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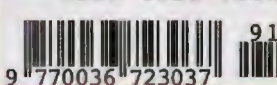
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Battery voltage indicator

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Andy Wood and Jacques Noel flying an ASK13,
winch-launched at La Motte du Caire and soaring
along the 'Wall of Auribeau'. See Adrian Lyth's article
on flying in the Alps on p34. (Jacques Noel)

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Attracting new members



Midland GCs presence at two very different air shows proved it's not essential to take along a high-tech glider to create that wow factor. **Chris Ellis** reports

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Schneider's last racer



Jochen Ewald climbs into the cockpit of the LS10st to find better ergonomics, safety and more room in this easy-to-fly and competitive glider

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From ground run



Don Puttock makes use of his rear seat observations on several thousand training flights to consider the human factors that can affect the overall safety of very early stages of a winch launch

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Mountain soaring



Adrian Lyth experiences some unique flying opportunities at La Motte, a French club that has the overall feel of a small UK club and whose high-profile CFI, Jacques Noel, welcomes every pilot by name

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The sniffer reports



With bad weather only very briefly interrupted by flying time, it was a dog's life at the Standard Class Nationals, says **Ella Draper**, S&G's canine reporter

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and the
Fédération Aéronautique Internationale



■ EASA has published Airworthiness Directive 2008-0174 which identifies a fault in SPEKON RE-5L parachutes manufactured between 21 April 2008 and 21 August 2008. The AD details serial numbers and compliance information. For more information go to http://ad.easa.europa.eu/blob/easa_ad_2008_0174.pdf/AD_2008-0174.

■ A REMINDER that the CAA exemption allowing EASA gliders to fly unregistered in the UK has now expired, so any active EASA glider must now be UK registered. Any owner who is unclear on this issue should review the existing BGA advice at www.gliding.co.uk/bgainfo/technical/easa/introduction.htm.

■ THE CAA is now able to issue EASA CoAs and ARCs for gliders. So far more than 500 have been issued and the BGA is working with the CAA to clear the remaining backlog as soon as possible. A number of owners who applied for transition early in 2007 should have received a transition refresh notification, following agreement from the CAA to allow these gliders to have their temporary BGA CoA renewed. If your glider BGA CoA is due to expire before 31 December 2008 and you have not received a refresh notification, contact the BGA.

■ PUBLICATION of a report into a fatal accident in New Zealand has prompted the UK AAIB to advise that UK pilots should be made aware of the recommendation made by the NZ CAA. You can find this in the accident report, available at www.caa.govt.nz/Accident_Reports/G-OJTA_Fatal_15_Nov_06.pdf.

■ THE French DGAC (the equivalent of the CAA) is recommending that all gliders flying in French airspace should carry an ELT operating on the 406MHz frequency. The recommendation (which is a mandate for many aircraft categories) is at www.sia.aviation-civile.gouv.fr/dossier/aicfrancea/AIC_A_2008_10_EN.pdf.

■ FOLLOWING consultation, Ofcom has published its decisions regarding making certain radio equipment licence-exempt. These decisions mean that the use of FLARM will be approved under the Wireless Telegraphy Regulations 2008, with immediate effect.

■ FLY ON TRACK is a revamped independent website for private pilots, covering airspace infringement issues. It is run on behalf of GASCO as part of the Airspace Safety Initiative and you will find the NATS radar replays of airspace infringements and a wealth of information to help you avoid becoming an infringement statistic. You can take a look at <http://xsrvr.com/flyontrack/content/>.

■ THE BGA is currently working towards the Foundation level of the Equality Standard for Sport, taking advantage of the support available from a leading expert as part of a CCPR-run scheme (CCPR is the national alliance of governing and representative bodies of sport and recreation). Closely related to issues and challenges surrounding membership recruitment and retention, widening participation in gliding will reap many benefits and ensure that our sport remains vibrant in the future.

Licensing – the unfolding story

AS WE reported in the last issue of *S&G*, the BGA is continuing to work closely with European colleagues in the EGU and EAS to secure the best licensing 'deal' for gliding, writes **Chris Gibson**.

A recent EGU 'summit' held in Frankfurt was well-attended by nearly 20 delegates from a wide range of European states and was very useful in developing a common view of the immediate and developing issues associated with NPA 17 and the most appropriate way to respond to these issues.

Some of these are quite subtle and potentially significant. Perhaps the most significant – and uns subtle – of these is the restriction of gliding licence holders to fly in VFR conditions only.

Various representations have already been made to EASA to highlight the potential impact of such a restriction.

In a similar fashion, the UK IMC rating is under threat and, recognising the impact of these restrictions in the UK and elsewhere in Europe, EASA has established a new working group – FCL 008 – with a remit to address the value of IMC privileges and the potential

for retaining these under the new regulations.

Existing requirements for cloud flying in sailplanes will now be formally incorporated into the TORs and it is hoped that a pragmatic way forward will bring a result that retains our current capability to fly up to, and in, cloud. It is envisaged that this group will meet towards the end of 2008 and publish its proposals and recommendations in the third quarter of 2009.

NPA 17 is only one of a number of NPAs which may affect gliding. An NPA addressing operational issues is also due to be published in December this year and there are clear interrelationships between this and NPA 17.

Partly in recognition of this, and in a move to align timescales, EASA has now further delayed the date for completion of NPA17 responses until 15 December 2008.

Have a look at the licensing page of the BGA website for the latest information and BGA views (www.gliding.co.uk/bgainfo/nppl/futurelicensing.htm) – and use the EASA online common response tool to develop your own constructive alternative responses.

Nationals, regionals and other dates

BGA-rated and international competitions:

Overseas Championships	Ocana	18-29/5/09
World Air Games	Torino	7-13/6/09
Bidford Regionals	Bidford	20-28/6/09
Junior World Champ	Finland	21/6-5/7/09
European Champ (flapped)	Slovakia	27/6-11/7/09
Competition Enterprise (not rated)	Long Mynd	4-12/7/09
Shenington Regionals	Edgehill	4-12/7/09
Booker Regionals	Booker	11-19/9/09
Club Class Nationals	Pocklington	11-19/7/09
European Champ (unflapped)	Lithuania	25/7-8/8/09
Bicester Regionals	Bicester	18-26/7/09
Women's World Champ	Hungary	25/7-8/8/09
18-Metre Nationals	Hus Bos	25/7-2/8/09
Dunstable Regionals	Dunstable	25/7-2/8/09
Northern Regionals	Sutton Bank	1-9/8/09
Inter-Services	Keovil	1-9/8/09
Standard Class Nationals	Nympsfield	8-16/8/09
Tibenham Regionals	Tibenham	8-16/8/09
20-Metre 2-Seater Champ	Tibenham	8-16/8/09
Open Class Nationals	Lasham	8-16/8/09
Lasham Regionals	Lasham	8-16/8/09
Midland Regionals	Hus Bos	8-16/8/09
15m-Metre Nationals	Aston Down	22-30/8/09
Junior Championships	Dunstable	22-30/8/09
Gransden Regionals	Gransden	22-30/8/09
2-Seater Comp (not rated)	Pocklington	23-30/8/09

2009 glider aerobatic contests:

Dan Smith Memorial (K21)	Dunstable	28-29/3/09
Glider Aerobatic Nationals	Saltby	11-14/6/09
Saltby Open	Saltby	11-13/9/09
Power vs Glider	Wickenby	2-4/10/09

Other notable dates:

Aerobatic Judging School (all disciplines), Wellesbourne
Airfield 20-21/3/09
World Aerobatic Championships (power), Silverstone, 20-30/8/09

BGA conferences:

Please make a note that **Saturday 24 January 2009** is the date for the BGA Chairmen and Treasurers Conference. The BGA AGM and Sporting Conference will be held on **Saturday 7 March 2009**.

Contributing to S&G in 2009:

Editorial deadlines for the next few *S&Gs* are as follows:

February-March 2009	5 December
April-May 2009	9 February
June-July 2009	10 April
August-September 2009	10 June

All *S&G* deadlines can be found at www.gliding.co.uk along with notes for contributors. We look forward to hearing from you and please remember that your feedback on any aspect of *S&G* is always welcome – email editor@salplaneandgliding.co.uk



■ Derek Piggott received his Lilienthal medal at the FAI General Conference in St Vincent, Aosta Valley, Italy in October. Our picture shows Max Bishop, FAI Secretary General, speaking about Derek, who had just been awarded the FAI Lilienthal medal by Pierre Portmann, President of FAI, seen here on Derek's right.
(Ian Strachan)

Tune in for speedy rescue

Pilots and operators with emergency locator transmitters (ELT) should check that they can operate on the new location frequency of 406MHz.

ELTs, also known as beacons, have been locating pilots in distress and directing search and rescue operations since their inception in the 1970s.

From 1 February 2009, ELTs that are tuned only to the analogue frequencies of 121.5/243MHz will no longer be picked up by the international satellite system that guides search and rescue teams. Transmissions will only be recognised from digital beacons transmitting on 406MHz.

The new frequency will transmit an encoded message that includes a unique

identifier, which may include location data if the unit is connected to a global positioning system (GNSS).

The International Civil Aviation Organisation (ICAO) and the International Maritime Organisation have initiated the changeover because of the superior capabilities of the 406MHz alerting system.

The inclusion of GNSS information should ensure that very accurate location of an incident is provided to rescue teams, thereby bringing help to pilots in distress much faster than was possible with the old system.

New ELTs should still transmit on 121.5/243 MHz as these frequencies will continue to be used in the final homing stages of a rescue.

Representing Britain in 2009

TEAMS representing Britain in 2009 have been named and there has been a change of venue for the European Championships (unflapped).

For the European Championships at the new venue of Pociunai, Lithuania (unflapped classes) and Nitra, Slovakia (flapped) the team is: **Club Class:** Pete Masson and Ian MacArthur; **Standard Class:** Howard Jones and George Metcalfe; **Open Class:** Pete Harvey, Steve Jones and Ian Ashdown; **18m Class:** Russell Cheetham and Mike

Young; **15m Class:** Leigh Wells and Tim Scott.

The team for the Women's World Gliding Championships at Szeged, Hungary will be Gill Spreckley, Rose Johnson, Liz Sparrow, Ayala Liran, Kay Draper, and Hannah Hay.

The Junior World Championships take place in Rayskala, Finland. The team will be Andy May, Tom Smith, Mike Collett, Will Ellis, Charlie Tagg and Shaun McLaughlin. First two reserves are Stuart Carmichael and Will Chappel.

■ OFTEN billed as one of the most important events in the BGA's calendar, the 2009 Chairmen's Conference will take place on Saturday 24 January at Woodside Conference Centre in Kenilworth. Details will be circulated to club chairmen and posted on the BGA website in due course. The agenda is already filling with items of topical interest to those closely involved with club management.

■ DAVENTRY is the location of the BGA Conference for 2009. It will be held on Saturday 7 March at the Hellidon Lakes Hotel.

■ THE groundschool element of the 2009 CAA's FI(SLMG) course will take place at Husbands Bosworth from 9-12 January. The rating qualifies a Full Category Gliding Instructor to teach students for the NPPL. Full details are available from the BGA SRE (Motor Gliders) Andy Miller on 01249 821 031.

■ A NEW scheme is offering financial assistance to clubs planning specific projects with the objective of attracting new members. It has been introduced by the BGA Communications and Marketing Committee under its remit to raise the profile of gliding with the ultimate aim of increasing clubs' flying membership. Details of the scheme and application forms can be found at www.gliding.co.uk/bgainfo/clubmanagement

■ AS PART of its EASA Part M airworthiness approval programme, the BGA is looking for people with experience of auditing in a documented quality system to work in a voluntary capacity to assist in the development of a quality oversight system. This role may interest experienced quality professionals. Equally, because the BGA Part M approval is a formal European level approval, those embarking on a career in quality management may feel that contributing to this work may help career development. More details are available from the BGA Quality Manager, Peter Johnson, via office@gliding.co.uk

■ THE BGA has learned that, in relation to the Energy Products Directive and a subsequent consultation, there will be no increase on the duty applied to avgas. The rate of 30.35p per litre (the EU permitted minimum) is the rate that was proposed by the GA Alliance and its members, including the BGA. Unfortunately the duty applied to diesel will be increased to 50.35p per litre. Please note that this information is subject to confirmation by HMRC.

■ THE summer RAeC Newsletter is available at <http://www.royalaeroclub.org/news088.pdf>

■ RECENT winners of the BGA 1000 Club Lottery include: July winner C E Wick (£28.25), with runners-up B C Morris and M R Smith (£14.12); August winner M Davies (£28.25) with runners-up P Ashurst and B Goodspeed (£14.12); September winner M Hood (£22.75) with runners-up A R Worters and H R Corton (£11.37); and October winner K L Brackstone (£28.25) with runners-up V Phillips and S R Domoney (£14.12).

■ APOLOGIES that we are not able to run the second part of Gavin Wills' wave shapes article until a future issue of S&G.

Span and the PW-6

PILOTS familiar with the PW-5 would have been completely unsurprised that the PW-6 (*Flight test*, August/September 2008, p38) could thermal so well despite its 16m span. The PW-6 has retained the delightful handling and excellent soaring characteristics of its small forebear, which was said to be able to "stay up on the heat from a warm meat pie" (a quote from New Zealand), all of which I can endorse from my own experience of both types.

The PW-5 also has a sufficiently brisk speed range to have performed 500km cross-countries and even a couple of 600s, IIRC.

Back in the heyday of TINSFOS (there is no substitute for span) some 40 years ago, Heinz Huth in his early K-6 gave open class gliders a hard time, not least because of its excellent manoeuvrability and soaring ability. If span were everything, the 13.5m PW-5 could not equal or surpass the 18m Skylark, which it certainly does. The difference is in the modern aerodynamics, including its high lift aerofoil.

Few gliders achieve the theoretically possible minimum sink because their wing sections run out of lift before getting down to the appropriate speed. I recall that many years ago, Canadian Dave Marsden's own design two-seater with an 8lb/square foot wing loading could outsoar the Blanik, thanks to its slotted high lift flaps.

John Gibson, Kendal

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 5 December

Bungee hooks – the camera never lies?

JOCK White's statement that fixed bungee hooks were "located in the belly-position" (*Letters*, October-November 2008, p6) does not correspond to my experience, or the many photographs in my possession.

Olympia 463s were supplied with them right under the nose, and some Slingsby gliders had them bolted to the very front of the skid. They were abandoned for fear of them catching the rope or parachute in a winch launch, but they were excellent for bungeeing and I am sorry they disappeared for that.

Jock's photograph of a 'Cambridge II' being hand-launched at the Long Mynd is more likely to be the CUGC Cambridge I or Pons, so-called because it was the bridge between solo-training and higher things. All the photographs of the Cambridge II I have seen show a Union Jack on the rudder.

The three five-hour flights day to which he refers was probably 22 June 1950. First off in the Pons was Sigfrid Neumann at 5.27am. His logbook says the wind was 20 knots and the launch by bungee, so I don't think the photograph can be of him.

Anthony Edwards, Cambridge

Small but enthusiastic club seeks help

THIS is a plea from Lincolnshire GC for assistance for our small friendly gliding club on the east coast. We currently have a chronic shortage of volunteer instructors at weekends to keep the club going and take the load off the creaking three. The club flies from the old World War 2 airfield at Strubby and has a small but enthusiastic membership. We operate K-13s as training aircraft into thermals and sea breezes in the summer by winch.

We would be very grateful if any under-employed full or asst rated instructor from the east of England, who wishes to keep their hours up or gain experience at other clubs would come to our aid.

Anyone interested can contact CFI Dick Skerry by email: skerry@tiscali.co.uk
Dick Skerry, Lincolnshire

Silver wooden spoon stirs interest

A SMALL advance on Harry Clark's time lapse (*Letters*, October-November 2008, p6). I went solo on 1 August 1960 with the ATC. When I retired in 2004 I started gliding again and completed my Silver on 7 April 2007, which is 46 years and 8 months.

Peter Bellham, Buckminster

■ MY PROGRESS from first solo to Silver took 52.5 years. Solo in 1952, height gain in 1962, five hours in 1970 and 50km in 2005, making a revealing chart of confidence gain.

Ron Mackie, SGU (Any advance? – Ed)



ROYAL AERONAUTICAL SOCIETY CONFERENCE & EVENTS



Royal Aeronautical Society Lecture

Research on Sailplane Aerodynamics at Delft University of Technology Recent and Current Developments

Loek Boermans, Associate Professor of Aerodynamics, Delft University of Technology & President of OSTIV

Tuesday 17th February 2009

Refreshments from 17:30 hrs • Lecture commences at 18:00 hrs • No. 4 Hamilton Place, London

ATTENDANCE IS FREE

Loek Boermans Lecture will consist of two parts:

Part one will deal with the results of recent aerodynamic developments on wing planforms including winglets, airfoils, fuselages, wing-fuselage junctions and tailplanes, as applied in high-performance sailplanes Antares, Stemme S2/S6/S8/S9 family, MÜ-31, Concordia and ASH-30.

The same technology has been applied in the aerodynamic design of the 4 Nuna solar cars that all won the prestigious World Solar Challenge, a biennial solar powered 3000 km car race from Darwin to Adelaide, Australia. The aerodynamic features of the Nuna-3 will be shown as an example.

Part two will deal with results of current research on boundary layer control by suction for drag reduction by keeping the flow laminar, and lift enhancement by keeping the turbulent flow attached. A low-cost method has been found of making many tiny holes in a carbon fibre outer skin, and a perforated core material, for the suction sandwich construction. This technology is a beckoning perspective for significant performance improvement.

This Lecture has been organised by the Royal Aeronautical Society's General Aviation Group.

The Lecture will take place at No.4 Hamilton Place, London W1J 7BQ.

For further details visit www.aerosociety.com/conference or call +44 (0)20 7670 4345

Fly-In fun for Air League



This year's Air League Fly-In and Gliding Day achieved its objectives of flying, more flying and fun, reports Stuart Redman

THE Air League youth day took place on Saturday 30 August in the traditional ex-MoD surroundings of Bicester airfield. After signing in, early arrivals helped juggle aircraft out of the hangar until a T-21, two K-21s (one from Booker) and the BGA Discus Duo had all emerged by about 10.15 and were parked outside.

After the safety brief and order of ceremony for the day were ably presented by Andy Perkins, we headed out on to the field in a myriad of vehicles with the aircraft in tow.

Flying began with winch launches to the southeast and it soon became clear that the open-cockpit T-21 was most in demand. The weather, which had started off unpromising, began to shrug off the continuance of the disappointing summer and started to roast us.

Instructors from the Wycombe air centre (now part of the Cabair group) flew in to give a well-attended talk on PPL and ATPL training for the aspiring commercial pilots amongst the young Air League members.

'Four strong-stomached members went up for some display practice in the Swift team's aerobatic Fox as the day drew to a close'

After lunch, flying continued in the, by now, fantastic conditions with some staying aloft an hour. All who wanted to fly the T-21 got the chance with some members managing to fly four times across a steadily increasing fleet as a private owner offered a taste of powered flying in a Robin DR40. Four strong-stomached members went up for some display practice in the Swift team's aerobatic Fox as the day drew to a close.

