welcome visitors bringing their own gliders to sample our location in the summer and make use of our facilities, with on-site showers, electric hook-up for caravans, and of course not forgetting our well-stocked bar!

James Ward



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Club news

➤ evening, thanks to Jan! We continue to enjoy visitors, and they continue to enjoy flying with us. Why not consider an expedition to North Wales – you might be pleasantly surprised at the conditions we enjoy. Contact the office on 01745 813774.

Paul Jewell

Derby & Lancs (Camphill)

A BEST-FORGOTTEN second half of the summer (it) was followed by a pretty wet and dismal autumn – even the bonfire had to be postponed because of fog. However, November later produced quite a number of wave days and flights, one day with wall-to-wall sunshine that quite a number of pilots managed to exploit. The latest additions to our private fleet are a K-6CR bought by Steve Benn, Tony Senior and John Emms, and Ross Whittle's rather nice ASW 19. We look forward to seeing them both in the air. We have three prospective BIs under training to give a boost to our reducing and ageing instructor ranks.

Dave Salmon

Devon & Somerset (North Hill)

THE club has recently purchased a third Junior to add to the fleet and deferred the decision to sell the K-13. Consequently the club fleet currently comprises a K-13, two K-21s, a DG-505, three Juniors and a K-6. At the AGM in December former chairman Dave Minson was elected as Vice President. Prizewinners included Pete Startup (Club Ladder), Ron Johns and Malcolm Chant (for their 600km flight from North Hill), Richard Brown (best progress) and the "coveted" (depending on your taste in ornamental wildfowl) Willy Old Bird went to Hal Newbury for his incredible skill in handling instructors! The committee is in the process of preparing a five and 10-year plan which it intends to present to the membership in the near future. It was suggested that members might like to open the club more than the customary weekend, Wednesdays and Thursdays when conditions look suitable.

Phil Morrison

Dorset (Eyes Field)

WE have had a good year, with launches, hours, trial flights, and cross-countries flown being the best for some time. We had to take our tug out of service in September, due to a crack in the engine sub-frame. This has now been repaired (thanks to sterling work by Barry, Bill, Pete, Chip, etc). This will allow us to resume our tradition of high winter aerotows to beat the Winter Blues. One benefit has been much greater use of our winch, which in turn has given our ab initios a good turnaround of cheap launches. Our newly ploughed and harrowed 18 acres have been seeded, and should be ready for drainage and use by early spring. Thanks again, particularly to Rob Linee, for organising it all. We have received planning permission for our new clubhouse, and our thanks go to Terry Linee and Gary Shaw for heading this project. Congratulations to Mike Slade and Nick Sarel, who have Silvers and achieved 100km Diplomas. Well done also to Paul "Cowboy" Hale, who soloed in November, thanks to the tireless efforts of instructor Gerry Cox, et al. This means we have almost run out of ab initios, and would welcome new ones. See www.dorsetglidingclub.freemove.co.uk for details. Nick "Pilot" Barnes has taken on the task of producing our club magazine, *Out of The Blue*. Nick is thinking of organising a gliding trip to either New Zealand or South Africa, for January/February 2006, and would greatly appreciate any feedback from anyone who has been gliding there. Please email Nbarnes22250@aol.com. I have some sad news to end with. Vic Phillip's wife Sandra lost her battle with cancer in November 2004. Vic was a busy and hard-working instructor/CFI for our club before moving abroad. The whole club joins me in offering sincerest condolences to Vic and all his family.

Colin Weyman

Dumfries & District (Falgunzeon)

AT the end of a surprisingly good season the club has fallen on hard times. Our CFI, Neil Meiklejohn, has decided (after 40 years) there is more to life than gliding and is spending more time with his family. The club is now flying P1s only until we can find (or grow) a Full Rated instructor. If there is anyone out there who fancies tutoring rustic Scots from a waterlogged patch of heather please get in touch.

Charles Ferrier

East Sussex (Ringmer)

SO far autumn weather hasn't deterred us too much, one superb ridge-flying day provided much fun for all and Guy Westgate provided an excellent day's tuition on glider aerobatics. Using language straight from the maternity ward "PUSH! ...PUSH!" the K-21 eventually gave birth to some beautiful rolling manoeuvres, accompanied by bonfire night "ooooohs" and "aaaaahhs!" from observers on the ground. Gas and air were not required. We are grateful to Southdown for loaning us an Astir whilst our Junior is being repaired. Scholarship pupil Chris Fleet has gone solo. The motor Falke is back after extensive work.

Adrian W Lyth

Essex (North Weald/Ridgewell)

ALTHOUGH we may have entered the quiet season in relation to flying, work is being done to further improve the facilities at our Ridgewell site in preparation for the summer, including a second T-hangar. This came in the form of giving members an opportunity to show off their assembly and painting skills! The paint kettles with integral handles made out of plastic milk bottles by Geoff Martin enabled the work to proceed apace! Our Launch Point Control Caravan (otherwise affectionately known as the Budgie Cage) is receiving its annual inspection/renovation in the expert hands of those who built it: Brian Murphy (Chairman) and Ian Barnes (Technical Officer). Phil Talbot is doing a similar job for the one at North Weald. Our thanks go to all those other members who have and are working so hard in these and numerous other tasks. A number of members are studying for their Bronze Badge written exam as well as their R/T qualification (a North Weald requirement). We wish them every success. We are looking forward to a Safety Presentation to be given by Kevin Moloney, Chairman of the BGA Safety Committee. Our thanks to Chris Nicholas, our Vice Chairman, for arranging it (for a review of these presentations, see p8 - Ed).

Peter Perry

Fenland (RAF Marham)

DEL Ley has stepped down as CFI. A huge thanks to Del for five years of hard work. He has handed over to Paul McLean. Best wishes to him! Another loss to the club is Jan Driscoll: she offered sterling support and will be missed. We are leaking instructors like a very leaky thing. Huge thanks go to DJ, Sid Wright and Dickie Bowen for all their efforts and a warm welcome awaits them should they decide to return. We have also said goodbye to R49, our beloved K-18. We await the arrival of our Astir and there's a long list of new solo pilots already waiting their turn. The next departure is Pete Harris: like the penguins he's going to have as neighbours, he won't be flying much. Our exped to Portmoak went ahead and we all had a great time: visiting the local Sunday Market, climbing the Bishop, watching the rain. Oh, a little bit of gliding too, but not much.

Graham French

Four Counties (RAF Barkston Heath)

OUR first AGM at Barkston Heath was in November. Trophies went to Pete Ballard, Derek Coker, Scott MacLeman, Sue Armstrong, Huw Williams, Andy Mason, Alan Ellis, Graham Headey and Trev Gorely. The latter two retire as Deputy Chairman and MT member respectively - many thanks to both. Trev has been MT member for more than 30 years but is moving to a



new life in Ireland. Congratulations to Lee Jones on solo. Sue Armstrong

Herefordshire (Shobdon)

OUR recent courses have produced two new soloists, namely Sophie de Clerc and Celine Walley. Sophie celebrated by completing a Bronze leg on her next flight, whilst Celine contented herself through taking the Blanik to 900ft in wave along the Golden Valley. Something tells us that our single-seaters may be just a little busier in the not-too-distant future! We have not been without our usual share of tug tribulations, and thanks are due yet again for the sterling work put in by John Warbey and Roy Palmer, who regularly take on the forces that seem to conspire against us. Ken Martin has also come to the fore, spending untold hours driving up and down the country with only a lame Lycoming for company, to keep us flying. At our AGM, Les Kaye showed us his scarily efficient new flying records and accounting software, which was met with approval by all. Although we are flying more trial lessons than ever before, attracting new full members is difficult, even whilst flying over some of the UK's most beautiful countryside!

Mike Hayes

Highland (Easterton)

WHAT a year for northerly winds it's been and as we go into winter the pattern has not changed. However, there have been a few good weekends and for those who were out there has been the reward of some good wave flying. We also have a short ridge to fly that can lead you in to the wave; if not it can be quite relaxing just flying the ridge itself enjoying the views over Moray. One view being the new wind farm just south of the airfield: 10 wind turbines up, 14 to go, a 100m-high blot on the landscape that doesn't produce a thermal! The clubhouse is getting very close to completion. This means that Phil Penrose, who has project-managed this over the last three years, will soon be free to decorate his own house... before the next project, please!