In all around 40 young member, and approximately 50 Air League, launches took place, with plenty more on the BGA simulator.

Flying finished on schedule with necks craning to watch a blistering aeros display from Pete Wells in his Twister.

Thanks should go to all the instructors, the Swift team and all who gave freely of their time, expertise and equipment; Windrushers Gliding Club for hosting and Nick Kelly for running the launchpoint; Ginnie Perkins and Deborah Cox for stepping into the role and providing sustenance at the last minute; John and Cherry MacKnay from Dickies store; and Jenny Tye and Matt Winwood for administrating throughout the day. Finally a huge thank you to Andy Perkins for organising the whole event.



The sun put in a welcome appearance at the Air League Fly-In and Gliding day organised by Andy Perkins (pictured top left with Tamin). Around 40 members attended the day, which culminated in a blistering aeros display by Pete Wells in his Twister

YOUNG PERSONS CROSS COUNTRY TRAINING OPPORTUNITY

The BGA National Coach, Mike Fox, will be facilitating 2 seat training for young pilots in parallel with the Junior Nationals at Dunstable from the 22nd to the 30th August 2009. The BGA would like to encourage clubs to take part with their own young pilots. Clubs will need to provide their own suitably qualified P1 and 2 seat glider for this event. The BGA will provide task briefings and debriefing facilities and advice. Funding may be available for launches. The number of places is limited. If your club would like to get involved, please e-mail **Mike Fox at mike@gliding.co.uk**.



Active influence on proposals



BGA Chairman Patrick Naegeli outlines the essential role of the European Gliding Union as a focal point for national gliding bodies, such as the BGA, in influencing EASA

EUROPE – a word that gives rise to an increasing range of emotions among glider pilots. For my part, I am very conscious of the fact that whenever I typically use the words *Europe* and *gliding* together in the same sentence, it is usually part of a critical commentary.

There is, however, one aspect of Europe that I am not only very impressed by, but positively grateful for – the European Gliding Union (EGU).

Most of the gliding nations in Europe are members of the EGU and it is a forum that has come into its own in recent years. The EGU, under the very able leadership of Roland Stuck, is the focal point through which national gliding bodies, such as the BGA, endeavour to influence EASA.

It does not deal with EASA directly, but works through another body, Europe Air Sports, that is chaired by Sir John Allison. This does not, however, do anything to diminish the effectiveness of the EGU.

At present, the EGU is actively influencing the proposals at the heart of the EASA consultation on licensing. As a consequence, most of the content that is relevant to gliding is broadly workable.

If one has to be faced with the unavoidable prospect of (to my mind, mostly unnecessary) regulation then there are worse positions that we could be in.

There are, however, some aspects of the proposed regulations that we do have major concerns with. Two principal issues of the moment are with cloud flying, or rather the lack of licence privileges to allow cloud flying, and the practical aspects of the new medical requirements.

The detail of these issues has been covered previously in *S&G*. But with time counting down to the close of the consultation period it was especially important for us to make sure that appropriate counter-proposals are submitted to EASA with the full weight of the EGU behind them.

In September, Pete Stratten, Chris Gibson and I attended an EGU meeting and, on behalf of a number of other countries with similar concerns to our own, presented the case for the EGU support of our suggested changes to the regulations.

These will now be embedded in the official EGU submission to EASA and will carry the significant influence the organisation carries.

I mentioned in the last issue of *S&G* that



Volunteers are essential to BGA activities. Marilyn Hood (centre) has done much to support the movement over a number of years, including chairing the Communications and Marketing Subcommittee for the past eight years. She is pictured here with the BGA's Communications Officer Keith Auchterlonie and Development Officer Alison Randle

the BGA was planning to restructure its training, technical and safety activities within a new operations organisation. After a number of preparatory meetings over the past 12 months, the new Operations Group met for the first time in September. It mapped out a transition process that will see current activities migrate to the new structure over the next six months.

So, what will this mean for the movement? Well, several things, including:

- Enabling the BGA to retain existing, and maybe obtain new, delegations that ought to be able to keep various categories of gliding-related costs to a minimum
- Making it easier for the BGA to identify new services that it can provide, which will make compliance with, and operations within, the new regulations easier for all concerned.

That's the good bit.

The less good bit is that it requires people to make it work. I am, as a consequence, asking for more people to come forward and get involved in BGA activities on a volunteer basis. Whatever your background or experience there will be ways in which you will be able to help.

"Many hands make light work" – it really is true and so why not have a go? You will find it fulfilling. I could go on to say something along the lines of "Ask not what your Association can do for you.....", but I won't. I will, however, go on to say "send offers of help to the BGA office". Not as eloquent, but more direct.

I have made my plea for more volunteers to come forward to support the work of the BGA. I would now like to close by expressing

my thanks to one such volunteer who has done much to support the movement over a number of years.

Marilyn Hood has chaired the Communications and Marketing Subcommittee for eight years. In that time, she has been instrumental in forming and leading a highly effective team that has done much to maintain and develop the profile of gliding.

I know it is impossible to put precise numbers on such things, but I am certain that the work of Marilyn and her subcommittee has been directly responsible for bringing a significant number of new people to gliding.

Marilyn will be relinquishing her position, for a well-earned rest, by the time of the next AGM. In the meantime, she continues to demonstrate what good leadership is all about in the twilight of her tenure by ensuring that she has a successor in place ready for a smooth handover. I know that I act for many when I express my heartfelt gratitude to Marilyn for all her hard work.

As the year draws to a close, I hope that you can look back on your gliding in 2008 with a degree of satisfaction and maybe also pride in one or more achievements.

Here's to an even more enjoyable and successful 2009.

Have fun, stay safe and have a very good New Year.

Patrick Naegeli
Chairman, British Gliding Association
October 2008

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Meeting your gliding needs

THE BGA is of course an association of its member clubs. Clubs are pivotal to the future of British gliding and the BGA works to ensure that each and every member club can develop in a way that continues to meet the needs of its pilots and others. A large part of that work is delivering services that meet those changing needs.

Gliding operates in a complex regulatory environment, where safety is paramount but where meeting personal challenges and simply having fun in sport are very much the key drivers. The range of BGA services available to clubs reflects a staggering scope of activity and guidance for its membership.

It's important to note that our services exist to meet the membership's needs and in almost all cases are supported by volunteer input. The BGA is currently specifying a new web-accessed system that will, from 2009, support efforts to improve delivery in a number of areas, as some of our services are less efficient than they could be due to limited back office systems.

Historically, and entirely successfully, the BGA has delivered its own airworthiness system for gliding. Unfortunately EASA's tentacles are well and truly wrapped around gliding and therefore, as most people are aware, the BGA is developing its airworthiness system to continue to achieve the task whilst complying with EASA Part M requirements under CAA supervision. Clearly that was never going to be a straightforward exercise. The BGA and its volunteers and staff are working hard but with success to ensure that you can continue to benefit from efficient, minimum bureaucracy and relatively low-cost airworthiness. Owners will receive detailed advice very soon.

All of the BGA's work on behalf of its member clubs is, of course, ultimately for the benefit of these clubs' individual members. Some areas of this work, however, benefit pilots from the wider community. Airspace negotiations, for example, while conducted on behalf of those clubs most directly affected, impact on every cross-country pilot's ability to



BGA Chief Executive Pete Stratten highlights the services offered to member clubs and individuals and talks about how some aspects of those services will develop in the near future

fly where they want and when they want.

However, there is a wide range of BGA services which are provided primarily for the benefit of individual pilots. All individual members of BGA clubs are entitled to access these services.

Flying! This is the important bit for most, including racing cross-country, expedition flying and aerobatics. The BGA is responsible for authorising the award of the various accompanying FAI gliding badges. These provide glider pilots of all levels with an internationally recognised bench-mark of achievement and provide a structured continuum of pilot development.

The Association ensures that a wide range of gliding competitions is available each year for UK pilots, ranging up to National Championship level. At the pinnacle of the sport, the BGA is responsible for the British Gliding Team – the world's most successful. All this is backed up by a comprehensive coaching programme at all levels which in the near future will be far better structured to provide a clearer development pathway for all.

Your aircraft. The BGA is developing an EASA Part M compliant airworthiness system that will continue to meet owner's needs. Owners will continue to benefit from the high standards, cost-effectiveness, contact with authorities and safeguards associated with being part of the respected and highly-experienced BGA airworthiness system. All glider owners will be contacted during the winter to ensure that they are aware of owners' responsibilities under EASA airworthiness requirements and, importantly,

how the BGA will continue to be their airworthiness partner. The all-important BGA inspectors will be contacted separately with appropriate guidance.

You. By 2012, UK glider pilot licensing under EASA will have moved from a BGA self-regulated pilot certificate system to a nationally-approved EASA glider pilot licence process. The BGA is working to ensure that the current club training regimes, largely delivered by volunteer instructors, can continue to provide the trainee pilot with a cost-effective training pathway, without compromising standards, through an approved BGA training organisation.

The CAA recognises that the BGA 'glider pilot licence' requirement exceeds that of the ICAO glider pilot licence and transition is being planned on that basis. Meanwhile, the BGA continues to deliver the existing and well-proven pilot certification system and includes in its services training and advice regarding the NPPL, guidance regarding medical standards and advice for flying outside the UK.

Information

The BGA professional and volunteer team is always available to discuss any specific issue with individual clubs and to offer advice and guidance. If we do not have the expertise to hand, we will find it. The same people are also available to answer individual questions and provide specialist advice on a wide range of gliding subjects as and when required.

The BGA has developed probably the most comprehensive repository of gliding-related information available anywhere in the world. This information is available to members of BGA affiliated clubs and owners within the BGA airworthiness system without charge – through the BGA website, the BGA newsletter and by subscription to email news groups.

In addition, the BGA's bi-monthly magazine *Sailplane & Gliding* is widely recognised as the best gliding magazine in the world. If you haven't subscribed, you should do so now! www.gliding.co.uk/sailplaneandgliding/news.htm

Here is just some of the support offered by the BGA

- Safety management
- Strategic planning
- Club governance
- Child and vulnerable adult protection
- General legislative compliance
- Airfield safeguarding
- Land management
- Site purchase
- Airspace negotiation
- Negotiation with representative bodies and UK government
- Youth pilot development and funding
- Competitions
- Flying and training standards
- Operations standards
- Winching, powered gliding and aerotowing advice
- Medical
- Instructor training
- Financial advice
- Fundraising advice
- Communications and marketing
- *Sailplane & Gliding* magazine
- Accessing low interest loans for major development projects
- Accessing funding for site planning needs
- Conferences
- Airworthiness

The BGA – your partner

Above all else, the BGA remains an organisation run by glider pilots for the benefit of glider pilots, devoted to ensuring the on-going viability and success of British gliding and its wider community, and enabling the current and future generations of gliding participants to continue to enjoy this unique, challenging and wonderful sport. Anyone who regularly reads *S&G* will be aware that the BGA does not stand still. Gliding has come a long way in the UK over the past 70 years and has a long and exciting future ahead of it. Whatever your role in your club or elsewhere in gliding, the BGA will continue to work with you to meet your needs.



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Guy Westgate and Ian Gallagher practising their aerobatic routine on the simulator, much to the amusement of onlookers at Cosford



Steve Foster's K-6 generated a lot of interest at Welshpool when visitors realised how little needed to be spent to own and fly such a glider (Donald Jones)

Attracting new members

THE RAF Air Show – Cosford has been one of the major aviation events in the UK for many years with an estimated attendance of over 50,000. Midland GC was looking for events that attracted individuals who could be introduced to gliding in general and the Long Mynd in particular.

This year we decided to approach the RAF with a view to having a presence at Cosford to promote gliding as an outdoor activity and using the BGA Cyberglide2 simulator to collect for RAF charities. A donation of at least £1 per flight was requested and the proceeds were to go to the RAFA.

The show organisers could not have been more helpful. We were allocated plenty of space in a hangar with RAF clubs offering everything from aeromodelling to diving.

Working out a strategy

Committee members Dominic Houghton (membership) and Chris Ellis (marketing), under the chairmanship of Jon Hall, set about working out a strategy to attract and keep new members.

As in all good promotional operations, a special offer is essential. We normally sell trial lessons, which include a three-month membership; very few of those who fly actually use the three months to continue.

As an 'Air Show Special' we reversed the emphasis and offered three months trial membership with the first lesson 'free'.

We also ran a free prize draw with the 'show special' as a prize. This enabled us to collect names, addresses and email addresses of potential members.

The Cyberglide2 attracted a great deal of attention, as did the Duo Discus Turbo very generously loaned for the day by Julian Fack. It was hard to judge which was the greater draw. We also had two screens showing gliding DVDs to entertain those waiting for a turn in the simulator.

One of the highlights of the flying programme was the glider aerobatic sequence flown by Guy Westgate (Swift) and Ian Gallagher (Lo 100). Unfortunately, low cloud limited them to

Midland GC's presence at two very different air shows proved it's not essential to take along a high-tech glider to create that wow factor. Chris Ellis reports

a release height of just over 2,000 feet. Nonetheless, it was a truly heart-stopping performance.

There was a steady stream of interested people to talk to, even while the air display was in progress. We collected contact details of more than 100 prospective members who have all been contacted since the show, with six signing up for membership at, or immediately after, the event.

Following the success of the Cosford Air Show, committee member Clive Jones suggested that we have a presence at a new local event at neighbouring Welshpool Airport. This was very much the opposite end of the spectrum to Cosford – a limited RAF Air Display with peripheral entertainment in the form of model-flying, stalls and static displays.

At very short notice, a meeting was arranged with Bob Jones, the owner of Welshpool Airport. Bob was only too pleased to allocate us a space in the static area. Steve

Foster kindly loaned his immaculate K-6 and, assisted by Lenny Causer and using the material produced for Cosford, Clive organised an excellent stand.

Unfortunately, on the day the weather was particularly foul with low cloud and a howling gale. The RAF display was severely curtailed, as was the model flying. Some 2,500 intrepid souls braved the weather and those manning the stand were kept busy all day. The K-6 generated a lot of interest when people realised how little needed to be spent to own and fly such a glider.

Public reaction

The comparison to the public's reaction to the Duo Discus Turbo at Cosford was very interesting in that it was not necessary to have the latest high-tech kit to generate the wow factor. When enquirers were asked to estimate its value, most guesses were in the £10-20,000 bracket and the actual £2-4,000 caused some astonishment.

Although not immediately generating any new members, we did sign someone for a week's course. At the end of the day both ventures were seen as being very successful in raising the visibility of Midland GC. It was hard work, but well worth it.

Good ideas and enthusiasm go a long way in raising profile

CHRIS' article shows how much it's possible to achieve with a limited budget, together with some good ideas and enthusiasm. A common aspect of the events Chris describes is the audience – people interested in aviation. Knowing their market and the club's objective (new members), the club tailored their product proposition and their messages to match – with obvious success. There are lessons here for all of us.

For me, the other key point in Chris' article was Midland GC's strategy to attract and keep new members. It's one thing persuading potential new members to

come and try gliding but, ultimately, it will be wasted effort unless you hang on to them. Are you confident that your club has done everything it can to ensure that first-time visitors come back? Do all your members know what they need to do? Put yourselves in your visitors' position and see your club as they do.

We will cover these issues and more in the next set of BGA marketing seminars in early 2009. Keep an eye on the website and the newsletter for dates and venues.

**Keith Auchterlonie
BGA Communications Officer
keith@gliding.co.uk**

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Lessons to be learned

I THOUGHT that it would be useful to look back over several years at the trends relating to gliding incidents, rather than just analyse the latest Airprox investigated over the last calendar year.

In co-operation with Peter Hunt, the UK Airprox Board (UKAB) Director, I have taken the UKAB information and analysed the data into several themes we can explore. It is important to note that UKAB data is designed for Airprox analysis and we do not, as a rule, capture information for other purposes. Additionally, this analysis needs to be done carefully as we have had people use the data quite inappropriately in the past.

The analysis

I have divided the data into the type of aircraft involved (with at least one glider), the type of incident, and the height at which the incident occurred. I also decided to have a column for identifying IFR off airways incidents, ie those involving aircraft that are flying under instrument conditions in Class G airspace. In total, Peter pulled out 98 incidents from years 2003 to, and including, 2007. I discounted the 13 involving paragliders and therefore the total analysed for the period is 85 incidents.

Type of aircraft

Quite a variety of aircraft are involved. Out of the total of 85, there was a fairly even split between fixed-wing civil and fixed-wing military of various kinds. Civil helicopters accounted for 12 (14 per cent) but the military helicopters were much lower at 3 per cent.

Type of Incident

These I split out into gliding site related incidents, competitions, wave and general Class G.

● Gliding site incidents

General overflying of gliding sites continues to be a really big problem. Gliding sites do not enjoy any special protection, except in a few cases where the airfield has a promulgated zone, so in theory the airspace



Hugh Woodsend looks back over recent years at Airprox trends relating to gliding incidents and identifies what glider pilots can do to make the skies a safer place for everyone

The UK Airprox Board (UKAB) defines an Airprox as a situation in which, in the opinion of a pilot or controller, the distance between the aircraft, as well as their relative positions and speed, have been such that the safety of the aircraft has, or might have been, compromised.

Every half year the UKAB publishes the Board findings in book form. In addition, a General Aviation extract is produced as a subset of the main volumes. You can download copies of these publications at <http://airproxboard.org.uk> by selecting 'Publications' from the panel on the left. (You will need to agree to the copyright rules before proceeding to the sub-menus.)

is classed as normal Class G.

The other problem with this is the internationally-agreed definition of an Airprox, which looks only at incidents involving a perceived coming together of two flying objects, so any traffic passing over, and therefore a potential danger, would not be reported (as an Airprox). Therefore the statistics are likely to be very much higher in reality, maybe as much as 10 times greater than Airprox incidents.

Civilian helicopter and GA aircraft are the worst offenders as the military are taking briefings very seriously and making every effort to route round. On the UKAB website we do have a section labeled 'Lessons Identified'. You will see many of the issues raised in this article highlighted here for the benefit of the wider aviation community. Please also do what you can to collect

statistics at your club to help refine the size of the problem as per my plea in the footnote at the end of this article.

To analyse this further, I captured Airprox gliding site incidents in three ways; gliding site penetration, winch launches and local soaring.

We have had a number of winch-related incidents. Clearly it is not a good idea to overfly gliding sites, especially below cable heights and I highlighted this in UKAB GA Book 12. Since then we have had some real horror stories, 052/07 is one to read. Winch launches alone account for 14 per cent of the total gliding-related incidents.

For ourselves, we should remind our launch crew, in addition to the all clear above and behind, to look well into the distance for potential conflicting traffic. Earlier in the year, I constructed a mathematical model which showed we will be lucky to see aircraft flying above 120kts during the launch procedure, but we must make every effort to do as much as possible.