Roy Sotherton



This page, from top left: Kasim Sader (Leeds University) went solo at **Cleavelands**; Rosie Morris, seen with instructor Kev Morley, soloed three days after her 16th birthday, at **Cranwell**; **Dartmoor's** container workshop will create hangar space; Chris Fleet went solo at **East Sussex**





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Club news

➤ Imperial College (Lasham)

WITH the winter term drawing to a close, icGC have been working against the weather to try and meet the demand for trial flights! Particular thanks go to Chris Smart, Hemraj Nithianandarajah, Jamie Denton, Pete Masson, Martin Judkins and Lasham in general for their consistent help in instructing. Current plans are afoot to spend New Year at the Mynd with our two single-seaters. Next term the club focus changes from trial flights for freshers to providing the support for new members to press for solo – the race will soon be on. In addition, next term sees the club celebrate its 75th Anniversary at our annual dinner – all members (current and ex) are invited. Whatever your connection to icGC, if you're interested in what is planned or how the club is doing please visit our new website www.union.ic.ac.uk/rcc/gliding (thanks to Sejal Shah and Jamie Denton) or email icgc-committee@ic.ac.uk Edward Coles-Gale

Kent (Challock)

WE have had a very active social life down here at Challock with our annual club dinner and prize giving for our pilots' achievements during the year and our annual fireworks party, both of which were well supported and a great success. Meanwhile, our CFI John Hoolahan has stood down and his DCFI Tudor Williams has taken on the role of CFI. We will all miss John and thank him for his contribution to the club. Peter Carpenter has taken over from Tudor as DCFI so it's change all round. We are still waiting for the wing to be fitted to our K-8 so that it can re-join our club fleet but both our Juniors are in use at the moment. A new school of Silver pilots progressed to Basic Instructor standard and are giving many trial flights. We offer our congratulations to all of them. Winter soaring has been good over Kent, and with views across to France, it is a good time of year to be in the air. Should you be unfamiliar with Challock and its challenging soaring why not come down and visit us? We have accommodation and food on site, and we would love to see you.

Andy Young

Kestrel (RAF Odiham)

IT IS with sadness we report on the passing on of Peter Allen, who despite advancing years was an enthusiastic and supportive club member always keen to get into the air. As well as supplying cheesy jokes he provided expertise on our R/T equipment. Peter was from the old school, and as such could be regarded as a gentleman who had a knack of gently but effectively making his views known. Well done to our Chairman, Giles Austin, who recently got his BI Rating, with thanks to Roy Gaunt for his help. Congratulations to Peter Appleford on achieving his 50km with thanks to the Windrushers club at Bicester for their hospitality. Also to Mark Wilkins on going solo in the K-21. Work continues on the Bessenou tent hangar, led by Barry Sealey to ensure it weathers the winter. An LPG storage facility has recently been installed in anticipation of taking delivery of a gas-powered winch, which should boost our launch heights as well as reducing our operating costs.

Simon Boyden

Lasham Gliding Society (Lasham)

NAN Worrell is editing our sparkling and informative Lasham magazine. Chris Lewis (team captain) and Jamie Denton (novice), Mike Rubin (intermediate), and Dave Tanner and Ben Archer (pundits) reached the final of the Southern Inter-Club League. Mervyn Saunders and his Wednesday evening group flew 999 winch launches in the summer of 2004. The final 17 launches were flown in a Primary. The flight to make the 1000 was a "BLSA" – a bungee launch straight ahead! Lady member Bea almost flew solo but had to stop when her bump got to within one inch of the stick – baby Andrew is doing well. George Metcalfe in his ASW 28, assisted by his

crew Alan Jacobs, flew in the 2,000km Euroglide competition. He was airborne for 27 hours and took a total of 10 days and 14 hours. K-13 "H" has been completely renovated by Phil and Stuart in the aircraft hangar. Pete Masson, former world champion, will be running an advanced cross-country course in 2005. Tugmaster Alan Meredith is in the Antarctic in charge of flying at the British base. Nigh Hughes and Andy Aveling are on duty in his place. The Lasham simulator is instructive and entertaining. Barry Woodhouse and Shaun Lapworth, with technical help from Dr Simon Newman and Dr Kenji Takeda of Southampton University, have organised the project. It has been funded by the Lasham Trust, courtesy of Wally Kahn. The Alan Purnell Memorial Fund has reached £4,000, which will enable a worthwhile tribute to be made to Alan's memory. We offer Max Dowding our sympathy on the loss of his beloved wife, Hazel.

Tony Segal

London (Dunstable)

AT our annual dinner congratulations went to all the award winners with the popular Boomerang Trophy collected by Rob Brimfield for his out-and-return to Okehampton and the very popular Lloyd Duhaney receiving an award for his work as a winch driver. Plans are going ahead for our 75th Anniversary Celebration on June 25. All former members will be warmly welcomed, watch this space. All is going well and we shall soon obtain planning permission for a new hangar extension together with the start of demolition for the old 1930s club wooden huts, bringing an era to an end. At our Bonfire Night extravaganza rocket contest for an out-and-return vehicle, only one was seen to return in a somewhat crazy straight line that made spectators run. Names are already filling for the annual long drive southern pilgrimage to Cerdanya, Spain, in March/April. Our winter social calendar evening programme continues, which is very popular, organised by Trevor Mills – proving the others can still beat the top dogs in a recent Full Cat Challenge quiz evening. Alex Evans has created our new website at www.londonglidingclub.co.uk Flying continues daily throughout the winter given the right conditions. Although mainly damp and wet, the weather has supplied good spells during the shorter daylight hours of winter. The Lasham Plate is living in our bar.

Geoff Moore

Mendip (Halesland)

WE have had another visit from the local vandals. On this occasion they broke through the gate and the hangar doors and having found a spray can of green paint proceeded to decorate our fleet. The "B55 bomber" painted in foot high letters on one of the K-13s showed a certain lack of aeronautical knowledge! Fortunately, conditions were not ideal for painting and the damage was discovered and repaired before the paint had dried out. Congratulations are extended to Linda Thomson on her Cross-Country Endorsement and Eric Summers who soloed just after his 70th birthday (is this a record?). Patrick Hogarth's dream honeymoon trip, which included New York, San Francisco, Los Angeles and Hawaii, was noteworthy for the fact that his new bride was left sunning herself on the beach in Hawaii while Patrick went gliding. Start as you mean to go on? We are sad to have to report the death of John Boley, one of our founder members (see *obituary*, p59).

Keith Simmons

Midland (The Long Mynd)

FRED Slingsby made the first flight from the Mynd on August 11, 1934. It was a bungy launch but if you're coming for one in February then bring your best Ozees. The windchill on the bungy meadow can be colder than the Treasurer. Our winter programme welcomes solo pilots on Wednesday and Thursday afternoons with full flying for the rest of the week. The grey days are

brightened by a dreamed-of addition to the fleet: a DG-505. Appetites had been well-whetted by the Faulkes one, which was based here. We are delighted to be hosting Competition Enterprise in July 2005. The competitors should feel at home with the hills and valleys (and the mists!). Another welcome is to Lisa Outhwaite and Aaron Rockett who will be taking over the catering franchise. Our sincerest thanks to Jo Beadman and her team, who have done so much and never failed to brave Asterton Hill, the thinking man's Cresta run. The last week of the course season was crowned by solos for Felix Dethier and Michael Rogers so congrats to them and keep it up for the New Year. John Roberts is in the British Junior Team after a superb season. His fellow competitor Ian MacArthur is well up the ratings but whether he can extract from gliding the kind of eminence that his cousin Ellen has from sailing remains to be seen. We've certainly heard nothing about a 'Round-the-World' glide.

Roland Bailey

Nene Valley (Upwood)

AFTER missing some months in Club News, we are back; due to pressures of work many news items were missed. I can now give an update on the Nene Valley GC. We have obtained the addition "Limited" in our club title, we have got through the turmoil of the K-7 fleet being grounded: many thanks to our neighbouring clubs for loan aircraft and use of a motorglider. The club fleet is now back in action thanks to our aircraft team and helpers; and we have upgraded the engine in winch one and have reconditioned the gearbox in winch two, many thanks to the ground equipment team. John Young stood down as CFI, many thanks for all his hard work over the years. Roger Morrisroe is now CFI with Roger Emms as DCFI. Two Rogers – well, you can tell the two apart. Roger M is an ex 616 VGS man from Henlow, as is Alan Wyse an ex 616 Ex CO and CFI, John Bennett ex 616, we appear to be a magnet for them, some members of 616 have moved on to other clubs. Well, we can't keep them all! We have four members being put forward for BIs and resolos for Jonathan Ralph and Andy Souter. We look forward to a brighter 2005.

Dave Mansfield

Norfolk (Tibenhram)

ANDY Morgan and Wade Leader have their Bronze Badges, congratulations to them. Mike Bean will be presenting his excellent Bronze Lectures every Saturday throughout February to help those preparing for the written exam. If you got your Bronze Badge years ago, then why not come along and do a bit of revision? The Bradfords have bought an LS6 and the new Aldridge/Slater syndicate have a Nimbus 3DT. We now have ten pilots in the top 300 of the nationals ratings, the first time we've gone into double figures. We look forward to hosting the Junior Championships as well as the Eastern Regionals in 2005.