I included local soaring statistics, as now, with modern gliders, almost everyone is doing some form of cross-country providing the weather is adequate; I hope I have been careful in the analysis to ensure the glider is soaring locally and not on a cross-country from somewhere else. This added up to 18 per cent of the total.

The sum of gliding site, winch and local soaring gives the total for gliding site incidents (64 per cent of the 85 total).

● Competitions

Fairly static at 6 per cent of the total, this relies on good communications with local airfields and other organisations, apart from the NOTAM deployment, to ensure we don't

Involving gliding site penetrations	32%			
involving winch launches specifically	14%			
involving gliders local soaring at site		18%		
total of all above (site related incidents)		64%		
glider competitions		6%		
wave flying			4%	
class G incidents				21%
glider airspace infringements	2%			
glider NOTAM infringements	4%			

low level & circuits	normal thermal & ridge	high thermal/wave	high wave	against off airways IFR
31%	62%	5%	2%	7%

have competitions overlapping more than necessary and that we take account of the notoriously difficult areas, eg the Lyneham/Brize Norton gap, to reduce risk.

● Wave Flying

Given the amount of wave flying being carried out, I am pleased we have not had too many incidents (4 per cent). It remains a priority to improve the liaison, particularly with the military, to find better ways of interacting. It is still early days, but there have been some successes in communicating in Scotland and we must do more in Wales and North East England.

Class G incidents

Until a few years ago, the main consideration in any Airprox debate was lookout in Class G airspace. It is now well understood by everyone that gliders are difficult to see and that we have to get better at keeping gliders and powered aircraft apart. However, there will always be a need to keep looking out.

Try and keep clear of other airfield runway centre lines, especially ILS approaches, and make an effort to include these when planning tasks. Where possible, do please call local airfields on the radio as it is a constant criticism from controllers and others that we do not call often enough. This section accounted for 21 per cent of the total.

IFR non-airways

As an extra dimension, I also captured incidents involving off airways IFR traffic. This statistic is not part of the overall breakdown of incidents, so incidents involving IFR traffic will be included in one of the other categories as well as this one.

Airspace in the UK is quite complex. Even within Class G airspace, there is a lot of IFR traffic flying between different airports which have no airway or advisory route between them. The bulk of this traffic tends to be above FL50, with unpressurised aircraft up to FL120 and pressurised above that.

In good thermal conditions, pilots will often route above cloudbase to keep in the smooth air, but when the cloudbase is very high this may become impractical. Glider pilots should be aware that with high cloudbases or in wave, they are likely to meet this type of traffic. This statistic (7 per cent) is pessimistic as it includes incidents relating to a particular problem getting IFR traffic into Biggin Hill, largely now resolved.

No-Nos (airspace infringements and NOTAM incidents)

All the above pre-supposes that you are in Class G airspace. I have already highlighted in S&G an incident in which a DG-1000 out of Sutton Bank conflicted with a Jetstream 41 in the airway (191/04) so I won't do more than remind you of the need to keep maps and GPS airspace files up to date and leave enough margin at the boundaries.

The other penetration was an unidentified glider in the Southampton zone (027/07). This one was right on the margins and might or might not have been in controlled airspace,



but definitely highlights the need not to rely on GPS to fly on the edges. On the whole we do not have many incursions compared with the rest of GA, so let us keep it that way. NOTAM incidents have also improved as clubs have taken action to improve the dissemination of information; many thanks too for those websites that highlight NOTAMs as part of the daily updates.

Information

By way of a footnote, you will find that when reporting Airprox you will be required to send the IGC logger file, not a map, to help the inspectors resolve the flight details. Additionally, I am well aware that many incidents go unreported and would like us to

keep an eye on specific incidents; incursions over sites, winch conflicts or abandoned launches, and wave conflicts or higher altitude incidents. Please send me a short email of just the summary data. If you have anything in these areas, it will all help us. hugh.woodsend@btinternet.com

■ **Hugh Woodsend** is a Full Category Instructor and flies a Ventus 2C and a Duo Discus. He is also a freelance test pilot on fast jets with over 20,000 hours total experience on more than 500 types of aircraft. Hugh is a member of the BGA Airspace team and is a board member of the UK Airprox Board with special responsibility for GA and gliding matters.



TAIL FEATHERS by Platypus

The 80:20 rule, or how to get skewed

THE 80:20 rule is much used by business-people as a way of focusing on opportunities and threats, and of deciding priorities for urgent action. So if you are marketing a range of 10 products you can be pretty sure that just two of them account for approximately 80 per cent of the sales revenues. Likewise 20 per cent of the employees usually account for 80 per cent of the absenteeism. So, whether you are analysing successes or diagnosing problems, the 80:20 rule is a useful tool for concentrating the mind. In some cases it's as skewed as 90:10 or even 99:1.

The numbers don't have to be exact, and they don't always have to add up to 100 per cent. It's simply a way of telling us that, in any organisation, a minority of people or activities generate most of the results – and likewise most of the headaches are generated by a small minority of people or activities.

If the organisation is to survive, it is essential to identify these minorities and then decide what to do to get more good outcomes, and what to do to reduce bad outcomes. (I am assuming in the case of our own unforgiving element – the air – that the minority in question have not already solved that problem by removing themselves from

the gene-pool, as sponsors of the now-infamous Darwin Awards cruelly put it.

In a typical gliding club, therefore, fewer than five per cent of members will do nearly all the cross-country miles. And fewer than five per cent of members account for nearly all the insurance claims.

"Can I assume that these two groups are quite distinct? Or – awful thought – are these the same five per cent?"

"Shhh, some of my best friends are Pundits!"

'From time to time they will bring off something spectacular, like colliding with Cap Gris Nez in the fog after a very marginal cross-Channel attempt'

The answer is, well, yes, there is quite a bit of overlap. But you get a much better class of prang with Pundits. They stall not, neither do they spin, but from time to time they will bring off something spectacular, like colliding with Cap Gris Nez in the fog after a very marginal cross-Channel attempt.

Your average club glider-bender never achieves anything so grand. He is grounded after his crashes, whereas the Pundit invariably receives commiseration in direct ratio to the cost of the prang.

But who ever said the world was fair?

Cries for help

The best way of getting a retrieve when you have no crew lined up is to phone back to the club, "I need six big, strong guys and a four-wheel-drive!". That way you will probably get 12 muscular people of both sexes and at least two massive vehicles.

Sheer curiosity will drag those extra bodies out of the clubhouse, all asking, "What the Hell's he done this time?"

Of course you had better not be crying "Wolf!" or you will have zero credibility, and no retrieves, in the future.

I am, maybe perversely, able to state with pride that all the distress calls that I have pitched at this level (there should be a sort of Beaufort Scale of such appeals) have lived up to their billing, or better.

That is to say, the people who came along to help and/or gawp got real value for their time and trouble; they did not go home disappointed, muttering through clenched teeth that Plat's outlandings have been hyped out of all proportion, and they were damned if they'd be hoodwinked next time. They wanted drama, and I delivered.

The first of these calls, around Force Seven, was in winter of 1961, in Somme-like mud after descending through a cloudbase of about 500 feet on a failed lee-wave flight out of Dunstable, in a Club Olympia that had not been derigged for nearly a year, its main-pins being rusted in situ.

The request for a sledgehammer was a fine additional touch, prompting all the other Oly pilots to accompany the sledgehammer to see what I intended to do with it.

That did my credibility a lot of good, since we weren't back till after midnight, despite the fact that the little sea of boue I'd put down in eight hours earlier was only a mile from the club.

I would add that these genuine distress calls of mine have cropped up only about once every 10 years. That's a reasonable interval.

Indeed, if your flying is such that these events occur more frequently, either your life-expectancy is going to be sharply reduced or there will be nobody willing to have you in their syndicate.

I'm powerless, but under control

Non-gliding people you meet at parties invariably say two things:

"So you're a glider!"

and then...

"If you have no power, how do you control those things?"

I am always tempted to answer the first question, "No, I am not a glider; a glider is a huge, expensive, smooth, highly-efficient inanimate object, whereas I by contrast am a small, cheap, rough, totally inefficient but often highly animated object, depending on my drink intake."

I don't say that of course, I just smile benignly.

But the second question is philosophically important. People

perpetually confuse power with control.

I try to explain that, like someone on a bicycle coasting down a grassy hill, you can steer the glider to any place you like.

Power is supplied by the pull of gravity; the power-source is outside the bicycle, not in it.

This confusion of power with control is manifested in politics and business. Prime ministers and presidents – whether of nations or corporations – supposedly have masses of power, but are they in control?

In today's circumstances your non-gliding friend may be beginning to get the point.

Rules are there to change

What could be more boring than a rule-book? Page after tedious page of nit-picking definitions written in lawyer-speak, laid out in numbered paragraphs with sub-clauses nested within other sub-clauses. You would only choose to curl up in bed with a copy if you were a total nerd or desperately seeking a cure for insomnia. Though I suppose a big, thick rule-book would repay study if you were a lawyer-pilot looking for loop-holes and Machiavellian ways to gain an advantage.

But the way in which rules in any sport change over time, or new rules are introduced, can be quite absorbing. The offside rule in soccer is a good example. (American readers can look it up on Wikipedia, which in a few thousand well-chosen words explains it all.)

A rule that was applied in some gliding

contests back in the 1950s and 1960s was the one that made you drop your worst day after five days. (George Moffat says this rule derives from dinghy-racing.) In 1961 – the first time I had a glider to myself for a whole competition – I was in the lead from Day Two to Day Five. On the morning of Day Six I found I was compelled by the rules to drop my worst score, which was 300 points, and thus dropped from leader to third place; the final winner of the contest and number two dropped exactly zero points, having each landed out near the site on one day.

I was less than grunted, I have to admit; I felt I was being brutally punished for my consistency. Nearly half a century having elapsed since that big silver pot was snatched from my grasp, I have mellowed somewhat.

Imagine a contest between two pilots: press-on Victoria and careful Prudence. Victoria

wins three days but blows it on day four. This costs her the competition, while careful Prudence is a model of consistency and takes the crown. The tortoise beats the hare:

Day	Victoria	Prudence
1	1000	780
2	500	740
3	1000	700
4	0	810
5	950	830
6	1000	730
total	4450	4590

But whom would you choose to represent the country in the World Championships? Of the two, Vicky has what it takes to become World Champion, especially if she gets some help from her team to avoid disaster. Pru may always end up in the top five, but she will never win a major international competition unless all her serious rivals blow up, which is unlikely. Victoria is the one with the fire in her, er, belly. It is also possible that Pru is a bit of a leech; not so Vicky. Vicky would have won handily if they had both been made to drop their worst day, since it would not have affected her final score.

So the old "drop-your-worst-day" rule could be said to have had the right objective, even if it was as crude as a blunt axe. Later rule changes (which with the help of computers can make much more subtle gradations in scores) have striven to give a favourable weighting to people who take risks and fly fast, by weighting speed points to the square of the speed. Other rule-books, mainly on the continent, have given zero speed points to anybody who goes at only half the winner's speed.

However, I can't think of any cases under modern rules where someone has scored a zero on a 1,000-point competition day and then fought back to win a major contest.

platsandg@blueyonder.co.uk

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Second time lucky, or maybe not

One rule I used to try (unsuccessfully) to take advantage of in the old days was the one that allowed you to go round a closed-circuit task as many times as you wished – and only the best of your performances counted. So you could toddle round the triangle with prudence (or better still, with Prudence) and put a nice safe time in the bag; then, with nothing to lose, you could throw caution to the winds and charge around the course like a mad thing; if you landed out, never mind, you still kept the first score.

Generally this did not often work out, since the better pilots (ie those with the ability to get around a course twice in the days when most would fail to get round even once) would usually start in what they judged to be the best part of the day, so any subsequent circuit would probably be slower.

Indeed when I attempted it in the Dart Competition in 1968, I was not only much slower the second time round, I got lost, which takes some doing you would think. But I managed it.

During my researches into the late Dick Johnson's 68-year-long gliding career, I read about his contest victory with the RJ-5 in the 1952 US Nationals in *Gliding*: "Dick started fairly early, did the speed course at 37.3 mph (60.1 kph) to ensure a safe score. After landing he tried again and this time he went flat out, gambling for a big score. The gamble paid off at 53.3 mph (85.8 kph)."

That, by the way, represented a massive 43 per cent increase in speed. It showed that Dick, under his courteous and quiet exterior, had what winners need – a streak of ruthlessness. Not like me. I always had too much ruth, not to mention prudence.



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Schneider's last racer

WHEN the renowned German glider manufacturer Schneider introduced his new flapped 15/18m racer five years ago, few people realised that the factory was close to bankruptcy. Most of the remains of LS (except the production means and licences to produce the LS4 and LS6) was acquired by DG, which also continued support for the LS gliders already flying.

It took some time for DG to re-start LS production and the first glider to re-enter production was the LS8, which became the slightly modified LS8s, and, sustainer powered, the LS8st. DG also decided to continue the development of the self-launcher LS9 to complete the type certification for the 10 already existing gliders but not to put it into production because they already had the 808 in this category.

The fate of the LS10, of which the prototype and an almost complete second one existed, was discussed at DG for some time. Finally, excellent competition results led to DG deciding to continue its development and take up serial production.

During flight testing and the integration into the DG production, DG's engineers revised the design, keeping the (well proven) aerodynamics, and naming it the LS10s. Some changes are invisible, for example the interior structure of the wings, which was modified to suit DG's building methods. Other changes will be noted only by dyed-in-the-wool LS pilots.

The cockpit interior has been improved for better ergonomics, safety and to provide more room. The wheelbrake system has been changed from the typical LS footbrake to an airbrake lever-operated one, including the integration of a 'Piggott hook' to prevent the airbrakes being sucked out during take-off if they are not locked. A second, opposite hook allows the airbrakes to be locked open and the wheel brake set for parking. The wing separation points have been re-located for best aerodynamics in both 15 and 18m configuration.

The four-part wing now consists of the flaperon-equipped inner wings with 14m

Jochen Ewald climbs into the cockpit of the LS10st to find better ergonomics, safety and more room in this easy-to-fly and competitive glider

span, which can either be completed by 0.5m winglet wingtips to 15m or by 2m outer wings (also with integrated winglets) to 18m span. The flaperon sections of the 18m wingtips connect automatically to the inner ones by two pins, and the tip sections themselves are easily rigged by simply pushing them in until a spring-loaded bolt snaps shut.

The central spar connection is of the fork-tongue system, held by two main pins with their levers secured behind spring-loaded 'snap-in' pins, and the flaperons and the two-bladed Schempp-Hirth brakes connect automatically.

'The seat can be equipped with the NOAH pilot ejection system, which opens the seatbelts and lifts the pilot up to canopy frame level'

The waterballast system has a total capacity of 198 litres and consists of three integrated wing tanks with 55 (inner), 25 (central) and 15 (outer) litre capacity in each wing.

To compensate for the CoG movement there are two small ballast tanks in the fin, which take 5 and 3 litres. They are filled in the usual LS style through a transparent hose at the bottom of the fin, using the scales on the fin sides.

The fin tanks have to be filled first and the main tanks are filled later using a snap-in link which is pressed into the outlet valves underneath the wing. The tanks are grouped to two systems, each operated by one lever at the right cockpit wall: the inner tank and the 5-litre rear tank form one, the central and outer wing tank together with the 3-litre tail tank the other (all opened, this gives a

wonderful image of seven 'jet-streams' behind the glider...).

The valves are designed to let the water from main and tail tanks out proportionally, so that the CoG remains correct when only part of the water is dropped.

The fuselage (originating from the LS6) is equipped with an engine box for a SOLO 2350 drive system with short, direct-driven propeller as used in the LS8st, and controlled by DG's well-known 'small' DEI-NT unit. With the system installed, there is a 13-litre two-stroke fuel tank to the rear of the baggage shelf. The fuselage provides space for two standard batteries in boxes underneath the pilot's knees and a larger one in the fin.

For lightweight pilots, there is a ballast weight holder in front of the pedals. The canopy is gas-strut supported opening forwards with the instrument panel, and, in an emergency, jettisoned by pulling the two opening levers at its frame fully back.

In the rear, it is then held back by a 'Roger hook' to ensure it flies off without hitting the pilot's head. The seat can be equipped with the NOAH pilot ejection system, which opens the seatbelts and lifts the pilot up to canopy frame level so that he or she can simply roll out even under g-loads.

Behind the undercarriage, there is a 'Mandel suction' opening to draw air out of the fuselage which, according to its inventor Clemens Mandel (the new engineer at DG responsible for the LS10 development), lowers the pressure in the cockpit and the whole glider, preventing air from streaming out through gaps (in the canopy and control surfaces) and disturbing the laminar airflow. A simple means to improve performance.

Another performance-enhancing feature is the 'bugwiper-garage' which is integrated into the fuselage. The tailplane is fixed using the well-known LS system.

At Bruchsal airfield, beside the DG factory, I was offered D-KXLS, the third LS10 and the first LS10st built completely by DG, for my test flight. Except for some small details mentioned below, this glider represents the actual serial built model.

Getting into the cockpit is easy through the widely opening canopy, and with the ground-adjustable backrest and adjustable pedals provides a comfortable seating position for nearly all.

Although the LS6 fuselage is one of the narrower types, the new cockpit clearly offers more space and better ergonomics. That said, I found the cable release knob still a bit too far forwards on the left cockpit wall and the engine decompression knob a bit too far aft. On the right the waterballast knobs are difficult to grab and the fuel cock is nearly invisible underneath the cockpit frame.

All this has now been well sorted out as I could see in a later production LS10st ➤



The Roger-hook at the end of the canopy frame serves to stabilise the canopy when flying off after emergency jettison



The wingtips lock automatically via spring-loaded pins on their spar surface, the outer flaperons interconnect via two pins to the inner section



Main picture by DG/Volker Halbe. All other pictures: Jochen Ewald

(Inset above) An optional sustainer engine can be fitted later

(Inset far right) Flaperons and airbrakes connect automatically via horizontal Hanle links

(Inset right) In weak thermals, the LS 10st can still be flown at 43kt and climbs like a balloon

Technical data: LS10s (LS10st)

Span (m) 15 18
 Wing area (sqm) 10.27 11.45
 Aspect ratio 21.9 28.3
 Fuselage length (m) 6.76
 Fuselage height (m) 1.37
 Waterballast wing (l) 190
 Waterballast tail (l) 8
 Empty weight (kg) 288 (328) 295 (335)
 Max. weight (kg) 540 600
 Min. wing loading ca. (kg/sqm) 35.8
 (39.7) 32.8 (36.2)
 Max. wing loading (kg/sqm) 52.4 52.6
 Vne (km/h) 280 (kt) 151
 Stall speed (km/h at 420kg) 71 67 (kt)
 38 36
 Best glide (at 525kg) 1:45 1:50
 Min sink (m/s at 420kg) 0.61 0.51
 (ft/min) 120 100
 Engine SOLO 2350, direct driven
 propeller DG two-blade fixed pitch
 Performance 21hp / 15.4kW at
 5500rpm
 Fuel content 13l
 Climb rate 1.1m/s – 220 ft/min with
 18m wing at 420kg

➤ fuselage in the factory. For the emergency exit without the help of a NOAH system, and also to exit the cockpit 'normally', I would suggest that DG adds small 'steps' in the floor between seat and pedals to make getting out easier and faster.

I flew D-KXLS with the 18m outer wings fitted (the 15m wingtips were not available), the fuel tank full, a tail battery and one ballast weight in front of the pedals giving an all-up weight of about 430kg with a slightly tailheavy CofG position.

The flaps of the LS10 can be set (using the typical LS sawteeth rail) from -4 via -2, 0, 4 and 7 up to the landing position L. A '10' position, still installed in this aircraft, has been abandoned for serial production.

For take-off, I selected '4' and no flap switching is needed because the ailerons are perfectly effective from the first moment and the produced lift is high enough to prevent too long ground runs.

My tug was something special: the Russian SP-91 aerobatic aircraft with a huge radial engine that gives winch-like climbs! With that in mind, I set the flaps back to '0' after take-off to reduce the load on the flaperons. At this flap position, the tug remained well visible above the instrument panel.

The undercarriage was retracted by pushing the unusual looking, but very light and easy-to-operate lever at the right console forwards. The lever is unlocked by swinging it inwards, both locked positions are visible and can be felt.

In flight, the visibility and the cockpit ventilation (through the canopy front and aided by the 'Mandel suction') are good. The stall was gentle: with the flaps set to '0', the first warnings occur at 39kt IAS by the controls feeling mushy and light buffeting. Buffeting, and the angle of attack, increase clearly with the stick pulled further back, until at 37kt a staggering stall establishes which first can be held by careful rudder use until finally a wing drops. Easing the stick forwards stops this movement immediately.

With the flaps set to +7, the behaviour is the same at 3kt slower, another 1/2kt slower in flap position L. Opening the effective airbrakes results in 4kt higher stall speeds.

The influence of the flap setting on the trimmed flying speed is sensible and prevents changing the trim setting repeatedly: Trimmed to 43kt at L, speed increases to 59/70/75/86kt when the flaps are set to 4/0/-2/-4.



After removing the side cover, there is easy access to the instruments



The instrument panel has room for modern competition equipment.

To adjust the trim at lower speeds, it's sufficient to pull the lever in front of the stick, but at higher speeds, the trim indication button on the left has to be pushed forwards while the lever is pulled.

As with several DG gliders, the trim unlocking lever can be fixed in 'unlocked' by swinging up a small metal bow – I found thermalling the LS10st with unlocked trim most comfortable because I could feel the natural control forces, increasing nicely with the speed, instead of the spring trim force.

The best control harmony came with with the flaps set to '0' doing a 45 degree to 45 degree bank change with full rudder and aileron at 59kt, for which the LS10st needed 4.2 seconds. Doing the same with flap '4' at 54kt showed a slight lack of rudder and required a bit more than 5 seconds.

'In terms of performance, the prototypes have clearly displayed that the LS10 can be placed among the top gliders of its class'

Thermals were easy to centre using flap '4', and, once centred with the flaps set to '7', the 18m glider climbs like a balloon flown slightly above 43kt with 30 degrees of bank in calm thermals or 48-51kt at 45 degrees in narrower ones.

In terms of performance, in the competitions and championships the prototypes have taken part in they have clearly displayed that the LS10 can be placed among the top gliders of its class. Last, but not least, its comfort and gentle flying characteristics make it easy for the pilot to get out the performance the designers installed into the glider.

The LS10s is serial equipped with the engine box, because most customers order such a glider with a sustainer engine and producing two versions would simply be more expensive.

The engine unit developed for the LS8st was integrated into the LS10 nearly without any changes. With its well-known control unit, the 'small DEI-NT', it follows the DG

philosophy of most simple, electronically controlled engine operation. To start the sustainer drive, flying at 49kt, you simply switch the ignition on, accelerate a bit and pull the decompression lever; the engine swings up and, as soon as the propeller can no longer hit the engine bay doors, the propeller starts to rotate. At about 75kt with the propeller rotating, you let the decompression go and the engine fires up. For the whole starting procedure, I needed between 20 and 25 seconds and lost 150 to 240ft from the beginning to the lowest point.

With the speed reduced to 46kt and the flaps set to '4' or '7', the SOLO 2350 delivered an average climb rate of about 2kt with the engine revs at 5,000rpm – the sensible configuration for the most economic sawteeth operation of this engine. But it is also possible to cruise at 80kt and 5,500rpm.

Stalling the LS10st under power is even more gentle than clean, with the flaps set to '7', the ASI indicated 38kt for the first warnings and a stable stall establishes at 35kt IAS, with the propeller making awful noises due to the wingroot stall vortexes hitting it.

Returning to glider mode is as easy as starting the engine and takes less than 25 seconds: Flying at about 48kt you simply switch off the ignition and the engine mast swings back a bit.

Pulling the decompression lever stops the propeller's rotation and the mast travels back a bit more so that the propeller stopper swings in. Slowly the propeller rotates into its vertical position, where it is held by the stopper (this can be accelerated by pulling the decompression again), and the drive disappears in the fuselage.

Landing the LS10 is easy: Using a 'basic approach speed' of 51kt (plus half windspeed), I found the large Schempp-Hirth brakes very effective and easy to control, permitting steep approaches. Sideslipping is also effective: with full aileron and about 80 per cent opposite rudder, a stable and easy to control sideslip established, during which the rudder was slightly sucked towards its stop.

Opening the airbrakes during sideslip causes a noseheavy moment, which can easily be compensated for with the elevator. Fully held off, the LS10st touches down with the tailwheel clearly before the comfortably suspended main wheel, and the ailerons remain effective nearly until standstill.

I found the cable-operated wheelbrake not very helpful, but this was due to the fact that the glider had just returned from the Lüsse championships and the brake needed re-adjusting, something all cable-operated brakes need now and then.

With the LS10s(t) now in full serial production, DG has enlarged the top end of the FAI 15/18m scene with an easy-to-fly and competitive glider, which will not only attract those pilots who swear by LS. Its gentle flying characteristics make the newcomer also very attractive for club fleets, and the optional sustainer engine, which can also be added later without any problems, is one of the most easy to operate.



Who will land this year's GA Safety Award?

The CAA's General Aviation Safety Awards are presented to individuals and organisations in the UK in recognition of outstanding airmanship in the face of adversity. Past winners have shown exceptional practical skills and abilities in avoiding potentially serious flying incidents. Anyone involved in UK general aviation may be nominated – pilots, instructors, engineers, aircraft operators and air traffic control staff. Nominees should be over 16 years of age and may be either individuals or organisations. Please note that only 'one-off' incidents will be considered. The selection committee regrets that it cannot consider awards for life-long service to aviation.

To nominate someone for the 2008 awards: contact the CAA's Corporate Communications Dept, CAA House, 45-59 Kingsway, London WC2B 6TE, tel. 020 7453 6030, e-mail press.office@caa.co.uk. Or go to the safety awards web page at www.caa.co.uk/ga_award (closing date 19 January 2009).

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From ground run and transition to full speed

THERE are two considerations as we permit the glider to rotate into the climb. Firstly, is the airspeed increasing? Secondly, is the angle of climb appropriate for the particular stage of the launch?

This means we must divide our attention between the airspeed indicator and the angle of climb (by looking at the wingtip).

If we become fixated on one or the other, several things can go wrong.

Wingstrike

How many times have you seen a wing momentarily strike the ground late in the ground run, even though the glider has accelerated to a good flying speed and should have good aileron control?

Somatogravic illusion

How many times have you seen the nose pitch down soon after the glider is airborne?

Over-rotation

How many times have you seen the glider rotate into a very steep climb before returning to the normal full climb position?

Here we explore some of the reasons for these failings and explain the importance of maintaining a good general visual scan and not just relying on the airspeed indicator.

Sensory illusions and fixation are very relevant to pilots during the launch process. Monitoring the right things at the right time is the key to successful and safe winch launching.

The winch launch

We aim to get the glider from horizontal and stationary to the full climb angle safely.



Don Puttock makes use of his rear seat observations on several thousand training flights to consider the human factors that can affect the overall safety of the very early stages of a winch launch

THE ISSUES:

- Wing strike on ground run, even with full aileron control
- Under rotation
- Normal start to rotation and then climbing too steeply
- Fixation
- Somatogravic Illusion

The BGA Winch Launch Safety Initiative has already clearly identified that getting too steep too early is a recipe for disaster if the launch fails.

Pilots need to attend to several issues during the early part of the launch process:

- Keep wings level
- Keep straight
- Monitor airspeed
- Monitor/manage the rate of rotation.

Some of these tasks require the pilot to look outside the cockpit, and some require him to monitor the instruments (airspeed indicator). In other words he must divide his attention between several key areas.

Pilots fall into three categories:

- Those that focus almost exclusively on the airspeed indicator – after all speed is vitally important
- Those that focus almost exclusively on angle of climb
- Those that scan appropriately between ASI and climb angle.

Fixation

At any point in the launch process we need to pay attention to the relevant issues at that time. For instance, during the ground run we must keep the wings level – if we are fixated on the ASI we may not notice a wing going down or striking the ground.

Wing strikes are more common than we would like, and a contributing factor is the pilot failing to notice – even when he has full aileron control.

This is a common occurrence if the pilot has been taught to fly by holding the glider down until he achieves a “safe speed”, and therefore makes speed his sole concern. The airspeed dominates his attention, and he simply fails to notice a wing going down.

(Note I differentiate between a wing strike and a wing going down despite the application of aileron.)

During the initial ground run pilots should be encouraged to look ahead and keep the wings level. When the aircraft begins to fly, the pilot then needs to divide his attention between the ASI and the angle of climb.

The following is an extract from the US army flight training on-line manual:

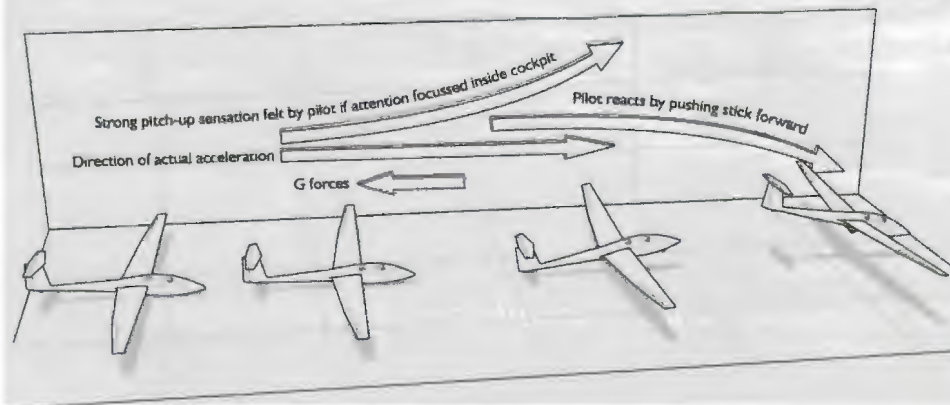
“FASCINATION (FIXATION) IN FLYING

Fascination, or fixation, flying can be separated into two categories: task saturation and target fixation. Task saturation may occur during the accomplishment of simple tasks within the cockpit. Crew members may become so engrossed with a problem or task within the cockpit that they fail to properly scan outside the aircraft”

Somatogravic Illusion

During the initial acceleration, the pilot is subjected to a horizontal acceleration. This

Figure 1 – the pitching up sensation



acceleration through the vestibular apparatus in the ear can give the sensation of pitching up, but our visual reference quickly overcomes this and re-confirms the actual situation. This is called the Somatogravic illusion.

Provided we have a visual external reference there is no real problem, information from the eye tends to be dominant.

However, if we are focused inside the cockpit, the visual reference is removed and the inner ear takes command and tells us, incorrectly, that we have pitched up. The automatic reaction will be to pitch forward with the stick.

Not a good thing immediately after leaving the ground! (see figure 1, below left).

Head-up illusion

The head-up illusion involves a sudden forward linear acceleration during level flight where the pilot perceives the illusion that the nose of the aircraft is pitching up.

The pilot's response to this illusion would be to push the yoke or the stick forward to pitch the nose of the aircraft down.

Pilots need to ensure they look outside the cockpit as well as inside if they are to avoid this trap.

Over-rotating

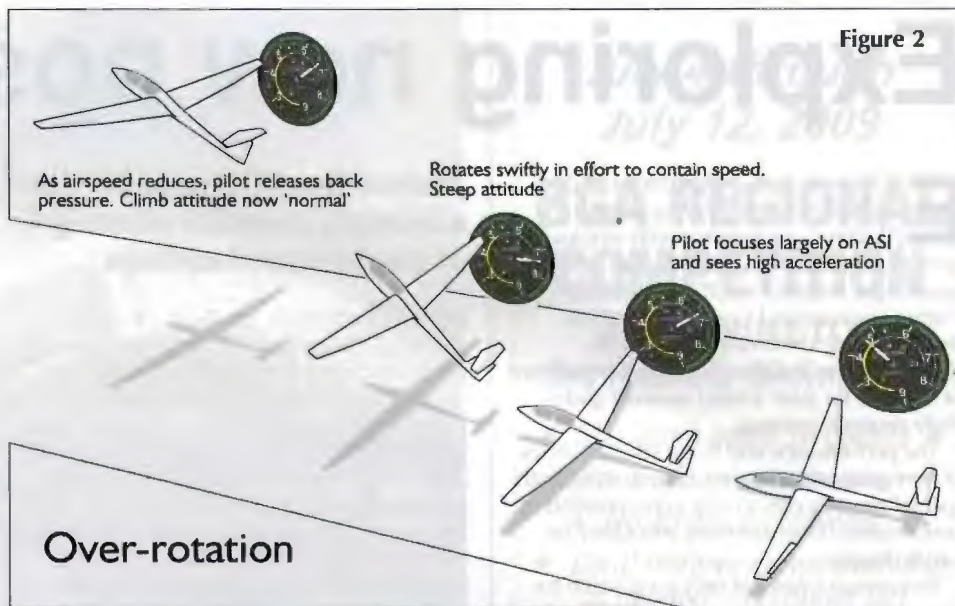
The next common error, particularly on high power winches with constant tension devices, is over-rotation.

What happens here is the pilot fixates on the ASI and continues to force the glider into a climb while watching the airspeed reduce back into the normal operating band.

When the glider speed is stabilised he then relaxes the back pressure on the stick and he returns to a normal climb angle.

At this very late stage he checks his angle of climb with reference to a wingtip; never quite appreciating he had a dangerously steep climb angle a moment earlier (see figure 2, above right).

■ Don Puttock is a professional gliding instructor and DCFI at Bristol and Gloucestershire GC with 4,000 hours gliding, PPL and MGIR.



Illustrations by Steve Longland

IN SUMMARY...

Phase of flight	Attention/Task required	Risks
Ground run	Look ahead primarily. Keep glider balanced on main wheel, wings level with aileron and straight with rudder.	Wing drop Fixation on ASI Fixation on wingtip
Departure from ground	Scan wingtip to ASI	Somatogravic illusion Fixation on wingtip Fixation on ASI
Transition to climb	Scan wingtip to ASI Monitor rate or rotation	Fixation Rapid rotation Over-rotation
Climb	Scan wingtips to ASI	Fixation

Error	Common cause
Wing strike	Not looking ahead
Pitch forward after take-off	Not looking ahead
Rapid rotation	Chasing the ASI
Over-rotation	Fixation on ASI

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Exploring new possibilities

EVERY year in August, students of the German Academic Flying Groups (Akafliegs) get together with employees of the German Centre of Aeronautic and Spaceflight Research (DLR), the Institute for Flight Guidance and Control (IFF) of the Braunschweig University and the LBA (German FAA) at Aalen-Elchingen airfield east of Stuttgart for their annual summer glider flight research meeting.

The performance and flying characteristics of new glider types are evaluated, along with special projects concerning improvements of performance, characteristics and safety for future designs.

This research has not only great value for the continuous success of the development of gliding, but also offers practical support to future engineers, who not only learn the theory in their studies, but also how to use it on real aircraft and how to evaluate and test the results of their own ideas.

This is probably a major reason for the very successful glider and light aircraft industry in Germany. The DLR and the IFF support the Idafleg (the German Akaflieg's Scientific Association) with their qualified research engineers, guiding and helping the students in their self-chosen tasks, and also by making

Jochen Ewald reports on this summer's research meeting of the German Akafliegs

the calibrated glider, the 'holy' DG-300/17, and a tug available for the performance comparison and other research flights.

This year, the weather conditions were perfect for the performance evaluation flights, where the new glider is compared to the DG-300/17. In absolutely calm air, very early in the mornings, the polars of the ASG 29 and the Ventus 2cax, both flapped gliders needing several comparison flights to cover all flap positions, could be completely evaluated.

Over the day, after the thermals start, all gliders (which were not occupied by special projects) were used for the flight characteristics evaluation following the 'Zacher flight evaluation scheme'. Besides the gliders already mentioned, the Akaflieg Karlsruhe AK-5, DG-1000s, ASK-21, ASW 28 and a vintage L-Spatz 55 were available. The L-Spatz 55 (offered to the students by a local pilot) served to demonstrate to students, most of them only familiar with modern plastic material, the different behaviour of such elderly gliders. This experience gained by

flying different types is also invaluable as it enables them to learn about flying and judging some characteristics they might experience when testing new prototypes.

This year's special projects were very interesting. The Dresden Akaflieg brought their Bocian equipped to test a new method of evaluating the boundary layer airflow on a wing. They had already found that it is possible to use the temperature distribution on a heated surface to find out whether the airflow above it is laminar or turbulent by the use of infra-red photography and filming. Now, the temperature distribution was measured by measuring the resistance of the surface heating wires, and logged on a laptop computer.

On the wing of an ASW 28, the Munich Akaflieg tested a new way to improve the 'conventional' method of making laminar and turbulent airflow, as well as laminar separation bubbles, visible in flight. Usually, this is done by applying a coloured fluid on the wing, flying the whole flight at constant speed and then evaluating the picture formed by the dried fluid. Now, they spray the indicating fluid on the wing in flight (using a garden shower), and watch the pictures forming with a small video camera, enabling them to do the tests in a wider speed range.

The Aachen Akaflieg (FVA) continued their research on the effects of the small 'Guernay-miniflaps' by measuring their influence on drag and lift using a 'wing glove' on their DG-1000s. This glove is equipped with internal probes to measure the surface pressure, responsible for the lift, and a 'rake' of pitot tubes behind the wing to measure the pitot pressure there, indicating the drag produced.