Ray Hart

Northumbria (Curock Hill)

POOR weather continued to hit our flying at Curock Hill throughout the autumn, although between the rain, wind and low cloud there were occasional days which provided a lucky few with good soaring – and even wave – conditions. At least the bad weather meant the tug was not too badly missed while it was away being serviced. Nearly 60 members and guests attended our successful Wings Night, including new solo pilot Stewart Campbell, whose father (an airline captain and former RAF pilot) was guest speaker. Club chairman Don Welsh and CFI Alan Scott have met representatives of Newcastle International Airport to discuss proposed new airspace restrictions, which are likely to affect the club in 2005. John Allan has agreed to take over from Alan Scott as CFI from July 31, 2005.

Richard Harris

Nottingham University (Barkston Heath)

IN November, NUGC went to Sutton Bank on a trip organised by Andy Langton. Several new members came with us and thoroughly enjoyed themselves. Highlights of the trip included a bit of wave flying, thrashing Durham University GC at giant jenga, and Chris's amusing landing in the pride of Sutton Bank's fleet: the DG-1000. After what he claims was an excellent landing, a bit too much wheelbrake was used. The glider came to a halt, slowly pitched on to its nose, and stayed there... luckily no damage was done. Other than Andy breaking anything he can get his hands on (this month included the hard waxer, our K-13's main tyre and NUGC's only caravan), the only achievements worth mentioning are a couple of type conversions: John has recently converted to the acro, likewise with Graeme (FINALLY! – he has been solo since 2000!). Congratulations to both.

Chris Emerson

Peterborough & Spalding (Crowland)

OUR expedition to Aboyne was fun as it always is; but unfortunately there was very little flying due to poor weather. Undeterred by this we have already booked again for 2005. Jim Crowhurst is emigrating to Australia and I'm sure his leaving party will be well attended. We wish him and his wife-to-be all the best for the future. We look forward to receiving reports from his epic flights down under. By the time you read this our new hangar floor will be completed. This will improve our facilities considerably. Our new Pawnee is almost ready and we are now waiting for CAA inspection. Martin Ewer is our new DCFI. He is taking over from Kevin Fear, who wants to spend more time in his Ventus.

Robert Theil

Portsmouth Naval (Lee-On-Solent)

OUR Skylaunch winch has been overhauled so that it can continue to provide a reliable launch service. The old Range Rover that we used to retrieve its cables has been given a well deserved retirement and has been replaced by a newer version that still retains all the comforts provided by its maker. This little pool of luxury means that we now have no difficulty in finding retrieve drivers on these cold winter days. Roy Gaunt made a welcome return to Lee to hold an instructor's course. With his help, Siggy Ingason, Tim Webb and Richard Crockett have now qualified as Basic Instructors and Henry Freeborn has gained his Full Category. After waiting to reach 16, Andy Payne was able to dispense with the services of his instructor and fly solo. As if to make up for lost time, he brought his Mum along the next day and repeated the feat. Congratulations to all.

Steve Morgan

Sackville (Riseley, Bedfordshire)

MAJOR changes are afoot here as Tim Wilkinson (owner, benefactor and benevolent dictator of the club since its formation) has decided to step down from organising the gliding. His commercial flying, pregnancy scanning and microlight instructing means that he no longer has the time to devote to gliding but he has given us the use of his collection of vintage aircraft and he remains as CFI until such time as there is a suitably qualified replacement. A new committee has been formed under the chairmanship of Gordon Lane and it is planned that we will have at least one two-seater and the Pirat on line in the spring. It is also our intention to start winching again after a couple of years of aerotow only. Membership fees are to remain the same for now and as always, include soaring time. Our heartfelt thanks to Tim for his continued enthusiasm and generosity. See also www.sackvilleflyingclub.co.uk

Derek Wales

Scottish Gliding Centre (Portmoak)

Joe Gadzinski passed away on November 8, 2004, following a short illness; he was 83. Club members and

visitors alike will know Mr Gadzinski as "Old Joe" or "Joe the Pole". Old Joe has a place in SGU history as, amongst other things, he was the very first professional winch driver to be employed by the club. Although he gave up solo flying a number of years ago, he never refused a two-seater flight, and could be found most nights in the clubhouse bar. On the flying front, Portmoak members are already leading the 2004/2005 National ladder, and we have a number of local achievements to record: Mark Wilson, solo; Gordon Hunter, second solo to B Badger; Alec Stevenson and Mike Cartney, Cross-Country Endorsement; Martin Ling and Ken Donaldson, Silver height; Les Ladomery, Gold height; and Mags Doig, BI Rating. Our club fleet, and a number of syndicate aircraft, are now warmly tucked up in our new hangar: getting aircraft out is an absolute pleasure – without having to shift the whole fleet first! By the time you read this, we will be recovering from our annual bash. This year, it was held on January 8 and our guest speaker was none other than your very own Platypus. I don't know what his deadlines are with the "all powerful" editor, but I expect we'll have to wait till the next issue to hear what he thought of our hospitality.

Ian Easson

Shalbourne Soaring Society (Rivar Hill)

ONCE again, autumn heralded the return of the fog and murk that delights in camping over Rivar Hill. However, when blessed with clear skies, there are always keen pilots eager to top up their hours and hone their skills. Now we await the start of the northerlies (!) for the ridge to work (apologies to Steve Barber, our Met Man, for my appalling meteorological terminology!). Rob Nicol has joined the committee as Equipment Officer and a very welcome addition he is too. Finally, this is my last Club News as I will have signed off as Club Secretary by the next deadline. I wish my successor all the best, and hope s/he enjoys writing Club News (creativity a bonus).

Liz Seaman

South London Gliding Centre (Kenley)

OUR long-serving club manager and CFI, Peter Poole, intends to retire in 2005: we are looking for someone to take his place. Unusually in the gliding movement, it's a full-time, salaried, Monday to Friday job which leaves time for personal leisure gliding at weekends. Ideally, we want someone who will be an effective manager and organiser, a skilled instructor with a motorglider rating, have glider maintenance qualifications, and a skin as tough as old hide. An advertisement appeared in the last edition of S&G and, if the perfect candidate exists, we shall be pleased to hear from him (or her). John Northen, who has served us well as our second instructor for the past year or so, has now left the club and we wish him well in his new position at Ringmer. So it's all change during 2005 but we are hoping that with our two Tost winches now up and running, the glider fleet restored to health after the 2004 K-7 problems, and our new ten-year lease/licence, we shall be attracting some new members and seeing a successful season. All we need now is the weather.

Peter Bolton

Southdown (Parham)

CONGRATULATIONS to John Puddicombe and Phil Fryer, who went solo in October, just in time to take advantage of the autumnal northerly winds. The cross-country squad had almost given up hope, what with global warming and everything, but cafe society at the Devil's Dyke Hotel was entertained by a Parham fly past on November 10. There were many creditable performances but Dick Dixon, our chairman, led the field with a flight of 411km. Our hangar has been fully insulated and updated, making the workshop area a state of the art facility. A brand new launchpoint control centre is in the process of being commissioned and the old yellow bus has gone to pastures new. The Janus is



Sophie de Clerc of Herefordshire with the impromptu post-solo smile that gladdens any instructor's heart

repaired and back on site, and we are hoping to obtain a DG-505. If anyone has a K-21 for sale please get in touch with our secretary. After lengthy discussions with the Pulborough Rugby Club, it became clear that having a pitch adjacent to the runway was not a good idea! With a little bit of give and take, it seems probable that they will be able to move their operations further to the west of the airfield. Just as preparations for the Christmas Awards evening were being finalised, we were saddened by the news of the death of Ted Palmer. He died while undergoing heart surgery in November (see *obituary*, p59). He was an instructor for many years and became an honorary member on his retirement in 1996. Ted was a gentleman, with a lovely sense of humour; we will miss him.

Peter J Holloway

Staffordshire (Seighford)

CONGRATULATIONS to Steve Green (cadet) for his first solo. Pete Gill is now CFI, and Graham Bowes DCFI – thanks to Andy Outram for his efforts as CFI over the last few years. A number of members enjoyed our winter expedition to Sutton Bank, despite only one and a half flying days! Despite disappointing weather, most folk managed an enjoyable flight in the DG-1000. We have acquired a syndicated Motor Falke, which should be another valuable training asset. Well done to Pete Lowe (Milfield, 13,000ft) and Derek Heaton (Aboyne, 15,700ft) for their wave climbs – the rest of us will follow them next year! We are currently looking forward to the Annual Awards Dinner on February 4.

Paul (Barney) Crump

Surrey & Hampshire (Lasham)

2004 was a year of mixed fortunes for Surrey and Hants; with membership slightly down on 2003, the amount of soaring was significantly less than previous years – mostly due to the indifferent weather in what was meant to be peak season. Nevertheless, we had a good crop of long flights carried out in the gliders, and a satisfying number of new solo pilots converting to the S&H fleet, and progressing through the badge system. Sponsored flying for cadet/student members, with free soaring in a K-8, has been very successful and is now featured on both of our own K-8s for 2005. The fleet has been restructured to meet changing circumstances; we have gone back to a single tier of membership, the ASW 19s have been sold, the flying requirements adjusted to widen the availability of the Discuses; and we start the year with 10 gliders and the option to grow the fleet again as required. From the pattern of 2004, the message to all our members old and new is; remember May last year! Keep flying and current through the winter months, if we get another year when the spring brings the best weather – be ready for it. Wishing all members past, present and future a very

Club news

➤ successful 2005, and may the 500km day be the one when it's your day off and you are top in the ballot!
Graham Prother

The Soaring Centre (Hus Bos)

CONGRATULATIONS to James Hiley and Ian Willows, who have both achieved their Assistant Instructor ratings, and also Roy Spreckley, who is returning to instructing after some years. Well done also to Mik Garwood, who completed his Diamond goal and Diamond distance in South Africa this winter, which completes Mik's three Diamonds. At the time of going to press (December 7) Jon Bevan had achieved the "last 100km of the 2004 year". We are pleased to welcome our new CFI, Joe Horwood. Many thanks also to our out-going CFI, Mike Cater, who has done an excellent job, and who will now be taking on the role of Deputy CFI (motorglider). We also have a new tugmaster, Tom Burton, and a new winchmaster, Peter Chapman. Many thanks to Roger Goodman and Carl Buzzard for all their hard work in these two roles previously. Puchacz FXQ has gone to Poland for a refurbishment and a refinish. The start of season party, which has a Mexican theme, will be held on March 26. It is with sadness that we report the death in November of our previous manager and club member Bill May (see *obituary*, p59).
Siobhan Crabb

Trent Valley (Kirton in Lindsey)

IN 2005 Trent Valley celebrates its 40th year; several events are being planned throughout the year to commemorate it, the first of which will be our Annual Dinner and Dance being held on March 19. We are trying to get as many previous members as possible to join us so if you would like to attend please contact Peter Holland on 01636 892464. We are also looking forward to a visit from Kevin Moloney, chairman of the BGA Safety Committee, who will be giving us a presentation on safety. During the autumn months we had members visiting Aboyne, Portmoak and Sutton Bank both searching for and finding wave. It is with great sadness that we report the death of Rodger Smalley, who had been a member for many years (see *obituary* p59).
Janet Nicholson

Ulster (Bellarena)

"THE club is on a very sound footing," prefaced the chairman's report at a very well attended AGM in early December. This is in large measure due to the exceptional drive, commitment and leadership of one Jay Nethercott, re-elected as chairman for the incoming year. Special recognition was also extended to Tom

Snoddy for his exceptional work in securing funding for the purchase of our new DG-505. After 18 years as technical officer Bob Cochrane has decided to call it a day but was awarded the Robin Snow Memorial Plate in recognition for his outstanding services to the club. Other trophies awarded on the night were: FSP Alarms Trophy, Gary Mc Laughlin for his rapid progression to solo and conversion to glass; Fire Hose, Ricky Logan for his Gold height, Alan Mc Killen, the Mc Kelvie Cup for his ninth place in the Dunstable Regionals and Tom Snoddy the Mackie Metcalf Bowl for his continued services to the club, particularly in securing funding for the purchase of the DG-505. The sale of our new-style gift vouchers is solid although by early December our sales reflected a disappointing decrease of some 15 per cent on the previous year. New safety procedures for entering the ILS box on our south-facing ridge have been agreed with our neighbouring regional airport at Eglinton. It is hoped that in time that these arrangements will be refined to make flying in the ILS box even easier. Sadly I record the sudden and untimely death of one of our long-term and esteemed members, Cavan Weir. The club extends its deepest sympathy to all his family. On a happier note, we send congratulations to Frank Storrs and Maurice Evans on obtaining Bronze.
Seamus Doran

Vale of White Horse (Sandhill Farm)

FOR the last 10 years, and very much in earnest for the last year, we have been battling against a proposal to erect a group of 82m-high wind turbines about 1.6km from the end of our main runway. At the time of writing planning permission has, despite all our arguments, just been granted, but the battle is still continuing, and we have gained a lot of experience in airfield safeguarding, including the creation of appropriate maps, and the detail that is contained in the various relevant CAA documents. We are now looking at various options to mitigate the effect on us if the wind farm construction does eventually go ahead. If other clubs are faced with similar problems, whether from proposed wind farms or other structures, then we would be very happy to share our experiences and offer help and advice. Our congratulations go to Peter Berridge and Tony McNicholas, who successfully completed their BI courses at the end of November, and will now no doubt be looking forward to warmer weather and the appearance of larger numbers of people interested in taking introductory lessons. Our annual dinner and prizegiving was held in mid-November, and as usual Cliff Beveridge did us proud with an excellent meal, and a most enjoyable evening was had by all. We are

now looking forward to 2005 and planning a club expedition, a task week, and a competition week.
Graham Turner

Welland (Lyveden)

TERRY Kendall-Torrey has earned his BI Rating. At the annual dinner dance the end of season trophies were awarded. The Chairman's Cup went to Brian McDonnell for CFI's leadership and excellence in change management. The Ray Clarke Perpetual Challenge Cup and CFI Shield went to Dave Willette, who soloed this year, for being as enthusiastic and active in the air and on the field as on our web forum. Best in Wood went to Dick Short for almost getting round 300km. WGC is fortunate in having many who are very keen to learn and put in a lot of hard work, so there were several close contenders for the Sedburgh Cup, for the best ab initio, which was awarded to Mick Connolly, who soloed this year. I got the Rigging Pin, for bringing about a two-day retrieve after "local flying". I had some competition from the misadventures of a few instructors but took the biscuit with this one. I also took the 267 Cup for the fastest 100km after a fast 250km and won the Open Ladder. The Weekend Ladder was awarded to Michael Neal with his K-6 kilometres. The Aboyne trip, the second week in October, gave one flight to 12,000ft and several club members have been frequenting Sutton Bank, Dishforth and Hus Bos to keep in practice. Our own field has improved, and we are planning spring clean ups and lectures.

Strzeb

Windrushers (Bicester)

THE main news is that our landlords, Defence Estates, are advertising Bicester Airfield for sale. Our current lease is protected. We are in the process of putting together a bid to secure the future of gliding from Bicester. An influx of new students from Oxford and Cranfield Universities has resulted in us now flying on Wednesdays as well as the weekends. Another K-13 has been added to our fleet, bringing the total to three. Thanks to Ron Smith for organising the Friday evening lectures that are keeping us educated and entertained this winter. Dates for our regionals have been confirmed as July 9-17, 2005. Entry forms available from www.windrushers.org.uk
Anne Mellor

Wolds (Pocklington)

AFTER a run of poor weather the weekend flyers are struggling to keep current with the usual flurry of interest at the appearance of a tent of blue. We've taken



Gavin Wills
MOUNTAIN SOARING
www.GlideOmarama.com

UK contacts:
G Dale & Annie Laylee - ph 07817 20 3331 - annlaylee@aol.com

Obituaries

John Boley – Mendip

WE were very sad to hear of the death of John Boley, one of our founder members. John (1915-2004) was a farmer by profession, and his agricultural knowledge proved invaluable in finding a new site when we were forced to move from Weston super Mare in 1987. John was very adventurous and was a regular visitor to Cap; several photographs of his mountain flying exploits adorn the walls of our clubhouse. Ill health curtailed John's flying activities about 10 years ago, but as a life member of our club he continued to visit us at Halesland occasionally, and flew in the K-13 in January this year. John will be greatly missed by his old friends, and the world will be a poorer place without him. All our thoughts and prayers are with Ursula and his family. **Barry Hogarth**

Brian Kilby – The Soaring Centre

BRIAN first came to Husbands Bosworth about a decade ago on a two-week course and visited us every year since. He was well into his sixties when he commenced gliding with us and it took him three years to go solo, something that would have daunted a less determined man. He went on to become a soaring pilot, getting up to Silver and thoroughly enjoyed his annual gliding 'fix'. Always willing to help a hand on the field, pushing and pulling aircraft or driving the tractors, he was a welcome figure. Brian was in his mid-seventies when he died in Spain recently, just a few short weeks after bidding us goodbye at the end of his last visit. He lived life to the full, enjoying golf during his winter trips to Spain and I did not think the last time we shook hands and exchanged our usual insults that this would be for the last time. **Ron Davidson**

Bill May

– Coventry, The Soaring Centre

BILL May (1923-2004), a life member of the Coventry Gliding Club, now the Soaring Centre at Husbands Bosworth, passed away on November 25, 2004, after a short illness. He and his wife Elsie joined the club at