Another project of the FVA, for which they used the well-equipped DG-300/17 of the DLR, was research about the performance improvement when flying in the 'air cushion' close to the ground. They also did other flights with this glider to find out about the indication errors of the conventional 'sideslip



A video camera on the wing of the ASW 28 permits watching the distribution of the coloured fluid indicating the airflow status (laminar/turbulent) on the wing, here around a control tube cover

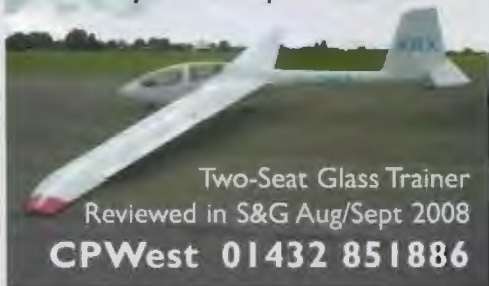


The laptop in the cockpit is the modern means to log data during test and evaluation flights, seen here in the Bocian of the Dresden Akaflieg

(Photos by Jochen Ewald)

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Two of the instruments used during the flying characteristics evaluation: The 'PhiPsiTheta', a Plexiglas screen showing the angles of bank, sideslip and attitude, and the measuring tape at the tip of the control stick to inform about the elevator position
(Photos: Jochen Ewald)

string' on the canopy, as well as about those of strings fixed at the canopy side to inform the pilot about the angle of attack. Such strings are proposed by some pilots as a stall warning.

The Karlsruhe Akaflieg not only calibrated the ASI of their AK-5, but also used this glider to find out more about the influence of washout on the flying characteristics by testing it with the ailerons' '0-Position' set to different values. DLR and IFF also did some research to improve the data collection during the Zacher flying characteristics evaluation.

Until now, a lot of data has had to be recorded by the pilots in flight. Some of this can also be done by automatic data logging, which would not only give more precise results, but also take some of the workload off the pilots during these flights. In several gliders the IFF also logged the air pressure in the fuselage with open and closed ventilation, a quite interesting theme after DG presented the 'Mandel suction system', developed by their engineer Clemens Mandel. This sucks air out of the fuselage to

avoid air streaming out through gaps, disturbing the airflow on the outer surfaces.

An interesting project was brought by Johannes Traugott of the Institute for Flight System Dynamics of Munich University. He tested a GPS receiver for ornithological use – the knowledge and experience the Iffalieg made using such systems for their performance evaluations proved to be invaluable also for this quite different research purpose.

Last, but not least, flight testing of two unusual powered aircraft for certification could also be watched. Ingo Luz of the LBA brought his home-built CriCri, the smallest twin world-wide, and the Munich Akaflieg continued the test programme of their aerobatic tug Mue-30 Schlacro, partially with the help of Grob's test pilot Uli Schell, who did the 'interesting' parts of spin testing.

The results of the research of the annual summer meetings and other work of the Akaflieg students are published and discussed during the following winter meeting in January.

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THANKS as ever to these photographers, listed clockwise from top left:

Long Mynd's William Brewis in Ventus CT 154 at about 8,000ft at Aboyne (Julian Fack)

Nine PIKs showed up at a Montreal Soaring Council PIK meet at Hawkesbury, Ontario, Canada (Terry Beasley, ex-Lashamite)

Francis Broom on finals to the DSGC airfield at North Hill (Robin Street)

(Main pic) A flight that turned out to be a tour of the Trossachs in thermals rather than the intended blast around in wave, but the view was ample recompense (John Williams)

(Inset) Landing in a field right next to Broadway Tower on top of the Cotswolds in a 500km attempt, just short of the turning point at Broadway but shot down by the sea air from Bristol Channel (Rowan Griffin)

(Inset) The launch queue at Tibenham (Ian Atherton)


G-OPIK and a club PW-6, after a wave flight at Aston Down (John McWilliam)

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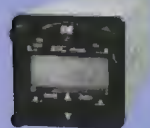
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Eye-opening project



Main picture: Nozmul Miah was introduced to flying during the Festival of Flight project and (inset left) Nozmul steps out after his glider flight (Above) Jilu Miah being strapped in for his experience
Photographs by Nick Sidle/Heartstone Festival of Flight

IT WAS my privilege to be among guests, who included the chairmen of Derby & Lancashire and Bowland Forest gliding clubs, at a reception and exhibition held at Salford University in the summer to celebrate the end of the first phase of UK charity Heartstone's year-long Festival of Flight project.

The Festival of Flight, organised by Heartstone and Salford University Islamic Society and Students Union with backing from a range of organisations including Rolls-Royce, the RAF, the Royal Navy, Agusta Westland, the BGA and Sportsmatch, was launched to challenge stereotypes of students from ethnic minorities and introduce them to all aspects of flying.

The project kicked off last year with a photo-documentary exhibition created by aviation photographer Nick Sidle, which charted the development of powered flight from early myths and legends, through the early days of flight to the ultimate examples of aircraft technology today.

It focused on the men and women flyers and the passion to fly, which links pilots from every part of the world regardless of nationality, culture or background.

The material included testimony from Mildred Carter, the first African American to obtain a pilot's licence in the Southern US, and her husband Herbert, who was a member of the first black combat air squadron in World War 2 – the Flying Tuskagees.

Although the exhibition has been on show in venues across the country throughout the past year, the Festival of Flight project embraced much more than the photo-documentary exhibition.

A key aim was to give as many young people from ethnic minorities, and especially young Moslem women, the opportunity to experience flying for themselves. Traditionally, this is a part of the population that is unlikely to have been able to consider a career in aviation-related fields, especially given many of the stereotypes that have become more entrenched post 9/11.

To date, some 40 students have flown at Bowland Forest and another 40 are scheduled



Communications Officer Keith Auchterlonie reports on a BGA-backed project that has challenged stereotypes and introduced students from ethnic minorities to flying

to fly there and at Camphill. Other, smaller, groups have flown microlights at Strathaven near Glasgow and light aircraft over and around Dundee.

During the year, the first-time flyers kept a photo-record to add to the original photograph portfolio. The final, composite exhibition was unveiled at the Salford event.

Invited guests, as well as groups from local schools, were guided round the exhibition by the young people who had flown the various types of aircraft.

The enthusiasm displayed by all who had taken part was very infectious.

'This really opened up doors for young kids. It has got rid of many of the misconceptions that people have about flying and about the people that fly'

Saiqua Aslam, who has just graduated from Salford with a degree in Finance and Accounting, said: "This has really opened up doors for young kids we have talked to. It has got rid of many of the misconceptions that people have about flying and about the people that fly. It's given so many an opportunity and a self-belief that they could do this."

The president of Salford Students' Union, Usman Ali, who has been involved with the project from the outset, introduced Sita Kumari, a director of Heartstone, and Ghassan Aouad, the Pro-Vice Chancellor of the university, along with guest speakers from the Equality and Human Rights Commission, the Moslem Council of Great Britain and the Manchester Council for Community Relations.

Usman went on to say that through the project "we hope to inspire our youth to

greatness in whatever they aspire to," adding that "flying a glider was an amazing experience".

A common theme expressed by the speakers was that the project has really helped to bring communities in the north of England together and that it has opened the eyes of many people to the possibilities of a career in aviation, something that many had thought was a path closed to them.

After the speeches, Heartstone's Sita Kumari and a team of young dancers told the story of flight, starting from George Cayley's discovery of the aerofoil principle.

When closing the event, she explained that the afternoon had initially been conceived of as a project finale. However the project been so successful that it is, in fact, marking a second beginning.

As well as planning to fly 40 more young people at Bowland Forest and Derby & Lancashire, the photo-exhibition showing their experiences will travel around the country and arrangements are being made to take it to the Nelson Mandela Museum in Johannesburg.

All the young people who have flown will, over the coming months, go out to 120 schools to tell pupils the story of flight and inspire them to look at aviation as something that is attainable – whether as a hobby or as a career.

There are plans to run similar projects elsewhere in the country, including glider flying, as long as funding continues to be available. The first of these, at Luton, will run until May 2009.

On a more local level, there is now a university gliding club up and running at Bowland Forest GC and Salford University Students' Union is also in discussion with Derby & Lancashire GC.

Curl up with a good book

The UK Aeronautical Information Manual (AIM) 2008/9

Camber Publishing Ltd
Editorial Team AFE
928 pages £19.95
ISBN: 978-1-87478-399-2



AN UNAVOIDABLE aspect of modern aviation that we all loathe is the sheer number of rules and regulations. This manual tries to help by gathering together all the reference material a pilot needs for safe and legal flying. It is not the authoritative

document, the UK Air Pilot still has that role, but is certainly comprehensive.

A cover-to-cover read could easily achieve the 'safe' bit, daylight would be long past before a prospective pilot was half way through.

In a publication of this sort, the index makes all the difference between usefulness and gathering dust: this one is good, but there is a treat inside the rear cover – a CD with the full document in pdf format, enabling the sort of searching that computers do well. Publishing reference material on CDs is far from new, but rarely a substitute for hard copy. In offering both, this AIM is particularly useful.

It is the last third of this book that gives a good read, and a possible disappointment; the CAA's superb series of General Aviation Safety Sense Leaflets is reproduced in full. These short essays are nuggets of common sense, but the size of the typeface can be a challenge. The Authority's own publication, LASORS, does the same job much better.

Some 22cm long, 3.5cm thick, and weighing almost 1.3kg, this is not a pocket book, but deserves shelf space for pilots or anyone organising UK general aviation.

Andy Miller
Senior Regional Examiner (Motor Gliders)

Pharaoh's Treasure

by Brian Phillipson
Authorhouse, 2008,
430 pages £9.88
ISBN: 978-1-43435-864-6



BRIAN Phillipson's second novel features the team of Swanson and Denton, ex-Navy and ex-RAF characters respectively.

This is a secret ops/CIA/action thriller, in the style of Tom Clancy, Clive Cussler and Matthew Reilly.

Although it's not a story about aviation, the

With the nights drawing in and Christmas on its way, we have taken a look at some books you might want to add to your present wishlist – or maybe you would like to treat yourself?

action regularly involves it. From a Blackbird/SR-71 mission which accidentally photographs a pharaoh's tomb in 1983, to Air Force One in 2008, from air-to-air refuelling and Tomcats to breaking into a military airfield.

The villain is a particularly nasty piece of work who has no hesitation in killing or torturing people if it serves his needs. His back-up team are equally ruthless. The story regularly jumps from England to Egypt, America and Germany, dropping clues to later events. Initially you must concentrate to keep track of the various locations and subplots, and sometimes it can be 100 or more pages before the clues suddenly make sense and tie things together.

The villain plots revenge for being badly treated by his previous employers (the CIA and USAF) and several times I just had to keep reading, waiting for the next installment of a sub-plot to develop. There are a couple of twists in the story that keep you interested and make the book enjoyable.

Strangely, I found the villains, with their careful, intricate, cold-blooded planning, much more fascinating than the heroes, who have little serious action, until the ending of course.

Overall, a good read.

John Wright

The Scottish Gliding Union – A History 1934-2008

by Ian Easson
Ike Publishing, 2008
420 pages £12 (proceeds to club)
ISBN: 978-0-95608-200-8



THIS IS a book with something for everyone. The club itself was instigated in the tea rooms of Glasgow in 1934 and found a site near Finty before merging two other clubs in 1937 on the Lomond hills.

Ian Easson takes us expertly through the challenges of the time, getting the operation up and running before war commenced and everything had to be abandoned and sold up. 1946 saw the rebirth of the club on Balado airfield and here we have the first of many excellent extracts, this one from Andrew Thorburn, one of the club pioneers. We are then treated to the first of the many hilarious sketches. 1957 sees the club established at Portmoak and the start of

some seriously good cross-countries followed by the Nick Goodhart's famous flight.

In the '60s & '70s, Charlie Ross is frightening the Irish by invading Ireland, aerotowing home, and Tom Docherty the English, with a 633km flight to Sussex.

I flew in to Portmoak with a tug from the south and well remember my first briefing flying a Skylark 4 to the hill on a hazy day, but Ian's find from the archives is an absolute gem: 'Seest thou yonder hill, ... tarry a while 'til I find my specs.... !'

Although many of the pieces cover the important achievements, there are also excellent pieces on those behind the scenes who have made this club what it is today.

We canter through the '80s when the national height record was broken, and the first 500km inside Scotland. On to the '90s, rebuilding the finances, see the birth of the wonderful and much-admired 'Walking on Air' charity, the Strathclyde University courses and more great flights and achievements.

The last section covers the latest exploits and modern club developments, including John Williams's 750km in Scotland, followed by the amazing 1,200km.

With a foreword by Derek Piggott, Ian has put it all together beautifully in 400-plus pages of interest, excitement and entertainment: I can but highly recommend it to all who love gliding.

Hugh Woodsend

The Soaring Pilot's Manual Second Edition

by Ken Stewart
The Crowood Press,
374 pages £20
ISBN: 978-1-84797-044-2



THE Soaring Pilot's Manual was first published in 2000, and did a fantastic job of filling a void between beginners' books (designed to take you up to Bronze badge and pass the exams) and the rather more advanced "Cross-

Country Soaring" by Helmut Reichmann. As such, the first edition was always recommended reading for soaring courses which I have run in the past.

The book starts with the very basic principles of soaring. It then starts on the weighty subject of thermals and thermal soaring. Starting with the how and why



Where Gliders Dare
by Nicola J Bolton
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Aimed at 4- to 7-year-olds, this delightful book tells the story of

Whisper the Glider as he attempts to win a gliding competition and makes a special friend.

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Pooleys, 58 pages, £6

ISBN: 978-1-84336-095-7

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A story of racing magnificent sailplanes, filmed during the Club

Class Nationals Championships held at Lasham in August 2007.

thermals form, it moves on to describe thermal soaring techniques – from finding thermals, to some basic centring. Whilst I wouldn't describe these techniques as "advanced", they form a regular part of my own flying (albeit as part of a larger pool of techniques), and are excellent for the level of pilot the book is aimed at. Ken also deals with the common issues many people have with thermalling.

Hill soaring, wave soaring and sea breezes are all covered in a similarly simplistic, but informative manner.

Having dealt with soaring, the second part of the book deals with all the other skills that make up a cross-country flight, and how to deal with them in a practical manner – starting with task setting and the factors to consider, and moving on to preparation of both self and glider for cross-country flight. I have to disagree with Ken on one subject here – he states that "fashion has no place in a glider cockpit". I would like to think that It's a Wing Thing has managed to bridge the gap between practical/comfortable and cool!

Amongst others, further topics covered include speed-to-fly theory, water ballast, navigation and a very practical guide to landing out. The book ends with a section on personal improvement – vital if you are keen to progress through the badges or to compete.

This book really is vital reading if you are coming up to Bronze or are starting up your cross-country gliding career.

Pete Masson

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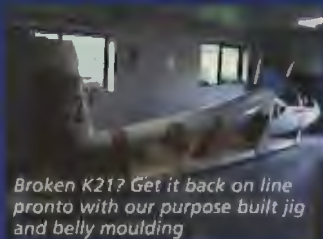
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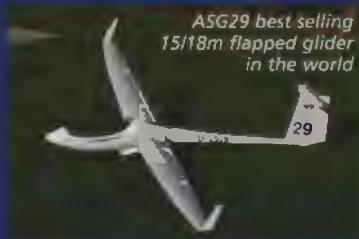
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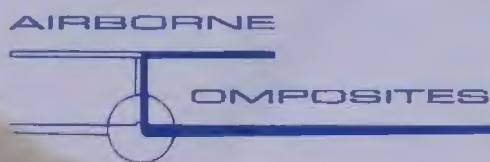
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Mountain flying – La

K-21 cruising over the Valley of the Sasse, taken from the peak of Jouere and (below right) Glacier Blanc in the Ecrins taken from a Discus

I AM NOT a hugely experienced mountain flyer but have flown at Jaca in Spain, Serres (Klaus Ohlman's base) and Gap Tallard. At Jaca on my first flight I was hooked, it was an amazing combination of sight-seeing and flying.

It also seemed quite easy (got that wrong), not terribly busy and the ridge line was very easy to follow, up until a certain point that is. Now I realise I wasn't really mountain flying at all – I got high and stayed there and was amazed to see lower performance gliders scooting about below me. "How do they do that?" I wondered.

Since then I have flown at Serres, where I learned the rudiments, did a lead and follow behind Klaus Ohlman, then swapped to Tallard (near Gap), which I preferred. I was not at all influenced by the bar which overlooked the airfield or the fact that they served bucket-sized glasses of Hooegarden beer. However, on a non-flying day at Tallard this Easter, my friend Stewart and I visited La Motte, CFI Jacques Noel.

Stewart had done a mountain flying course with Jacques many years ago and had maintained a good friendship. So we bowled up, met the great man, who promptly offered us a flight in a K-13 (otherwise known as an ASH 13!) "Too good an offer to miss!" I thought. Five minutes later I realised that flying there was something else and made up my mind to return during the summer.

Once again Stewart and his family very kindly allowed me to stay at their house, which although barely 10 minutes from Tallard airfield turned out to be 35 minutes from La Motte. I was really looking forward to this holiday though I was slightly anxious about being on my own.



Adrian Lyth experiences some unique flying opportunities at La Motte, a French club that has the overall feel of a small UK club and whose high-profile CFI, Jacques Noel, makes a point of welcoming every pilot by name

Stewart and another friend, Nick, were flying at Tallard.

After a day's rest from the journey I had my check flight with Christian, who gave me a very comprehensive briefing, which was almost too much to take in. The field is about 1,200 metres long set in a valley with a Tarmac strip down the middle. It runs directly north/south and is 650 metres amsl.

You can get an idea of what it looks like by logging on to their website (<http://cvvmc.free.fr/>), which provides an aerial view of the field looking to the north. On the east side is a hill/mountain called La Blachere (approx 1,400 metres), which tends to work in the afternoon and is part of a longer ridge.

To the west the field is bounded by a plateau about 500-600ft high and positioned at the southern end is an east-facing hill they call Early Morning. It got its name because the sun rising in the east causes it to kick off thermals from about 9.30 until about 12.30-1.00. The field is almost divided into thirds, the southern third is very rough, the middle section OK though there is an east-west access track separating the middle third from the northernmost third so best to land in the

middle third. You are briefed carefully not to touch down (when landing to the north on 36) before the camp site on the east side (ie in the first third of the field) or you may well go through the canopy (it's rough) and on turbulent approaches you will get thrown about something rotten, so come in high. You must also not over run the east-west access track either otherwise you'll need a new undercarriage. So nothing difficult there then.

They have a very high-powered winch (422hp) with two drums and steel cables. They use two black weak links (!!!), have professional drivers and take great care of their cables, renewing them at regular intervals and then selling them on to other clubs with less tricky c/b options.

You are briefed thoroughly on how to handle the parachutes and not to just throw them on the ground, and also to check that, after you have hooked on, the links are all pulled out straight to eliminate the possibility of something coming undone.

For the check flight Christian and I flew a Janus. I was briefed on the procedures for the launch, circuit and downwind calls. You must do all pre-launch and downwind calls in French, so



Motte du Caire style

(Nick Smith, www.cloudrider.co.uk)

I wrote them down. The predominant launch direction is to the south and two gliders at a time are placed in line at the beginning of the strip. You then call in French "Le treuil (winch) de 823 (my glider), Discus B, Adrian Lyth", which prepares the driver (who might be Jacques Noel) that you are ready and he knows what glider you have.