Baginton in the late 1950s. He progressed rapidly, becoming a Full Cat instructor and was one of the team of farsighted members who realised that the club would only prosper if it had its own site, prompting the move to its present location. Bill and Elsie were also part of the team who encouraged members to roll up their sleeves and get stuck in to the hard physical slog of clearing away the rubble and erecting the clubhouse and hangers, and making the place generally habitable. They were usually the first friendly faces new members saw when they arrived at the airfield and it was Bill's enthusiasm and welcoming manner that ensured they stayed with us! In 1964 Bill had a serious accident in his Dart 15. He was severely injured and subsequently lost a leg. Despite his injuries he eventually recovered and returned to instructing and tugging, and was made manager shortly afterwards. He and Elsie made sure of the success of the club in the ensuing years with their continued hard work. Bill was later awarded the BGA Diploma for his dedication to gliding. Sadly, all too soon after his retirement, he lost his dear wife Elsie. In recent years, despite his failing health (the direct result of his earlier injuries) he visited the club whenever he could and had the occasional flight, which he enjoyed tremendously. His outgoing personality and friendly welcome to everyone will be sorely missed. If you never had the pleasure of Bill's company you have missed out! Our condolences go to his son Ron and his family. **Ray Stevens**

Ted Palmer – Southdown

TED Palmer (1927-2004) joined Southdown at Parham, after the move from our old site at Fittle Beacon in 1974. Born in Edinburgh in 1927, he spent his early years in a children's home before being adopted into a Worthing family, where he happily put down roots that sustained him for a lifetime. His adoptive parents encouraged his keen interest in aviation, and he joined the Air Training Corps. He gained air experience in Ansons, Oxforbs, Fireflies, Rapides and even a Walrus. After glider training, he soloed with 1129 ATC Squadron in 1945 and was then conscripted into the Royal Air Force for

National Service. With the Second World War at an end there was no shortage of aircrew, so Ted trained as a technician. After demobilisation, he decided on a career with a Worthing firm of jewellers where he quickly rose to management level. He soon earned the respect and affection of his staff, through his quiet kindness and sense of humour. Practising the skills learned with the RAF he loved to repair aviation instruments and, as a hobby, all makes of watches and clocks. As an instructor Ted was one of the stalwarts of midweek training during the 1970s. Always patient with ab initios, he was a perfect example of that type of instructor who has never forgotten how difficult it can be to learn to fly. On retirement from work and from solo flying, he spent time with the Glider Maintenance Squad, chiefly looking after the instruments. On his ATC leaving certificate issued in 1945, his CO reported that Ted was a loyal, hard working and enthusiastic member of the squadron, who had shown himself to be totally reliable. Sixty years on, this was an assessment of his character shared by those who knew him at his place of work, by his family and by all of us at Southdown. **Peter J Holloway**

Rodger Smalley – Trent Valley

WITH sadness I have to announce the sudden and tragic death of Rodger Smalley. I have known Rodger for some 30 years as a good friend and glider pilot. Rodger was a good club member, had been a Full Cat Instructor and power pilot; he lived to fly in his Swallow, and would be at the top of a thermal with many a glass ship working hard to keep up. He was just two hours short of achieving 1,000 hours in his Swallow; he was a remarkable pilot of 40 years, had a vast knowledge and would help anybody. He was comic in some ways: he once rang the club and asked if I would take his trailer home. I asked where he was and he replied: "sat in your garden having a cup of tea"! He had landed out across the road in the new golf course being built. He was a quiet man, a good gardener and loved to play the organ. He will be sadly missed. **Vince Marchant**



➤ delivery of a new Puch (well it's new to us anyway) and our much-maligned K-7 has gone to live at Angus GC. We hope to visit her next year so look after her. The club's annual dinner passed with frenzied activity and much prize giving (some for flying.) Congratulations to Graham (Major) Wadforth for completing his Assistant Rating course. The dull days and dark nights have brought about building at frantic pace in the building of the new hanger extension. At the moment it looks like a dinosaur's ribcage. **Tony Kendall**

Wrekin (RAF Cosford)

MEMBERS of the WGC completed the second part of the bi-annual visit to Llewenni Parc at the end of October. Unfortunately for the other visiting clubs, we were unable to bring our tug to the party. The weather was mean spirited as well. With one good wave day, it was just out of reach from the winch launch. A couple of intrepids did connect wave in the motorglider. The general wind direction was not in general favour for the ridge. We will be back and hope for better conditions, 'cause we're all gagging for our Gold and Diamond Badges. At the end of November we held our AGM and party. After all the speeches and statistics, we issued the trophies. The members collecting were Stu Duncan, Simon Harris, Mick Davis, Trev Cook and Geoff Matthews. The ensuing party had the desired effects later in the evening. My thanks to all those making it a success. We wish all clubs a Happy and safe New Year in 2005 and hope to visit some of our surrounding clubs to drop in for a cuppa and steal some wooden spoons! **Trev Cook**

Wyvern (Upavon)

IT seems now that winter began just after my writing the report for the last S&G, and since then there have been successive weekends of wind, rain and low cloud, which have either stopped flying from Upavon completely or forced an early rush towards the hangar. It's the time of year when members struggle to remain current (Wyvern has a 30-day currency rule) but students find there's plenty of glider availability, for 10-minute circuits at least. Nevertheless, the lack of flying is beneficial to the C of A programme and ground equipment maintenance and one by one each of the club gliders is having the wear and tear, hangar rash and, regrettably, occasional misuse of the season reversed by the inspectors and helpers. In particular, all three retrieve Range Rovers are now fitted with tow bars and are in use on a duty cycle rather like crop rotation. Penny Smith has, as usual, produced the annual flying statistics which unfortunately show a 16 per cent decrease in the number of launches, but an increase in the number of aerotows and a massive 32 per cent increase in cross-country distance flown, both due, no doubt, to Wyvern's participation in the Inter-Club League. Members are looking forward to the annual dinner in the mess and the separate AGM, when it will be revealed, amongst the other awards for meritorious gliding, who from the many fearful candidates will receive the dubious honour of being awarded the "Whoops!" trophy for the biggest, most embarrassing faux pas of the year. Fortunately for the recipient the precise details of the incident are generally left formally undisclosed to members at large, which, of course, leads to much embellishment of the story at the bar! **Andy Gibson**

York Gliding Centre (Rufforth)

THE annual dinner dance was extremely well attended and enjoyed by all present. The annual awards were as follows: Longest Cross-Country flight to Richard Kalin for a 377km flight during the season, and the best Height Gain awarded to Tom Spoker, for a 10,700ft gain; he also achieved the Senior Ladder trophy. Mark Shuttleworth won the Junior Ladder trophy, with Pete Anthurs winning the Rose Bowl for the best Silver distance with a 100km out and return flight. The Bill Tyers Award went to Chris Brayne for long service doing BI flights midweek. Finally the Chairman's Shield was given with gratitude to the grass-cutting team for maintaining the airfield at a golf green standard throughout the year for many years. We have now bought the DG-505 from the Faulkes Flying Foundation so we hope to do rather more dual cross-country training next season. **Mike Cohler**

Yorkshire (Sutton Bank)

CONGRATULATIONS to Derek Taylor on bringing one of the BGA trophies north – he won the De Havilland Trophy for a gain of 21,000ft in wave in September. Next, I am sorry to have to report that Liz Wiles (our longstanding catering lady) passed away earlier in the year, she will be sadly missed around the club, both for her food and general fun approach to life. It is also with sadness that I mention the death of Tim Birch, a long-standing member, who had been ill for some time – his family wish to thank all those who attended the service and for their kind wishes. Nanny Ogg's catering has been replaced by Anne-Marie Webster. **Marian Stanley**



ANNUAL STATISTICS

GLIDING CLUBS	AIRCRAFT				ALL LAUNCHES	NO. OF AEROTOWS	HOURS FLOWN	KMS FLOWN	MEMBERSHIP		
	Club 2s	Club 1s	PO	Tugs					Full Flying	Estimated No. of Temporary Members	No. of Female Members
Andreas Gliding Club	1	0	5	0	560	89	81	0	20	16	0
Angus Gliding Club	4	1	3	0	577	0	73	700	14	41	0
Aquila Gliding club	2	3	20	2	1069	1069	712	7230	53	256	2
Bath Wilts & North Dorset Gliding Club	3	3	33	1	4350	850	1850	10800	114	210	8
Bidford Gliding Centre	3	2	44	2	2178	2148	0	0	91	478	4
Black Mountains Gliding Club	2	1	37	1	2578	2578	3642	0	77	310	4
Booker Gliding Club	6	9	85	5	8128	8128	10000	200000	221	1500	23
Borders Gliding Club	2	2	31	3	2149	2070	1938	0	104	75	5
Bowland Forest Gliding Club	3	4	30	0	5096	0	2070	0	138	526	13
Bristol & Gloucestershire Gliding Club	4	4	69	2	6078	1795	4436	0	194	460	14
Buckminster Gliding Club	3	1	22	1	3790	2129	1979	8662	67	229	5
Burn Gliding Club	4	3	33	1	4739	1334	2046	7100	119	421	6
Cairngorm Gliding Club	2	0	11	1	998	880	929	600	41	73	3
Cambridge Gliding Club	5	5	67	2	8026	2285	6200	202000	239	1380	12
Carlton Moor Gliding Club	1	1	0	0	375	0	54	0	11	14	0
●Channel Gliding Club 2002	2	1	6	0	1827	0	217	0	41	249	3
●Connel Gliding Club	2	0	7	0	0	0	0	0	4	0	0
Cornish Gliding Club	2	2	4	1	763	614	323	0	35	196	2
Cotswold Gliding Club	3	4	50	0	7508	547	3133	0	180	380	15
Dartmoor Gliding Society	3	2	17	0	2204	0	307	0	62	113	6
Deeside Gliding Club	3	3	12	2	3607	3607	3849	35685	90	383	11
●Denbigh Gliding Centre	3	1	15	0	3790	150	1650	3500	50	96	4
Derby & Lancs Gliding Club	4	3	39	0	4919	0	2551	5220	179	550	6
●Devon & Somerset Gliding Club	4	1	43	1	6271	532	2317	8806	186	361	22
Dorset Gliding Club	2	2	16	1	1573	884	882	1500	45	128	2
Dukeries Gliding Club	3	2	11	0	2102	0	2102	1555	37	171	4
Dumfries & District Gliding Club	1	1	2	0	402	0	133	250	9	10	0
East Sussex Gliding Club	4	4	21	1	3404	1058	1165	5700	114	595	8
Essex & Suffolk	4	4	35	0	4738	10	1947	14537	127	302	9
Essex Gliding Club	4	3	25	1	2582	849	972	0	79	315	4
●Herefordshire Gliding Club	1	1	8	1	685	685	510	0	23	75	1
Highland Gliding Club	1	1	16	0	1954	729	1104	6000	43	156	7
Imperial College Gliding Club	1	2	0	0	551	216	192	0	24	26	4
Kent Gliding Club	4	2	33	1	5233	1272	1202	0	167	489	14
Lakes Gliding Club	1	1	11	1	425	395	260	0	26	45	0
Lasham Gliding Society	12	0	198	5	22241	7739	7651	86000	573	1631	62
Lincolnshire Gliding Club	2	1	7	0	2255	0	318	1637	45	61	2
●London Gliding Club	7	5	127	4	17889	8927	7128	278000	262	2054	12
Mendip Gliding Club	3	1	12		2228	64	601	5000	70	375	3
Midland Gliding Club	4	4	41	1	8654	695	4346	12794	166	309	19
Needwood Forest Gliding Club	3	2	8	0	2317	0	507	0	57	186	4
Nene Valley Gliding Club	2	2	19	0	2228	25	680	1750	53	119	8
Newark & Notts Gliding Club	3	4	1	0	3421	155	732	0	55	200	4
Norfolk Gliding Club	3	3	47	2	3764	2278	2894	106850	141	287	14
North Devon Gliding Club	2	0	10	0	563	563	0	1000	13	190	1
North Wales Gliding Club	2	2	4	0	1210	0	148	0	25	65	0
Northumbria Gliding Club	3	1	12	1	2508	588	580	0	73	197	7
Oxford Gliding Club	4	4	22	0	4538	0	1228	10430	90	428	14
Oxfordshire Sportsflying Club	0	0	6	0	0	0	1390	15000	50	32	4
Peterborough & Spalding Gliding Club	3	2	30	2	1782	1782	1425	0	63	342	7
Rattlesden Gliding Club	3	2	24	0	2583	638	1218	12356	68	208	10
Sackville Vintage Gliding Club	1	6	6	1	192	180	300	0	10	0	1

OCTOBER 1, 2003 TO SEPTEMBER 30, 2004

GLIDING CLUBS	AIRCRAFT				ALL LAUNCHES	NO. OF AEROTOWS	HOURS FLOWN	KMS FLOWN	MEMBERSHIP		
	Club 2s	Club 1s	PO	Tugs					Full Flying	Estimated No. of Temporary Members	No. of Female Members
Scottish Gliding Union	4	4	52	1	11572	1187	6700	0	273	598	17
Shalbourne Soaring Society	3	3	26	0	3822	0	1400	5000	90	350	7
Shenington Gliding Club	4	4	41	0	7737	749	1750	5000	159	357	19
Shropshire Soaring Group	0	0	8	1	265	265	366	1950	15	0	2
South Wales	2	4	32	1	3796	996	0	7500	102	367	6
Southdown Gliding Club	3	3	42	3	4256	3717	3980	47790	197	667	12
Staffordshire Gliding Club	3	3	20	1	3611	674	1217	9000	105	230	9
Stratford On Avon Gliding Club	4	4	26	0	5822	0	2152	26417	121	465	14
Strathclyde Gliding Club	1	1	4	0	110	0	11	0	13	15	0
Surrey & Hants Gliding Club	0	12	0	0	0	0	0	0	107	2	6
Surrey Hills Gliding Club	5	3	5	0	4890	0	679	750	79	457	5
The Motor Glider Centre	0	0	0	0	300	0	198	2000	18	0	1
The Soaring Centre	5	6	105	3	10932	6672	6305	38553	345	789	32
Trent Valley Gliding Club	3	3	18	1	3284	545	1123	12000	53	154	4
Ulster Gliding Club	3	2	17	2	1826	1626	1142	0	68	220	6
Upward Bound Trust Gliding Club	2	1	5	0	1210	0	312	400	23	30	2
●Vale of Neath Gliding Club	2	1	3	1	185	169	137	0	17	6	1
Vale of White Horse Gliding Club	2	1	16	1	684	684	792	7200	37	70	2
Vectis Gliding Club	2	1	6	1	749	749	268	0	34	76	4
Welland Gliding Club	2	4	17	0	2118	220	678	0	64	180	9
Windrushers Gliding Club	5	3	16	1	1598	245	485	0	70	98	8
Wolds Gliding Club	4	3	41	2	7423	1479	3516	35000	190	1200	7
York Gliding Centre	4	3	24	2	4918	3478	2541	12000	196	1090	15
Yorkshire Gliding Club	4	5	44	3	5037	3717	4600	30000	160	263	9
SECTION TOTALS	221	192	2003	71	269747	87709	132325	1291222	7374	24997	590
CLUB TYPE: SERVICE											
●Anglia Gliding Club	2	2	8	0	2466	47	815	10067	28	56	2
Bannerdown Gliding Club	4	3	22	0	3449	39	1714	13153	85	143	4
●Cleveland Gliding Club	2	3	11	2	1530	916	1100	12000	52	40	4
Cranwell Gliding Club	3	4	14	1	2237	314	1273	7009	61	156	10
●Crusaders Gliding Club	3	1	1	0	2603	10	366	0	36	1	3
Fenland Gliding Club	2	2	5	0	1806	0	547	4299	27	46	1
Four Counties Gliding Club	3	3	10	1	3894	524	1840	28302	42	0	3
●Fulmar Gliding Club	2	1	2	1	271	183	139	540	16	27	4
Heron Gliding Club	2	1	4	1	976	100	350	4000	31	47	2
●Kestrel Gliding Club	2	2	5	0	1381	0	457	9965	24	108	0
Kondor Gliding Club	3	3	1	0	0	0	0	0	37	0	3
Portsmouth Naval Gliding Club	5	5	17	3	5446	2656	1553	17253	181	152	5
RAF GSA Centre	6	7	11	3	10938	3482	3628	18879	74	126	0
Seahawk Gliding Club	3	3	5	1	1219	352	272	0	28	0	2
●Wrekin Gliding Club	3	4	6	1	2604	731	864	5500	82	0	6
Wyvern Gliding Club	3	3	8	0	5781	126	1691	13095	64	67	5
SECTION TOTALS	48	47	130	14	46601	9480	16609	144062	868	969	54
CIVILIAN CLUB TOTAL	221	192	2013	71	269747	87709	132325	1291222	7374	24997	584
GRAND TOTAL	269	239	2133	85	316348	97189	148934	1435284	8242	25966	644

● Last year's figures

Accident/incident summaries by Dave Wright

AIRCRAFT			DATE		PILOT(S)		P1 Hours
Ref	Type	BGA No	Damage	Time	Place	Age	

092 ASW 20 - Write Off 13-Aug-04 1530 Milton Keynes
The pilot lost height and had to make a field landing. The glider crashed into the field boundary hedge, destroying the cockpit area and much of the rest of the airframe. Another pilot saw the wrecked aircraft, landed nearby, and administered aid to the seriously injured pilot until the emergency services arrived. Subject to a BGA Investigation.

093	LS8	4469	Write Off	13-Aug-04 1633	Little Lindford, Bucks	49	Serious	-
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During a competition flight the pilot attempted to climb away but had to make a landing in a nearby field upwind of his position. During manoeuvring he lost speed, hit trees and destroyed the glider. He sustained serious injuries and was evacuated to hospital.

094	Ventus 2C	n/a	Minor	07-Aug-04	Nympsfield	-	None	1055
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On a final glide on a competition task the pilot was flying low at an airspeed of about 115Kt. Just before crossing the finish line the glider encountered turbulence and was seen to develop a slight PIO leading to the fuselage hitting the ground. The glider was climbed to 400ft before making a short circuit and normal landing.