You then hook on, give the thumbs up to the wing-holder, who lifts the wing. You then announce "Le treuil de 823, tend le cable Blachere" (or Route) – in other words "take up slack – road side" or field side. Cable slack is taken up and then you announce "tendu prêt" – "all out" and off you go.

Of course due to the accumulated stress of recent days (my excuse) I misread my own writing and proceeded to go directly from instruction 1 "Hi it's me!" into "All out", which would of course have ripped the hook right out. Muffled guffaws in French and German and then I got it right.

You also have to call downwind in French, "Le treuil de 823, vente arriere pour dix huit (or trente six), main gauche/droit (left-hand right-hand circuit) le train est sorti et verrouillee" – undercarriage down and locked. I wrote it all down.

So we launched and gained about 1,200ft. Initial acceleration for such a powerful winch is not rapid but then we were hauling back hard in a non-BGA-approved manner. I immediately turned right on to Early Morning, which was about 600ft below so the overall impression was that I was now low.

It was kicking off weak thermals, we gained ➤



> height and switched to La Blachere on the other side of the field but it wasn't really working. We headed north and more briefing on the "Zone de la perte d'altitude" (right over La Motte du Caire village), which is basically a let down area you use to lose height when returning. You call up with your height in French and then go into circuit at the appropriate moment.

More briefing about right-hand circuits, which are the preferred option when landing to the north on "trente six" – 360. When flying this circuit the base leg points west directly towards the heavily-wooded Early Morning hill, so in the evening with a lowish sun in the west the hill disappears with the consequent danger of flying right into it.

Luckily there is a conveniently placed little river (more of a stream) which intercepts the base leg so you follow that (maintaining a constant angle of bank) until you intercept the threshold and then aim to land in the second third of the field.

You are also briefed that once in a while you can get a complete wind reversal and, instead of a useful headwind, you suddenly find a less than useful 20kt tailwind. All this briefed on the first flight (so not a lot to remember then) and, successfully achieved, we then proceeded to the cable break exercise.

This is very important at La Motte since it is solely a winch (Le treuil) operation and the narrow field and very limited off-site landing opportunities make cable breaks tricky. The brief was to fly off to the left then at the right moment begin a constant bank turn so that you do not have to increase bank too much at the last moment and land basically in the middle third of the field.

Well he almost got me – sneaky man had briefed winch launch to cut power, so no big bang. However, I wasn't caught out, shoved the stick forward and didn't do anything until I saw the ASI register 120kph (approx 60kts), off to the left, then set up a turn (had to increase bank a little bit) and then had to be prompted to close the brakes as I was about to land in the first third of the field which must be sponsored and maintained by an undercarriage



(Left) Adrian Lyth landing Discus at La Motte from North to South
(Jacques Noel)

(Below) The foot of the Glacier Noir not far from Briançon (Adrian Lyth)



repair company – it is rough! The next day I flew solo. I launched about 2pm, which was late due to electrical problems. Launching was never too fast nor too slow.

Having got to the top and been wished "Bon vol" by the winch driver, I immediately turned right on to Early Morning and that was when the fun started.

'Having got to the top and been wished "Bon vol" by the winch driver, I immediately turned right onto Early Morning and that was when the fun started'

I was over a plateau (approx 500-600ft) so now appeared to be low and, whilst it is absolutely a thermal machine, they are initially weak and you have to be able to make them work. This time it didn't so I decided to land.

They seem to be quite relaxed about downwind landings so I planned my approach for 36, called downwind, followed the river, lined up and, in all the excitement, forgot that there was actually quite a stiff tailwind, which necessitated full air brake, then full wheel brake ("Hm must adjust that!" I thought) and I rolled to a standstill just the other side of the access road, my undercarriage having received only a gentle jolt.

Then back on line for a second attempt, which I was told would be difficult since things didn't work too well at that time of the day. Well I didn't care, I was off. And this time it worked, I picked up a weak thermal and had a very pleasant one hour 22 mins, just settling down and familiarising myself with surroundings.

I landed in a good spot, someone immediately collected me with the tail dolly using a Golfette (golf buggy) and towed me back to my trailer.

On these two flights I had learnt a lot. For example, when landing to the south (which I did second flight) the preferred circuit is right-hand, which means your downwind leg is over a plateau on the west of the strip about 500-600ft high. This is also where Early Morning is. So a downwind leg over the plateau makes you feel very low and you don't want to get too low here since it can be very turbulent particularly in a north-westerly so you need speed. You also lose sight of your reference point!

However, it gets more interesting because as soon as you turn right on to the base leg and off the plateau you regain the extra 500-600ft and now feel relatively high! And you can't land in the first third of the field otherwise you'll clatter over the access track and need to do some welding.

I also learnt more about the Zone de la Perte d'altitude. This is the let down area over La Motte, which I later realised must be about 500-600ft higher than the airfield.

Consequently whilst descending in this area and trying not to rely overly on the altimeter there comes a point when you think "OK, this looks about right, I'll go into circuit," and then, as you fly towards the field (which is dropping away), you appear to be high! Lots to learn but it really sharpened me up.

To cut a long story short I had some great flights, but on occasions the conditions were hard. Normally I picked up lift on the plateau without too much difficulty, but it was the next step which was difficult. I could usually gain about 3,000ft at La Motte, the next step was to gain another 3,000ft from surrounding hills which would enable me to get to a fabulous ridge called Dornillouse (always got a white Discovery on the top!).

Checklist: flight essentials for the Alps

I always take/have:

- French medical or JAR Class 2 and a permit to fly – see BGA website. There is now a charge for this
- Flare and hi vis markings on the glider
- Good sunglasses
- Hat – a must
- Not too many clothes, it's hot – I fly in old comfortable shirts, the high collar protects my neck from the sun, parachute chafing and also stops bare, sweaty arms sticking to the cockpit
- Maps – you can buy them there or bone up beforehand, I used the French IGN 1:100 000 series
- Landout book – this can be bought at the club and lists the official landout sites with

GPS co-ordinates etc

- Spare batteries for everything
- Drinking system – I drank about two litres a flight
- Pee bags
- Something to chew
- Mobile phone
- Sun tan lotion
- French dictionary
- BGA claim forms
- Good flying shoes
- Set of tools for minor repairs
- Tie downs
- If you have room a fleece in case you land out high!
- Hi vis jackets for the journey, headlight convertors, first aid kit.

However, areas such as this are very congested with gliders – lookout is of crucial importance, the vast majority of gliders are fitted with Flarm but not all.

I achieved 59 hours for 17 flights, getting away on all but two occasions. High points – reaching Bardonecchia, seeing Mount Chaberton (old gun emplacements on the top), returning over the high Ecrin via the Pas de La Cavale, twice flying through the Col de Vars, 13,000ft in wave.

Low points – getting stuck in Barcelonnette valley twice, this was the hardest I have ever worked; low, very hot, steep angles of bank in the bursts of lift, constant monitoring of angle of bank and airspeed, watching for the gliders which joined me but eventually getting away, bathed in sweat. And also one occasion, too many gliders, too close on the plateau with nobody climbing. Not nice.

However, it is not just the unique flying opportunities at La Motte which make it attractive. Jacques Noel has a very high profile and at briefing he welcomes EVERY pilot by name.

The overall feel is of a smaller UK club. I was the only Brit there and one of my concerns was the rigging–derigging, getting on line etc when I didn't know anybody. This was not a problem. Everyone was incredibly friendly, basically I just stuck my hand out, told them my name and that was that.

**'Would I go there again?
Absolutely, although not for
beginners, the combination of
very friendly people, great flying
and low cost was unbeatable'**

Just before I left I had a very interesting chat with a highly experienced French mountain flier and instructor, Jean-Renaud. He neatly summarised the unique characteristic of La Motte and why it is excellent mountain flying training.

Because it is a winch launch site you start off low – you are immediately mountain flying working the hills and have to make things work. At other sites it is possible to take an aerotow, get dropped above a hill and pick up a thermal.

He felt that for some pilots this would be a huge disadvantage since they might not have gained sufficient experience of coping low down which could be tricky when they got low. It was also significantly cheaper than an aerotow!

Would I go there again? Absolutely, although not for beginners, the combination of very friendly people, great flying and low cost was unbeatable. However, if you want to go get some tuition, it will pay off.

For the sad people, I have added a few piccies to my flickr site:
<http://www.flickr.com/photos/pilot823/>

■ Adrian Lyth started gliding in 1991. He has 1,100 hours, a joint share in a Discus B and is a Full Cat instructor. Adrian has recently taken over as CFI of East Sussex GC.

What you need to fly in France

TO FLY in France you need a validation of your English licence. To do this you have to send copies of the following to the French authorities:

- A photocopy of your British Gliding Certificate
- A photocopy of the last two pages of your logbook showing the total number of flight hours
- Two passport photographs
- A photocopy of your passport showing your civil status
- A valid medical which could be the JAA class 2 or a French medical, which is what I do. I book a medical with a French examiner each year (costs about 45 euros)

There never used to be a charge for the validation, but they recently introduced this at 75 euros, so it mounts up. You will need a check flight with an instructor when you are there. There are details on the BGA website about this. It is a very good idea to get some instruction as well!

Our picture shows Nick Smith as he manoeuvres Discus R10 over Lac Serre Poncon

(Nick Smith, www.cloudrider.co.uk)



Team's dreams unfulfilled



Team captain Harry Middleton gives the low-down on the flapped classes of this year's Worlds at Lüsse

LÜSSE Airfield is approximately 70km southwest of Berlin and fits well in the local infrastructure of the small village of Lüsse and nearby Spa town of Belgig.

Both of these communities extended a warm welcome to the participants and guests of the 30th World Gliding Championships, held in August.

The airfield, which was purchased by the club members in around 1992, was formerly used as a reserve landing strip for the East Germany Military. The transformation of this landing field to a first-class gliding club was carried out with much thought.

For instance, the hangar was designed and built so that all gliders could be easily accessed through the massive side doors and decamped from the hangar without having to move the other gliders out of the way.

The first of the high-profile gliding competitions took place in 1995. These have continued in both nationals and international gliding form since.

You will probably remember the European Championships of 2000 when Steve Jones and David Watt achieved 1st and 2nd place in the 15-Metre class. Steve Jones was participating once again, this time in the Open Class, flying his Nimbus 4m with Pete Harvey flying alongside in his Nimbus 4T.

In the 18-Metre class, defending his World Champion title gained in 2006, was Phil Jones (Ventus 2) with both Russell Cheetham and Mike Young flying ASG 29s.

The 15-Metre class was flown by Tim Scott (ASW 27b) and Leigh Wells (ASG 29).

Unfortunately, the team rooms were sited behind the hangar, resulting in a nil view for team captains of the nations who used them. Luckily we did not book one, and sited our gazebo base opposite the front of the launching grid, which was also the task finish line.

The competition area was within very good soaring country, extending into Poland with a particularly good sausage-shaped hot thermal area from 80 miles west of Lüsse over into Poland passing a line approximately 40 miles south of Berlin.

Weather conditions were very hot during the practice week period, but as usual for the 2008 competition season, it deteriorated for many of the days. A large area to the north-west of the airfield was a designated protected bird sanctuary and, I believe, because of this Wilgas (slightly quieter than usual tugs) were used, which left the duration of the launch rate a little to be desired.



Despite high expectations, there were no medals from Team GB this time around, although Leigh was only a few points away from a Silver or Bronze (Martin Ling)

On the first few days of the competition, it was taking 1hr 40mins to launch the whole field of 134 gliders, with a record number of 36 nations competing.

In comparison, the opening and closing ceremonies were conducted with precision timing – 50 minutes for the opening and one hour for the closing. The times were advertised prior to the events and were surprisingly accurate!



Ron Smith

Leigh Wells

COMING straight from the World Championships at Rieti, and with just a few days to collect my thoughts, it was quite a relief to find the Lüsse area to be everything I had been told it was. Lüsse provides an environment that is far less taxing than competing in largely unlandable mountainous terrain. It has large flat areas with surprisingly free airspace, which makes for a good contest area.

Arriving with only a couple of practice days available was no real disadvantage as the brilliant weather they had had before I arrived soon broke down to a more cyclonic pattern. In fact, given the weather, the area produced remarkably good soaring conditions, somewhat limited by small weather windows. This led to a number of short devalued tasks and rather a large amount of assigned area tasks (not my favourite form of competition flying). The most remarkable thing was that it was flyable at all given that a few miles west

in the UK the weather was very poor.

Team flying with Tim Scott in France last year in the European Championships was good practice for this competition. The 27 and the 29 work well in combination and race well together.

My most memorable day was Day 7 when we started early, got some good climbs ahead of our competitors and arrived back at an empty airfield (usually either a very good sign or a very, very bad one). We had to wait 10 minutes for the next fastest finishers who were 5.5kph behind us.

Tim and I managed to do exactly the same time, down to the second! It's always nice to win the day, but to come equal first with your team mate is even better.

Personally, I would have liked to have kept the second place I had going into the last day, however coming fourth in the worlds is not something I'm going to grumble about.

In brief, Lüsse was an enjoyable and well-run competition, the only thing that would have made it better was a few medals for the British team.

glidingimages.com



Mike Young

ANYONE that tells you that it doesn't matter or it's only a game is either winning the competition or has had enough time to reflect on their position.

However when you're sat in a field on the first day of a World Championships, knowing that others have probably connected with the

at Lüsse

better weather is a pretty painful experience. Such was the fate of the 18-Metre team at this year's Worlds.

As Phil lay on the wing of his Ventus 2cxa staring skyward: "Mike just think you've landed in the same field as the World Champion!"

"Nope it doesn't make me feel any better." I think secretly we would have rather suffered alone.

As we drove through the airfield gates a few hours later, the first of the 18-Metre finishers PL and the winner of the day flashed across the line. We'd been together shortly before we had landed in our field and PL had climbed away from no more than 100ft above us.

Ho hum, c'est la vie.

Still we were lucky not to come last and suffer the humiliation of being called up to collect a prize as the lucky loser at the briefing the following morning.

I think that it was Michael Grund who said: "What do you mean the Germans don't have a sense of humour? Of course we do, but it's like a relay race, only one of us has the baton at any one time."

'On the first day, sat in a field knowing that others have probably connected with the better weather is a pretty painful experience'

The idea was quickly dropped when the stewards pointed out that people had spent a large amount of time and effort to be here and that, whilst it was well meaning, the humiliation of being dragged up for another beating in front of your peers was in fact cruelty to glider pilots.

Later on in the competition they got the hang of it though and started to give out appropriate prizes for hard luck stories, like the guy who had three flat tyres before finally getting airborne.

There was a good friendly atmosphere in Team GB and we did our best to poison the opposition during the joint Dutch, Italian and Brit evening with some pork pies transported all the way from Melton Mowbray a week earlier and some extremely smelly Stilton. The Dutch were more subtle, they just organised several barrels of beer whilst the Italians smiled broadly as they poured another glass of vino tinto.

So, no medals from Team GB this time around, although Leigh was only a few points away from a Silver or Bronze. Our expectations were high but our dreams were not fulfilled at this year's worlds.

Perhaps time for a little reflection and to come back stronger in Hungary next time around.



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It pays to know when to pounce



With just one flying day, the Grand Prix was still definitely an experience not to be missed, says Chris Curtis

HAVING flown in the 2006 UK Qualifying Grand Prix at Gransden Lodge, I made a vow to myself that I would enter my name for the next one in September 2008 at Lasham, because the GP had been the most fun in competition flying that I had ever experienced.

Besides, I had gained some special knowledge in the 2006 GP and made some valuable mistakes. I remember speaking to Russell Cheetham after we had both had a bad day. Independently, we had been tempted to push on from the top of a thermal and break away from the group below us. We broke away too soon (from different climbs), the peleton hauled us in, and you would think that we would have learnt a lesson.

We decided together, that evening, that we would not break away from the group the next day. And guess what! We did exactly the same thing the next day, Russell landed out and I came in last!

Conventional competition habits are hard to overcome. Talk about learning the hard way! There is a psychological element to flying in the GP, and it pays to know when to pounce. Sometimes, it doesn't pay to be in front. The only thing that matters is that you are first across the finish line.

Armed with this new knowledge, I was looking forward to having another go at Lasham. The venue was perfectly suited for a Grand Prix, a massive airfield with plenty of room for spectators.

Practice Day (Task: River Hill - Ilsey, 110km)

We had all been given satellite trackers to wear on the chest, which could be switched on or off only by the organisers using a special magnet. For the first time in the UK, crew members and spectators in the briefing room were able to watch the battle unfold in real time on a large screen. Starting together at exactly the same time within 1km of each other (usually closer) was quite spectacular, and we had to keep our eyes peeled.

There was nothing to separate us until half way up the first leg when Dave Draper (301) cut north to what he thought was better routing, while the rest of us went straight for the Turn Point. By the time Dave got to the TP he met some of us coming out of it, and had to climb with the pack, drifting away from the TP. Dave was kicking himself and decided that he would have to do something very different to stay in the points.

'Some of the finishes were very close (seconds) and the atmosphere amongst spectators was electric!'

His moment came just after the second TP when he could see some of us heading west of track to pick up cumulus. He proceeded straight down track, into the blue, and was rewarded with a good climb to put him on final glide and a day win. Some of the finishes were very close (seconds) and the atmosphere amongst spectators was electric!

On the next flying day, an attempted Day 1, we all landed out – so no points.

Day 1 (Wednesday, live point polygon 102km. Basingstoke - Micheldever - Newbury - Whitchurch - Lasham Start West control point.)

I miscalculate my start and have to dive with airbrakes open to get below the max start height of 3,400ft QNH. Everyone is ahead and I am admonishing myself. In fact my mistake doesn't seem to matter much because the difference turns out to be minimal and we are all together very soon. The first thermal is occupied by every competitor, like a shoal of fish going round and round. I find this exceedingly amusing. Who is going to be first to break? The pack instinct dominates and we



all leave together. For some reason I am first into the Turn Point and heading down the second leg. At this point pilots are getting low and nervous and beginning to fan out a little. I have paid the price for being first into the turn and find myself lower than everyone. The lift has not been strong so with much regret I begin to dump some water.

As negative thoughts begin to insinuate themselves I have a radio message from control, "Z27 you have a 240-second penalty for starting above the maximum start height". I can't believe it, not after diving off all that height. I just know I crossed the line below 3,400ft!

Dropping some ballast proves to be a blessing in disguise as I hook a good three knotter and climb well. Others are ahead but the climb is good so I stay with it. Pressing on again, progress is slow against a 26-knot headwind. I bounce two gaggles. Then Mark Holden in 933 is turning just short of TP2 having already gone around.

I try to work my way upwind of the track line but soon get tempted by gliders thermalling on track ahead. The pack heads off up track again but follows an energy line that takes them downwind of the third TP.

In this wind, I don't like the look of the route. My next decision is a crucial winner. The TP (Newbury Racecourse) is in sunshine, the track out to the next turn has ominous dark clouds developing, which could be good, or very very bad if it starts to rain. So I leave the others to their route and go straight for the TP.