095	Astir 77	4677	Minor	13-Jul-04 1635	Nr Aviemore	49	None	151
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While attempting a Silver distance flight the lift stopped working and so the pilot chose a cut grass field with trees on the approach. As the glider landed on the undulating surface the left wing touched the surface causing a ground-loop.

096	SZD Junior	4618	Minor	25-Jul-04 1130	Challock	34	None	2
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The pilot felt he was undershooting on the final approach and so slightly closed the airbrakes to compensate. The glider bounced upon landing, ballooned steeply and stalled before the pilot could get the nose down to regain speed. The resulting heavy landing caused minor damage to the fuselage gel coat.

097	SZD Junior	3418	Minor	31-Jul-04 1030	Challock	57	None	-
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At the start of the aerotow launch the wingtip runner released when he could run no faster and immediately the other wing dropped on to the ground. The glider turned downslope and ran away, with no sign of the wheelbrake being applied, until it hit the perimeter fence and ditch.

098	LS8	3440	Minor	05-Aug-04 1630	Husbands Bosworth	59	None	-
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On a competition flight the pilot encountered heavy rain and zero visibility. After initially losing control he managed to regain some control using the compass and ASI and finally saw the ground at about 850ft and reached a nearby airfield. He made a heavy landing with water ballast on board and the undercarriage collapsed.

099	DG-800B Motorglider	G-BXSH	Minor	05-Aug-04 1700	Nr Naseby	44	None	-
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On a competition flight the motorglider pilot encountered rain and, having selected some stubble fields, continued to look for lift until at 400ft above the ground he attempted to start his engine. It would not start and so with it extended, wet wings and airspeed too low he landed heavily upslope in his field, collapsing the undercarriage.

100	SZD Junior	4618	Minor	21-Aug-04 1435	Nr Challock	53	None	125
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During a cross-country flight the pilot encountered sink and so picked a suitable looking cut grass field in plenty of time. After finding some lift he made an approach over tall trees and landed rather faster than he wished, bounced and then slewed around the port wingtip. Inspection showed the surface to be very rough, hidden by the recent cut.

101	ASW 19	2282	Write Off	21-Aug-04 1500	Stow on the Wold	23	None	-
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After picking a field the pilot continued to look for thermals coming off a nearby town. Finding sink he flew a very low circuit around the field and a very low final turn. After the turn he looked down at the airspeed and failed to round out before impacting on the nose at over 50kts. The cockpit was destroyed but the pilot was unharmed.

102	ASW 20L	M5	Substantial	24-Jul-04 1800	North Hill	-	None	2148
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A very experienced instructor was carrying out his first flight in this type of glider. Although he was experienced in flapped gliders he may have benefited from a full type briefing. On the approach he appears to have mishandled the flaps, causing the glider to sink rapidly into an undershoot field, which substantially damaged the glider.

103	K-13	3584	Write Off	06-Aug-04 1745	Booker	58	Minor Serious	452 0
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After take off on aerotow and at a height of between 50 and 100ft, the glider became too high above the tug and was jettisoned by the tug pilot. The glider is believed to have flown an abbreviated circuit, bounced, stalled and struck the ground nose first with considerable force. Both pilots were injured, the P2 seriously.

continued opposite

No	Pilot	Club (place of flight if different to club)	Date
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FAI 750KM DIPLOMA			
14	John McWilliam	Scottish Gliding Centre	23/9/04

DIAMOND BADGE			
688	David Smith	Deeside	4/9/04
689	Mark Roberts	Anglia (Aboyne)	4/10/04
690	Glen Alison	Booker (Aboyne)	4/10/04
691	Dominic Hope	ESC (Bloemfontein)	4/11/04

Diamond distance			
1-1015	Robert Robertson	Black Mountains	25/6/04
1-1016	Glen Alison	Booker	6/7/04
1-1017	Dominic Hope	ESC (Bloemfontein)	4/11/04

Diamond goal			
2-3054	Mark Botwinski	Lasham	22/5/04
2-3055	Martyn Hayden	London	25/6/04
2-3056	Tessa Whiting	Shenington (Tibham)	21/8/04
2-3057	Claudia Buengen	Oxford	21/8/04

Diamond height			
3-1633	David Smith	Deeside	4/9/04
3-1634	Paul Gelsthorpe	BGQC (Sutton Bank)	26/9/04
3-1635	Mark Roberts	Anglia (Aboyne)	4/10/04
3-1636	Jamie Sage	Wyvern (Aboyne)	4/10/04
3-1637	Glen Alison	Booker (Aboyne)	4/10/04

GOLD BADGE			
2348	John Klunder	DLGC (Aboyne)	22/9/04
2349	Mike Rubin	Lasham (Aboyne)	5/10/04
2350	Alastair Mackenzie	Burn (Aboyne)	4/10/04
2351	Ken Moules	Wyvern (Aboyne)	5/10/04
2352	David Keith	Shenington (Aboyne)	5/10/04
2353	Tim Webb	Halton (Aboyne)	24/9/04
2354	Mark Erlund	Buckminster (Milfield)	1/10/04
2355	Stephen Baker	Lasham	1/10/04
2356	Mark Roberts	Anglia (Aboyne)	1/10/04
2357	Mike Collett	Booker (Milfield)	28/10/04
2358	Pete Dixon	4 Countles (Portmoak)	22/9/04
2359	Andrew Durston	Portsmouth (Aboyne)	4/10/04

Gold height			
Adrian Noble	Halton (Aboyne)		24/9/04
Michael Sorley	Ulster (Portmoak)		21/9/04
Leslie Ladomery	Scottish		22/7/04
Russell Fletcher	Lasham (Aboyne)		26/9/04



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No	Pilot	Club (place of flight If different to club)	Date
John Klunder	DLGC (Aboyne)	22/9/04	
Malcolm Kerley	Kent (Aboyne)	1/10/04	
Brian Tansley	Kent (Aboyne)	1/10/04	
Mike Rubin	Lasham (Aboyne)	5/10/04	
Alastair Mackenzie	Burn (Aboyne)	4/10/04	
Ken Moules	Wyvern (Aboyne)	5/10/04	
David Keith	Shenington (Aboyne)	5/10/04	
Tim Webb	Halton (Aboyne)	24/9/04	
Mark Erlund	Buckminster (Milfield)	1/10/04	
Brian Allen	DLGC (Aboyne)	24/9/04	
Stephen Baker	Lasham	1/10/04	
Mark Roberts	Anglia (Aboyne)	1/10/04	
Andy Vidion	Norfolk (Easterton)	25/9/04	
Mike Collett	Booker (Milfield)	28/10/04	
Pete Dixon	4 Counties (Portmoak)	22/9/04	
Andrew Durston	Portsmouth (Aboyne)	4/10/04	

Gold distance

Chris Reed	Rattlesden	21/8/04
Mark Botwinski	Lasham	22/5/04
Martyn Hayden	London	25/6/04
Claudia Buengen	Oxford	21/8/04
Christopher Rarnshorn	Cambridge	7/9/04

SILVER BADGE

11470	Nicholas Saret	Dorset	31/8/04
11471	Douglas Every	Dorset	15/9/04
11472	Clark Bain	Bowland Forest	21/9/04
11473	David Crimmins	Kent	15/9/04
11474	Gerard Phillips	Lasham	15/9/04
11475	Kavin Maher	Chilterns	21/8/04
11476	Matt Beasley	Wyvern	4/9/04
11477	Luke Cooper-Berry	Imperial College	24/9/04
11478	Nicholas Woods	ESC	15/9/04
11479	Chris Worrall	Derby & Lances	15/9/04
11480	Richard Seiry	Cotswold	30/8/03
11481	Richard Gerrard	Booker	6/8/04
11482	Mike Bell	Cambridge	25/10/04
11483	Carlos Ingram-Luck	Four Counties	22/4/03
11484	Paul Barnett	ESC	

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Pt 1	Barclay Dutson	Cambridge	24/9/04
Pt 1	Christopher Arthur	York	7/8/04

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Accident/incident summaries continued