Just before getting there I hit a good climb and take it rather than go for the TP first, which would risk losing the thermal. I can now see the others some distance off, climbing downwind of the TP and drifting away. Gary Stingemore (X1) swans in to take the TP at my height (where did he come from?) but doesn't stay to thermal, heading instead straight away down the fourth leg. I decide to continue with my climb. By the time the others come in to take the turn I am well above. I never see Gary again.

I then follow the dark cloud streets (that are enlarging and coalescing all the time) but stay slightly left so that I can dive out to the sunshine should it start to rain. A long



Pete Masson, glidingimages.com



Ian MacArthur finishing at the Grand Prix in a Discus 2T (flightbox.net)

relentless glide is followed, with much relief, by a 3-knot climb. Now I can see lots of gliders beneath me. Rain is visible up track. I make a final lunge for the fourth TP, estimating that I should get round at about 2,500ft.

I hit light rain but continue. The airframe is vibrating. I round the TP at 2,000ft and dive south of track for the sunshine. Now with a good tailwind I can bide my time.

The last leg is a struggle for survival. I travel 8km, turning and seeking, flying over sunny areas, drifting down to 1,600ft, until I settle for 1.5 knots. I only need a few more hundred feet to secure final glide. The wind is on my side now. It occurs to me that no one has yet called final glide. Perhaps I'm in with a chance. At 2,000ft I commit to running in.

'The first thermal is occupied by every competitor, like a shoal of fish going round and round. Who is going to be first to break?'

I'm first across the line, and my crew and syndicate partner, Steve Riddington, informs me that if the next glider doesn't come in within four minutes (my penalty time), I have won. Gary arrives next, 13 minutes later. It later transpired that my penalty time was invalid; the tracker had been unable to keep up with my air-braked dive prior to crossing the start. The logger trace proved that I had crossed correctly.

It was a great pity that we had only one competition day. Despite the weather there were 3,000 spectators for the air show, and Brian Spreckley declared that the formula for the Grand Prix had been proven beyond doubt; good news for us and our sponsors. The organising team did a first class job and the tracking technology was fantastic.

The pilots agreed that flying together, in the same time frame and in the same weather, was great fun. I'm looking forward to crossing swords with them again at the next UK Qualifying Grand Prix. I intend to get some practice before then by organising impromptu local GP weekend events at my club. Be warned. It's addictive.

The sniffer reports

THE WEATHER at the Standard Class Nationals (2-10 August) was about as good as it gets...if you are a dog!

The time available for walks, playing with children, chasing balls, being patted and generally admired was only briefly interrupted by flying.

Bob Bickers, whose whiskers are even more impressive than mine, said 'GRID' quite a lot, this command is like 'SIT' and it must be obeyed.

On the first day of the comp things got off to a bad start on the chances-of-getting-a-decent-walk-front. Bob said 'SIT', I mean 'GRID' and all the pilots assembled the big white bits I am not allowed to chew and put them on the runway.

Pete Purdy sets LAS-RIV-DEV-WEL-LAS then all the pilots SIT on the GRID (you can see why I get confused). Every 20 minutes a voice booms over the Tannoy which disturbs my afternoon nap and the launching is further delayed.

At 3.30pm they launch and the start line opens just after 4.00pm. Within a matter of minutes trailers are heading out of the gate to collect pilots from fields a modest walkies away. About 10 land at Rivor Hill and Howard Jones gets the farthest, although not far enough to make it a scoring day, so well done Howard but no 'Boneo'.

The next three days go like this...rig - water - grid - task - rain - tea - smaller task - more tea - more rain - even more tea - rainnnnnnnnn - scrub.

On Wednesday (day 5 but still day 1) things improve as a 10am scrub means the whole day is available to take man's best friend for a



With bad weather only very briefly interrupted by flying time, it was a dog's life at the Standards, says Ella

long walk in the drizzle. Drizzle is therefore a good thing.

Thursday (day 6 but still day 1 - do you see how it works?). Warm sun on my fur, very strange. Stranger still it's taskable. Cricklade - Wantage - Burbage Lasham 187km. I do the dutiful dog bit and wait by the finish line. Fat lot of good that did as the suppliers of bones were both in fields along with many others.

My patience is eventually rewarded by the arrival of Howard, George Metcalfe, John Williams and Mark Davis. Mark is fastest but collects a small admin penalty so Howard is the day winner and deserves a 'Boneo'.

Now this is going to sound like a verse but... The next three days go like this... rig - water - grid - task - rain - tea - smaller task - more tea - more rain - even more tea - rainnnnnnnnn - scrub.

So Howard is declared the 2008 Standard Class British Champion. Although a it was a one-day scoring comp, he won both of the flying days and is popular winner. George Metcalfe was second and John Williams third.

Everyone joined Howard in thanking the Lasham team for a superbly run contest and I would like to thank all the pilots and crews for being so careless with their crisps.

Ella Draper



"Bob Bickers, whose whiskers are even more impressive than mine, said 'GRID' quite a lot, this command is like 'SIT' and it must be obeyed," says S&G's canine reporter Ella Draper. (www.sandyprints.co.uk)



A closely-fought contest



Jane Randle reports on a nail-biting finish to a four-day low-scoring competition held in indifferent weather

SUNDAY 17 August dawned clear and bright at Cotswolds GC, and the aircraft were put on the launch grid before briefing. A tiny ridge of high pressure enabled a 135km triangular race to Kinton and Edgehill. Soaring conditions were difficult at Aston Down with low cloudbase and strong wind blowing the competitors away, but to the north-east the 37 pilots who started the task enjoyed quite strong thermals.

Winner of the first day, Tim Macfadyen, told us he had been flying nationals for 31 years (28 years in the same glider that, uniquely in this competition, he'd owned from new) and this was his first day win!

With all that experience, Tim pulled off the grid, planning to start immediately. He was lucky to find lift on a sunny slope near Rendcomb and then made best use of the good conditions near the turning points: 3,500ft and 4kt thermals. Getting back was a question of survival. Creeping along the Cotswold escarpment, his luck ran out in the rain at Brockworth. Of the others, most had tales of wet, muddy fields and rescues by tractor.

As Day 1 winner, Tim had 308 points and with 8 points separating the first three, there was everything to fly for. Although pilots and Director alike were prepared to fly each day the low pressure prevailed, feeding moist air up the Severn Estuary. The campers were soaked regularly by heavy showers. The club catering run by Sandy Clarke and her helpers was much appreciated.

Friday brought better air and pilots were launched on the 251km race round Honeybourne, Old Radnor and Badminton. The day looked good but proved challenging with a mixture of very good thermals, strong winds and over development.



Lasham's Ian MacArthur was the overall winner in a closely-fought contest (Alison Randle)



Four contest days were achieved in the indifferent weather at the Club Class Nationals, which meant that competitors spent a lot of time doing this during the week

(Jane Randle)

Andy Davis (ASW 20) needed all his cunning and experience to complete the race but he was beaten on handicap by Ian MacArthur (LS4).

Ian described the flight as 'fun', surviving at Cheltenham with a climb of 5kts to 4,000ft. "Then it was my favourite kind of weather—reliable climbs under largely spaced individual cells," he said.

From Shobdon, Ian and Andy Davis used ridges to get to the turn, but they soared for half an hour on a ridge. Top marks to Jon Meyer that day for ridge-flying from Shobdon to Usk in his Libelle. Once away from there, Ian took a cloud street, which may have been a convergence, home.

'I flew my first nationals before most of you were born and this is my first day win'

— Tim Macfadyen, after being declared Day 1 winner

Tim Macfadyen also completed the race and hung on to a slender lead. Of the five who got back, young Will Ellis (ASW 15) was commendable. Tim Milner (Wolds Club) landed at Avening just 5km short of the goal.

Saturday brought a ridge of high pressure and drier air. The competitors raced to Edgehill, Bicester and Hungerford. Soaring conditions were mixed, either excellent or very difficult but 36 pilots completed the task. James Ewence (Std Cirrus) won with a speed of 99.9kph.

Tim Macfadyen's lead was trimmed to 26pts despite his achieving a speed of 97.2kph. James said the day was fairly straightforward and it was good to get home.

On Sunday, the wet weather cleared for a short task. Gusty conditions and heavy showers made soaring difficult and Tim Macfadyen landed at Cold Aston, 54km

away. Five pilots got round the course to Charlbury and Honeybourne by climbing in cloud. Doug Gardner was the fifth and final pilot to finish, having spent two hours soaring the Cotswold edge near Cheltenham. He landed at 18.40 hours, having achieved 39.5kph.

Earlier, Ian MacArthur and Andy Davis were flying together on the last leg. Ian recalled: "I have never had such an exhilarating finish to a flight, the glider felt just right, the air felt good, Andy D was behind and I had a little inkling in the pit of my stomach that I had won my first comp."

So there was a nail-biting finish to the Club Class Championships. In a low-scoring contest with every point closely fought, Ian MacArthur won comfortably by 67 points from Tim Macfadyen.

Ian, a man of few words and a quiet demeanour, was the most consistent pilot and made good use of his handicap. Andy Davis was third.

Four contest days were achieved in very indifferent weather. Olly Ward, directing his first nationals, chose tasks which made best use of the meagre soaring opportunities.

Ian MacArthur was the overall winner of the Royal Sun Alliance Trophy. The Peter Ward Memorial Trophy for the best performance by someone under the age of 25 in a competition run by The Cotswold Gliding Club was awarded to Will Ellis.

Final overall results after four contest days:

1 Ian MacArthur from Lasham, LS4 1908pts;
2 Tim Macfadyen from Nympsfield ASW 20 1861pts; 3 Andy Davis, Nympsfield, ASW 20 1818pts; 4 Tim Milner, Wolds Club, Std Cirrus 1790; 5 Will Ellis, Ringmer, ASW 15 1740pts and Peter Ward Cup; 6 Jon Meyer, Nympsfield, Std Libelle 1656pts.

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New kids on the block

Despite dead-looking skies, speeds were 120kph or better on three of the six competition days. Russell Cheetham won Day 5 at 125kph

(Ron Smith Photography)

THERE were two burning questions on the minds of the pilots as we arrived at Bicester for registration on the Saturday afternoon of 17 August 2008 (the competition being an unconventional Sunday to Bank Holiday Monday affair to allow the British Team time to hightail it back from the Worlds): first, would we get any weather in order to hold a decent contest? and second; how would the new Ventus 2cxaj and JS1 Revelation fare against the dominance of the ASG 29s?

Things looked hopeful that we would get some sort of a task on the Sunday, but after that the longer term synoptics were decidedly pessimistic. Would we repeat the soul destroying grid/scrub/grid/scrub cycle I had endured the week previously at Lasham for the "one-day" Standard Nationals?

Sunday did provide a small task, and one that was extremely interesting to fly. We all had to wait some 90 minutes from the startline opening to the point we felt enough soarable air had drifted into the task area to make the task feasible, all the while balancing this against the encroaching occluded front that we knew would bring an early end to the day.

Whilst most pilots were slowed either by weak conditions at the start, or the top cover that killed the lift on the final leg, Leigh Wells

connected perfectly with the weather to win at a speed of 120kph and a comfortable margin over the next fastest in the group. We derigged just in time to avoid the rain. But, in the end, we

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Dan Pitman looks at how the new Ventus 2cxaj and the JS1 Revelation stood up to the dominance of ASG 29s

did get an improving weather situation, and the competition organisation at Bicester really helped us make the best of the windows we did get. Although we were all in fields a couple of days, the gaps between the crud were big enough that there had always been some chance of getting someone round. And at times the weather was smoking!

After a couple of obvious scrub days we started to get gaps that were worth briefing, gridding and even flying for. The weather was mixed, with small windows of punchy thermals interspersed with lowering cloudbases, rain or just mid-level thermal killing spreadout.

'With the mixed conditions we had, it was clearly differences in piloting skill and the calculated risks taken that set apart the winners'

This left the tasksetter in a difficult position in terms of when and how high to set the startline, but despite pleading from some competitors (and even attempted bribery from one female competitor who will remain nameless), Max stuck to his guns, and we began our tasks with long airbraking left-hand turns down the 1,000ft or so to the line.

Despite the mixed bag of weather, each day the winner showed just what the newest gliders are capable of, turning in speeds of 120kph or better on three of the six competition days. These are speeds unheard of five to 10 years ago and are testament to the improving standard of piloting, instrumentation and gliders in recent years.

The weather improved day on day until, by the Saturday, we finally got the "racing" day we wanted. Max bravely set an AAT, and it was interesting to test this format in the

conditions for which it was invented. I feel task setters mainly use the AAT as a cop-out to get a competition day from a showery airmass, albeit too often at the expense of a fair and level playing field for the competitors. This AAT was well set. The forecast was for good conditions across the whole of the task area with the good visibility needed for pilots to plan their routes and turnpoints without too much randomness creeping in. Importantly, an appropriate 280km minimum distance for our three-hour soaring window meant that, although we had flexibility in choosing our turnpoints, we were compelled to fly broadly similar (and therefore fair) tasks.

Although the task area was plagued with considerably more spreadout than forecast, Russell Cheetham won the day at a blistering 125kph over nearly 400kms.

Flying an unhandicapped competition is always a little disconcerting when you are in a lower performance glider, as the newest ships seem to cruise past going both considerably faster and also appearing to actually be going up!

It takes a large dose of positive mental attitude to believe that the difference is never as great as it looks in a short section of glide and you are really only giving up about 4 per cent over the whole flight. That said, my hat goes off to Dave Watt (4th overall) and Jez Hood (6th) for some storming flights in less than perfect gliders for the class.

And as to which glider is the best? With the mixed conditions we had during the competition, it was clearly differences in piloting skill and the calculated risks taken that set apart the winners. But, whilst I would say the jury is still out on the Ventus 2cxaj, what is clear is that it sets new standards in gliding scrabble. With a score of 29 it certainly outpaces the immediate competition of both the new JS1 Revelation (22), the ASG 29e (5) and puts pilots of the previously popular LS8-18 (21) in a truly uncomfortable position. If the weather in 2009 proves to be as miserable as we had in 2008, this may prove the deciding advantage on the majority of (non-flying) days.

On some days pilots were able to climb significantly higher before the race than the maximum start height
(Ron Smith Photography)

Making the most of opportunities

THE AWFUL 2008 weather dominated the competition. Every day had south-westerly winds and rain – it was just the quantity of wind and rain that varied.

Day 1, Saturday 2 August: Tewkesbury, Chipping Campden 114km Δ , eight people got round. Luke Dale won at a handicapped 93kph in his uncle's ASW 24 with Philipp Schartau second in a Kestrel and Andy May third. Getting away from Nympsfield required a small leap of faith to the first decent clouds over Stroud.

Many competitors did not go and then wished they had as it was not that far. Conditions on task were quite good (for 2008) but care was needed to climb high at Cheltenham to get back.

Tuesday – very wet and miserable, we "scrubbed" the day. Thursday, a large shower made the area within 10km of Nympsfield un-soarable after half the grid had been launched so we abandoned the day, which never became soarable again.

Day 2, Friday 8 August: Moreton in Marsh, Chipping Norton 121km Δ . Luke won with 104km, second was Mike Collett and third Matt Davis (son of Andy) a few days before his 18th birthday. No one got around



Jane Randie

There were just two flying days (but a lot more party days) for the 2008 Juniors,
reports Tim Macfadyen

as reasonable conditions deteriorated to un-soarable 8/8 grot on the last leg.

Met was provided by Sid Smith. He described the awful weather very accurately and we did not miss any opportunities to fly. The final weekend days were impossible for flying so Saturday's party maintained all Juniors traditions. The club bar took £6,000 during the week, it would have been cheaper for most competitors to fly.

Competitors and crews generally behaved very well considering the awful weather and are to be congratulated on their patience and remarkable good humour.

Luke Dale conclusively won, having won both days, with Jamie Denton second and Andy May third. The ASW 24 is not known for climbing well in weak conditions but Luke clearly did not let this worry him and shows great future promise.



Flying in the first British competition for a new class was an interesting experience for Brian Birlison

IT IS NOT very often in the gliding world that you have the opportunity to fly in the first British competition for a new class, and in July we very nearly didn't! Bob Bickers, with the support of the ever-insightful Hugh Brookes and the Lasham team, did his utmost to get us airborne but the British weather proved challenging.

Although the official scores recognise one competition day, we did do a little more flying, we were launched late in the first Saturday. The 153km task initially promised to be a good race, but as the conditions deteriorated as we launched and the sun sank towards the horizon, it was plain that returning to Lasham having flown the task would require a large amount of luck or a turbo.

As 802 has no turbo and luck was in short supply, I got to enjoy the sights and sounds of Rivar Hill with several others unable to make it back. As the hours passed waiting for crew to arrive, the skies were alive with the sounds of turbos and speculation started as to whether anyone had made it past Y.

That first day proved to be the only flying we did for a while, the weather only allowing a possible window to complete a task on the Thursday. The day began very positively with some good climbs on the first leg. The second leg was even better, promising an early return and a hot meal but as the miles passed, into the third leg, the fields below began to show the results of the patchy hard times with the occasional standard class glider having landed out.

Survivors of the classes headed towards the lone cloud, the thermal becoming as imaginary as that hot meal. We were back in familiar territory with Rivar Hill absorbing as many passing gliders as it could. It was only short time before we succumbed.

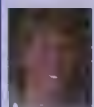


Competitors at this year's Juniors did not let the awful weather get them down (Tim Macfadyen)



Mike Fox

Personal highlights of Luke Dale, 2008 Juniors champion



Day 1: I was on glide for turnpoint 2. As I wandered into the turn I could see that the difference in bearing and track were indicating a strong southerly. I knew the way to do a quick final glide would be to get on glide early. An easy run turned into a marathon final glide without turning for 40km.

Day 2: Conditions had worsened, gliders were in fields. The game had changed from a fast speed to just getting round. Out came the Redbull "it gives you wings" determination. This got me to an indicated 900ft under glide where my luck finally ran out. Two days 558 points – let's hope for better weather for next year.