AIRCRAFT			DATE		PILOT(S)			P1 Hours
Ref	Type	BGA No	Damage	Time	Place	Age	Injury	
104	DG-200-17	—	Minor	—Aug-04	Incident Rpt	53	None	—
This ground handling incident took place when an emergency services vehicle was attending the scene of a serious glider accident (See report No.113). The vehicle dragged the launch cable across two gliders which sustained minor damage. (See also report No. 105).								
105	ASW27	—	Minor	—Aug-04	Incident Rpt	60	None	—
This ground handling incident took place when an emergency services vehicle was attending the scene of a serious glider accident (See report No.113). The vehicle dragged the launch cable across two gliders which sustained minor damage. (See also report No. 104).								
106	Std Cirrus	2022	Minor	07-Aug-04 1255	Sandhill Farm	61	None	269
The pilot had problems with the glider's Hottelier connection but after derigging and lubrication it seemed secure during thorough positive control checks. However an aileron connection came apart during the ground run of the aerotow. The pilot chose to pull off at about 200ft and land ahead in a small field. No problem was found with the connector.								
107	Skylark 3	—	Write Off	—Jul-04	Incident Rpt	47	None	55
The glider was being towed backwards down the runway using a dolly under the tailskid. While towing at about 5mph, the glider seems to have been hit by a strong side-gust. This resulted in the tailskid falling. The tail moved sideways, snapping the fuselage.								
108	K-13	4284	Minor	09-Jul-04 1145	Aston Down	54	None	0.2
Having soloed a year previously the pilot attended another flying course and had performed competently so was again cleared for solo. On this occasion the glider was seen to round out slightly too high and the pilot reacted by lowering the nose which struck the ground, followed by the tail, causing minor damage. Further check flights were OK.								
109	K-21	—	None	—May-04 1250	Incident Rpt	64	None	48
The pilot experienced a failed winch launch at about 5-600ft due to a broken Offur ring. He thought he had enough room to land ahead but allowed the speed to build up and touched down 20 yards from the end of the airfield. The glider ran on into deep crop, which fortunately stopped the glider in time to avoid the boundary fence.								
110	Janus 2B	4348	Substantial	08-Aug-04 1224	Parham	48 61	Minor Minor	157 967
During a dual flight of this recently acquired syndicate glider, P1 allowed the approach speed to become too low for the turbulent, crosswind conditions. P2, a more experienced pilot, felt unable to comment as he had not flown the type before and had limited experience with flaps. The glider stalled in heavily from about 10ft in the flare.								
111	Janus 2B	4348	Minor	04-Aug-04 1700	Parham	— —	None None	— —
The syndicate two-seat glider was being aerotowed when the rope broke at about 150ft over trees. P2, who was more experienced than P1, although not a member of the syndicate, took control and turned back to the airfield. Rather than land downwind he chose to make a very low circuit and 'arrived' in a maize crop field.								
112	K-8	1502	Minor	30-Jul-04	Denbigh	37	Minor	12
The K-8 pilot was launched following a Capstan two-seater. He lost sight of the other glider ahead of him in the circuit until it appeared below him on finals. He pulled back to avoid it and the glider dropped a wing as it stalled in just behind another glider in the launch queue.								
113	SZD Puchacz3949	—	Write Off	26-Aug-04 1225	Camphill	21 55	Minor Minor	500 180
This was a training flight for a solo pilot and, after a simulated practice cable break at height, the glider was flown on to the ridge for hill soaring practice. After about 20 minutes in patchy lift P1 decided to do some ridge running. Flying below ridge height he hit the hill with a wing, which snapped off, and the glider crashed inverted.								
114	K-8	—	None	—May-04 1443	Incident Rpt	—	None	—
This incident took place during a winch launch when the engine suffered a total loss of power. The cable could not be wound in and it drifted down outside the airfield and across a road. A previous repair to a faulty exhaust silencer had caused the power loss.								
115	K-13	—	None	17-Aug-04 0800	Ridgewell	—	None	—
The K-13 had been rigged on the Sunday but not flown. On the Monday a daily inspection and positive control checks were carried out before the glider flew all day. The next day's inspection found one drag pin lying in the bottom of the fuselage and the other did not have the safety clip in position.								
116	PA25 Pawnee Tug	G-DSGC	Substantial	19-Jun-04 1405	North Hill	—	None	—
The pilot parked the tug into wind, across the slope with the brakes off. He placed a tyre chock alongside the tailwheel to prevent it moving downhill. Later, a strong crosswind gust moved the tail past the chock and the tug ran down the slope and into a parked glider (the tug pilot's!), damaging both aircraft.								

continued overleaf

Accident/incident summaries *continued*

117	Discus	4120	Substantial	15-Sep-04	Gransden Lodge	26	None	53
				1338				

The pilot took his second winch launch of the day in the moderate crosswind conditions. During the early part of the launch he saw the cable chute opening and closing and decided to release at about 30ft. He banked to avoid the chute causing a wing tip to catch on the ground and spin the glider backwards into the ground, snapping the fuselage.

118	Dart 17R	1330	Substantial	15-Aug-04	Nr Easterton	51	None	636
				1510				

The experienced pilot took his glider into cloud and climbed to 5,000ft using the artificial horizon (AH). He was then distracted by brighter cloud above him and lost control. Speed and 'g' increased and the AH toppled. He belatedly opened the airbrakes and exited the cloud in a banked dive. He saw cracks in the wings but chose not to bail out.

119	ASW 24	4303	Minor	01-Aug-04	Nr Ledbury	27	None	—
				1734				

The competition pilot chose a large grass field to land in. On landing up the slight slope with a slight tailwind, full wheelbrake was applied but the pilot was unable to hold the wings level for long enough to prevent a wing catching in a small strip of long grass. The resulting groundloop caused minor damage to one aileron.

120	K-13	—	None	—Sep-04	Incident Rpt	—	None	—
				1755	—		None	

During a soaring flight the instructor noticed increasingly 'notchy' aileron controls and so made a precautionary landing at a microlight strip. Inspection found that the starboard bell crank was the cause of the problem. This wing had been subject to a major rebuild some five years ago but had operated normally until now. The investigation continues.

121	DG-800B Motorglider	G-MSIX	Minor	03-Sep-04	Quainton Bucks	73	None	1821
				1500				

The pilot tried to start the motorglider's engine at about 1,300ft without success due to a popped circuit breaker hidden by carpet. His chosen field turned out to be downhill so he changed to an upsloping one. This was steeper than expected and had ridges, which broke the undercarriage.

122	Super Blanik —	None	25-Jun-04	Incident Rpt	75	Minor	—
			1500				

The glider was towed back to the launchpoint behind a car. On arrival the person walking with the nose of the glider opened the canopy and pulled the release. The driver heard the release pulled and drove off without confirming it had released. The glider lurched forward, knocking the nose walker to the ground.

123	SZD Puchacz	4938	Minor	12-Sep-04	Nympsfield	46	None	350
				1155	20	None	4	

During the 'boxing the tug' exercise the student flew the glider to the extreme right then, as he moved back to the centreline, a bow in the rope developed. P1 prompted that they should wait for the bow to pull out. The resulting snatch broke the weak link at the tug end and the rope flew back and hit the canopy and the glider's fin and tailplane.

124	ASW 19B	3585	Substantial	24-Sep-04	Dunstable	60	None	250
				1130				

During the early stages of an aerotow the glider's wing dropped and the pilot could not raise it so he released. It appears likely that he applied excessive wheelbrake after release, which raised the tail significantly. When the tail dropped it broke the aft section of the fuselage.

125	K-13	2861	Minor	15-Aug-04	Ridgewell	57	None	124
				1630	—	None	0	

During a trial lesson winch launch P1 decided that the speed was too low and so released at about 300ft. He landed ahead but, due to the short distance available, and not helped by the student pulling back on the stick, had to groundloop the glider causing minor damage to a wing tip skid. The headwind had also dropped from 10kt to calm.

128	Grob Twin II	2676	Substantial	27-Aug-04	Malton	—	None	305
				1440	—	None	1751	

During a two-seater competition the pilots had to make a field landing so chose a large stubble field. After a normal circuit the glider lost speed during the descent through the wind gradient and dropped a wing on to the ground, causing a severe ground-loop that caused severe damage to the rear fuselage.

127	K-21	—	Minor	—Sep-04	Incident Rpt	51	None	201
				1100	26	None	0	

After a practice cable break exercise the student remained in the glider as it was retrieved because of the strong winds. It was towed behind a vehicle down a steep slope where it started to overrun. It appears that the student pulled on the cable release rather than the air/wheelbrake and the glider ran into the vehicle.

128	ASW 20L	4627	Write-Off	09-Jul-04	La Motte	—	Fatal	—
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FATAL ACCIDENT in France. Subject to a French Investigation.

The Cambridge Winter Lectures 2004/5

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The BGA National Coach describes the current thinking on training and training methods and then moves on to safety, statistics and how to avoid becoming one.

18th Feb — Anthony Edwards: The Sigrid Club and friends
Sigrid Neumann's teaching touched a vast number of pilots past and present. The Armchair Pilot (a former CUGC President and its archivist) recalls Sigrid's association with CGC and CUGC. This will also be the inaugural meeting of the Sigrid Club which is intended to provide former or less active pilots a monthly forum at the clubhouse. Extended armchair airman's tasks are widely anticipated.

4th Mar — Peter Claiden — The Air Accident Investigation Branch
Peter describes the work of the AAIIB plus its interaction with the Gliding Movement. As a LGC pilot he will also share ideas of promoting safety awareness.

18th Mar — Bill Brown — Pathfinder Force at Gransden 1944/5
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