THE RACING YEAR: COMPETITION RESULTS

Overseas Championships

Ocana, 26 May – 6 June

Pilot	Glider	Points	Day 1	Day 2	Day 3	Day 4	Day 5	Day 6	Day 7	Day 8
1 Mike Young	ASG 29	5611	1/405	4/711	1/245	4/570	2/924	2/968	3/888	1/800
2 Gary Stingemore	ASG 29e	4822	4/342	17/567	19/176	3/571	10/704	4/912	2/998	17/552
3 Paul Crabb	Ventus 2ax	4800	7/315	3/716	25/150	18/371	4/800	9/870	8/904	7/674
4 Andy Hall	LS 6	4788	3/348	7/698	5/221	6/542	13/642	8/891	15/699	2/747
5 Richard Browne	ASG 29e	4749	4/342	16/579	18/179	1/600	9/735	4/912	1/1000	24/402
6 Chris Cobham	ASG 29e	4706	10/300	6/699	21/162	5/555	3/862	3/926	12/776	23/426
7 Russell Cheetham	ASG 29e	4688	2/395	1/800	2/238	2/585	1/987	1/974	16/889	29/0
8 Frank Davies	LS 6c	4622	27/181	13/627	15/187	14/441	7/753	10/839	7/910	6/684
9 Stephen Eli	ASG 29e	4553	8/313	2/799	20/168	8/497	6/759	6/903	20/606	22/508
10 Dane Dickinson	LS 8	4476	11/299	12/634	23/160	12/458	8/736	7/900	21/602	5/687
11 Gill Spreckley	LS 1F	4389	19/246	9/661	3/237	17/376	5/761	11/815	18/639	9/654
12 Bill Inglis	Ventus 2ct	4378	9/302	5/700	13/194	8/497	16/613	13/808	5/920	26/344
13 John Roberts	LS 4a	4360	18/257	10/653	15/187	15/427	19/574	16/768	4/928	16/566
14 Iain Evans	LS 4	4150	24/202	8/679	7/217	11/467	14/632	20/706	22/800	11/647
15 Fran Aitken	Discus CS	4125	20/237	18/563	17/182	16/407	15/624	22/672	6/911	21/529
16 Phil Jeffery	Ventus 2cxt	4102	21/232	25/479	6/219	7/501	12/653	15/788	19/618	14/612
17 Kevin Houlihan	DG 808c	3940	16/266	23/526	4/225	21/353	24/483	23/652	11/820	13/615
18 Richard Johnson	ASW 27	3925	14/280	27/405	14/189	13/451	11/697	12/814	25/551	19/538
19 John Gorringer	ASG 29e	3836	12/295	20/544	31/44	10/480	29/314	17/751	9/877	20/531
20 Jorge Madrigal	ASW 28	3689	13/287	22/528	10/202	19/382	23/538	27/511	26/546	3/715
21 Miguel Monedero	ASW 20c	3685	31/143	15/582	8/208	27/241	21/552	19/735	23/572	10/652
22 Inaki Ullbarri	Duo Discus T	3496	6/339	14/589	11/201	20/356	17/586	14/793	27/473	28/159
23 Kieran Commins	ASW 20	3413	25/193	21/535	30/108	22/351	25/480	26/532	17/668	18/546
24 Shaun Lapworth	Discus 2T	3147	17/265	11/647	26/148	29/162	26/469	30/0	14/762	4/694
25 Joaquin Bejar	Duo Discus	3093	29/162	30/4	23/160	24/310	27/458	25/578	13/765	8/656
26 Daire McMahon	Discus B	3012	22/226	29/98	27/134	25/308	18/585	24/629	29/409	12/623
27 Chris Lutton	ASW 27	2813	28/172	19/562	9/205	26/278	22/546	18/746	30/304	29/0
28 Philip Sturley	ASH 26e	2720	32/138	28/335	12/195	30/0	30/225	21/692	24/552	15/583
29 Bruno Ramseyer	Duo Discus T	2643	29/162	24/510	29/122	23/317	28/414	28/302	28/449	25/367
30 Rose/Brian Duo	Duo Discus	1830	23/222	32/0	32/0	30/0	20/563	30/0	10/845	29/0
31 Jose-Antonio Blanco Pegase	1265	26/187	31/3	22/161	27/241	31/209	29/84	31/40	27/340	29/0
32 Steve Olender	Ventus 2cT	827	15/278	26/425	28/124	30/0	32/0	30/0	32/0	29/0

Four pages of BGA-rated UK competition results start here – turn to pages 50 and 51 for the remainder, including the UK Grand Prix.

For the provisional 2008 Ratings List, see page 49

The Competitions Calendar for 2008 is on page 4 – updates will be at www.gliding.co.uk/bgainfo/competitions/news.htm

For Competition Enterprise see www.comp-enterprise.co.uk

For the non-BGA rated Glider Aerobatic Nationals see www.aerobatics.org.uk

For the Two-Seater Comp see www.wolds-gliding.org

Club Class Nationals

Aston Down, 16-24 August

Pilot	Glider	Points	Day 1	Day 2	Day 3	Day 4
1 Ian MacArthur	LS 4	1908	12/263	1/842	6/702	1/101
2 Tim MacFadyen	ASW 20	1861	1/308	4/817	5/708	21/28
3 Andy Davis	ASW 20	1818	27/186	2/839	8/693	21/100
4 Tim Milner	Std. Cirrus	1790	5/283	7/694	3/714	3/99
5 Will Ellis	ASW 15	1740	21/222	6/802	14/666	7/50
6 Jon Meyer	Std. Libelle	1656	2/303	8/621	7/694	15/38
7 Ken Barker	Std. Cirrus w/	1644	33/79	5/813	10/687	6/65
8 James Ewence	Std. Cirrus	1590	19/241	15/511	1/740	4/98
9 John Williams	Std. Libelle	1564	8/277	11/583	18/654	7/50
10 Mark Holden	Std. Cirrus	1479	5/283	22/460	2/736	35/0
11 Doug Gardner	LS 3	1469	15/251	28/414	4/710	5/94
12 Liz Sparrow	Std. Cirrus	1452	26/187	13/554	9/690	26/21
13 Simon Barker	Std. Cirrus	1451	3/300	20/465	11/686	35/0
14 Philip Draper	Std. Cirrus	1411	17/248	23/446	12/674	12/43
15 Hannah Hay	LS 4	1390	22/219	12/560	27/579	18/32
16 Michael Tomlinson	LS 4	1353	8/277	29/411	19/646	28/19
17 Mike Collett	Std. Libelle	1335	31/108	14/529	18/658	13/40
18 Andrew Cockerell	LS 4	1317	28/174	18/470	13/672	32/1
19 Mark Dickson	Vega	1300	20/240	27/420	23/605	17/35
20 Rob Jarvis	ASW 20	1242	31/108	24/445	16/658	19/31
21 Ayela Liran	Std. Libelle	1198	37/28	19/467	15/664	14/39
22 Jack Stephen	DG-400 (15m)	1182	38/27	10/589	25/587	49/21
23 Shaun Lapworth	Std. Cirrus w/	1165	13/262	25/436	33/419	9/48
24 Michael Schlotter	Std. Libelle w/	1163	18/247	35/291	28/578	10/47
25 Jerry Pack	Std. Cirrus	1124	10/276	17/474	35/347	23/27
26 Ray Payne	ASW 20	1110	11/274	37/251	26/585	35/0
27 Steve Woolcock	LS 7 w/	1100	14/252	34/312	31/509	23/27
28 Sarah Platt	LS 4	1077	44/3	31/405	20/640	20/29
29 Derek Smith	LS 7	1056	40/17	26/431	29/562	11/46
30 Nick Wall	LS 4	987	7/278	44/70	22/611	21/28
31 Mike Witton	Std. Libelle	881	29/157	40/180	30/544	35/0
32 Kim Tipple	ASW 20	849	15/251	9/598	44/0	35/0
33 Michael Vickery	Mosquito	845	30/140	39/229	32/475	32/1
34 Rob Andrewartha	Std. Cirrus	812	44/3	21/461	38/311	16/37
35 Pete Desmond	DG 200	797	42/5	16/489	39/283	27/20
36 Chris Lawrence	ASW 19	778	35/76	3/822	49/120	35/0
37 Leigh Hood	Std. Cirrus w/	687	41/9	43/76	24/601	32/1
38 Melissa Jenkins	LS 4	679	47/1	30/406	42/259	29/13
39 Alastair Harrison	Std. Cirrus	645	47/1	48/20	21/622	31/2
40 Alison Booker	Std. Cirrus	640	34/78	38/243	37/319	35/0
41 Stephen Archer-Jones	ASW 20	624	23/216	46/56	34/369	48/17
42 Laurie Gregoire	Astir CS 77 w/	623	4/284	33/339	44/0	35/0
43 Paul Gentil	SHK	611	24/205	47/32	35/347	23/27
44 Gavin Wrigley	Std. Cirrus	589	36/73	32/352	43/164	35/0
45 Michael Truelove	Std. Cirrus	462	43/4	41/170	39/283	30/5
46 Martin White	LS 7	373	44/3	42/89	41/281	35/0
47 Daren Kershaw	ASW 20	307	38/27	36/280	44/0	35/0
48 Rachel Hine	LS 4	283	25/195	45/68	44/0	35/0
49 Dave Draper	Std. Cirrus	0	49/0	49/0	44/0	35/0

Standard Class Nationals

Lasham, 2-10 August

Pilot	Glider	Points	Day 1
1 Howard Jones	Discus 2	570	1/570
2 George Metcalfe	ASW28	564	2/564
3 John Williams	LS8	563	3/563
4 Graham Drury	LS8	469	4/469
5 Paul Fritche	LS8	451	5/451
6 Wayne Aspland	LS8	451	5/451
7 Russ Francis	LS8	449	7/449
8 Kay Draper	LS8	448	8/448
9 Alan Eckton	ASW28 (T)	447	9/447
10 Peter Baker	LS8	440	10/440
11 Michael Jefferyes	LS8b	436	11/436
12 Andy Holmes	LS8	407	12/407
13 Daniel Pitman	LS8	329	13/329
14 Owain Walters	Discus 2	326	14/326
15 Matt Cook	Discus 2	324	15/324
16 David Draper	LS8	309	16/309
17 Phil Jeffery	LS8	291	17/291
18 David Booth	LS8	267	18/267
19 Gavin Goudie	LS8	261	19/261
20 Jon Arnold	Discus 2c	216	20/216
21 Oliver Ward	Discus 2	210	21/210
22 Jerry Langrick	LS8	127	22/127
23 Jan McCoshim	LS8	90	23/90
24 Shaun Lapworth	Discus 2(T)	72	24/72
25 Mark Davis	LS8	-127	25/-127

20m Two Seater Championships

Lasham, 2-10 August

Pilot	Glider	Points	Day 1
1 Rod Walker	Duo Discus (Turbo)	572	1/572
2 Brian Birlison	Duo Discus	563	2/563
3 Peter Hurd	Duo Discus (Turbo)	562	3/562
4 Mike Jordy	Duo Discus	561	4/561
5 Richard Large	DG1000 (Turbo)	556	5/556
6 Gordon MacDonald	DG1000 (Turbo)	548	6/548
7 Ralph Jones	Duo-Discus	541	7/541
8 Julian Hitchcock	DG1000 (Turbo)	529	8/529
9 Hugh Kindell	Duo Discus (Turbo)	489	9/489
10 David McCarthy	Duo Discus (Turbo)	472	10/472
11 Rod Witter	Duo Discus (Turbo)	470	11/470
12 Zenon Marczynski	DG1000	467	12/467
13 Michael Pope	Duo Discus (Turbo)	452	13/452
14 Eric Smith	Duo Discus X (Turbo)	441	14/441
15 Tony Moulang	Duo Discus (Turbo)	138	15/138
16 Paul Rice	Duo Discus (Turbo)	84	16/84
17 Al Eddie	Duo Discus	55	17/55
18 Tony Challoner	DG500	0	18/0

15m Class Nationals

Husbands Bosworth, 5-13 July

Pilot	Glider	Points	Day 1	Day 2	Day 3	Day 4	Day 5
1 Louis Boudierlique	Ventus 2	2505	6/369	3/521	6/340	2/295	2/980
2 Andy Davis	Discus 2	2300	7/368	1/550	4/345	27/114	6/923
3 Christophe Ruch	Ventus 2	2294	1/365	13/377	6/340	14/212	2/580
4 Tim Scott	ASW 27	2275	4/376	6/439	1/403	20/200	8/857
5 Paul Crabb	Ventus 2	2207	22/288	2/542	8/338	9/233	11/806
6 Chris Starkey	ASW 27	2173	18/328	38/79	2/395	1/371	1/1000
7 Gary Stingemore	ASG 29	2091	38/223	11/381	9/331	14/212	4/944
8 Dave Watt	Ventus 2	2033	8/364	29/156	3/370	11/230	7/913
9 Andy May	ASW 27	1986	11/358	20/334	5/341	20/200	14/753
10 Matt Cook	Ventus 2	1917	5/372	8/407	15/198	9/233	18/707
11 Paul Fritche	LS 8	1850	10/360	9/406	18/194	18/205	21/685
12 Howard Jones	Discus 2	1828	2/378	7/408	20/169	7/240	27/633
13 Jim White	ASW 27	1810	19/321	21/304	13/259	8/237	20/689
14 Bill Inglis	Ventus 2	1801	17/334	19/340	11/312	23/180	26/635
15 Dave Draper	LS 8	1794	16/350	10/404	19/190	16/211	24/639
16 John Wilton	ASW 20	1715	40/208	4/519	27/103	3/249	25/636
17 Chris Alldis	LS 8	1674	24/248	14/372	15/198	28/119	15/737
18 Nick Tillet	ASW 27	1670	21/299	28/166	12/261	13/213	16/731
19 Tom Smith	LS 8	1651	13/353	17/359	30/33	12/214	19/692
20 Ed Johnston	ASG 29	1635	12/355	12/379	24/110	6/243	31/548
21 Russell Cheetham	ASG 29	1631	31/232	25/191	21/151	4/246	10/811
22 Bob Thirkell	ASG 29	1571	9/362	26/177	15/198	5/245	30/589
23 Richard Johnson	ASW 27	1548	32/231	23/251	34/15	25/122	5/929
24 Chris Curtis	ASW 27	1547	13/353	36/87	14/236	17/210	22/661
25 Brian Birlison	Ventus 2	1494	13/353	18/345	39/0	34/10	12/786
26 Steve Ell	ASG 29	1402	42/193	42/55	22/145	22/197	9/812
27 Chris Cobham	ASG 29	1196	23/276	35/88	25/105	19/202	34/525
28 Roy Pentecost	ASG 29	1189	3/377	15/365	10/317	30/53	41/77
29 Frank Davies	LS 6	1144	20/309	45/43	31/27	34/10	13/755
30 Kay Draper	LS 8	1135	25/246	22/274	32/26	28/71	36/518
31 Guy Corbett	LAK 17/15m	1087	41/200	33/96	23/133	24/138	35/520
32 Pete Hurd	ASW 27	1053	27/243	32/99	39/0	37/0	17/711
33 Gav Goudie	LS 8	990	35/227	30/105	36/3	32/13	23/642
34 John Spencer	ASG 29	975	46/0	23/251	28/94	37/0	28/630
35 Andrew Cockerell	LS 4	955	34/229	27/176	39/0	33/11	33/539
36 Jerry Langrick	LS 8	912	37/224	46/42	39/0	29/56	29/590
37 Pete Coward	ASW 28	880	30/240	42/55	29/40	37/0	32/545
38 Peter Healy	ASW 27	780	38/223	39/73	39/0	37/0	37/484
39 Robbo Roberts	ASW 20	752	38/225	40/66	36/3	36/2	38/456
40 Shaun McLaughlin	LAK 19/15m	710	32/231	44/51	26/104	31/28	40/298
41 Eric Heinonen	ASG 29	622	28/242	16/362	33/18	37/0	42/0
42 Bruce Cooper	ASW 27	554	44/35	4/519	39/0	37/0	42/0
43 Tochi Marwaha	LS 8	468	46/0	34/91	39/0	37/0	39/377
44 Chris Luton	ASW 27	364	25/246	30/105	35/13	37/0	42/0
45 Andrew Hall	LS 6	241	29/241	47/0	39/0	37/0	42/0
46 DJ Graham	ASW 20	167	43/87	37/80	39/0	37/0	42/0
47 Mark Holden	ASW 27	99	44/35	41/63	38/1	37/0	42/0

Midland Regionals Husbands Bosworth, 16-24 August

Pilot	Glider	Points
1 Mark Parker	LS8 (15m)	3562
2 Peter Baker	LS8 (15m)	3533
3 Pete Thelwall	Std. Cirrus	3293
4 John Whiting	Discus (w)	3151
5 Derrick Roddie	ASW24	2923
6 Chris Alldis	LS8 (15m)	2904
7 Andy Holmes	LS8 (15m)	2861
8 Mike Costin	ASH25	2790
9 Derek Westwood	LS8 (15m)	2763
10 Paul Armstrong	Duo Discus	2751
11 John Wilton	ASW20c	2707
12 Peter Coward	ASW28	2659
13 Anna Wells	LS8 (15m)	2597
14 Jerry Langrick	LS8 (15m)	2563
15 Colin Davey	ASW20	2561
16 Alan Kangurs	ASH25	2494
17 Richard Large	DG1000 (20m)	2491
18 Jon Baldock	ASW20	2449
19 Mark Hawkins	ASW20bl,cl	2431
20 Rolf Tieterna	ASW20b,c	2417
21 Hywel Moss	LS6 (15m)	2267
22 Jim Wilson	ASW20	2240
23 Peter Buchlovsky	Pegasus	2151
24 Graham Hibberd	LS7	2134
25 Paul Shelton	LS8 (15m)	2132
26 Frank Roles	LS3 (17m)	2100
27 Ed Wright	LS4	1962
28 Simon Waterfall	LS8-18 (18m)	1951
29 Phillip Sturley	ASH26	1948
30 Steven Pozerskis	Std. Cirrus	1940
31 Brian McDonnell	Discus	1879
32 David Booth	LS8 (15m)	1799
33 David Sandells	Discus	1741
34 Mark Thompson	ASW19a,b	1740
35 Malcolm Allan	LS8 (15m)	1633
36 Basil Fairston	LS6 (15m)	1595
37 Paul Johnson	Std. Cirrus	1546
38 David Shearer	LS8 (15m)	1294
39 Steve Riddington	ASW27b	1101
40 Bruno Ramseyer	Duo Discus (w)	974
41 Louise Walker	DG100/101	885
42 Sarah Aldridge	Mini Nimbus	767
43 John Bugbee	ASW20	281
44 Chas Cowley	DG400 (17m)	259

Northern Regionals Sutton Bank, 19-27 July

Pilot	Glider	Points
1 Mike Armstrong	Ventus 2ct	3104
2 Graham Morris	ASW 27b	2861
3 Jack Stephen	DG400	2724
4 Mike Pope	Ventus 2ct	2567
5 Geoff Beardsley	Duo Discus	2396
6 Richard Cole	Ventus 2ct	2368
7 David Latimer	Discus w	2199
8 Richard Brisbourne	Kestrel	2086
9 Pete Thelwall	DG1000	2072
10 Steve Wilkinson	Pik 20D	2059
11 Robin Parker	Libelle 201b	2043
12 Chris Cole	Pegasus 101A	1934
13 David Bradley	LS8-18	1877
14 Peter Ryland	DG400	1872
15 Bob Bromwich	DG500m	1518
16 Brian Stott	LS4a	1509
17 Simon Ramsey	Discus	1250
18 John Marsh	Discus	1059
19 Kelly Teagle	ASW 19b	906
20 Barry Pridgeon	ASW 15b	836
21 Michael Fairman	ASW 19b	675
22 Reg Watson	DG303	396
23 Sam StPierre	DG200	252

Open Class Nationals

Tibbenham, 5-13 July

Pilot	Glider	Points	Day 1	Day 2	Day 3	Day 4	Day 5
1 Stephen Jones	Nimbus 4M	2927	2/589	3/165	2/938	2/235	1/1000
2 Ian Ashdown	Nimbus 3	2696	8/483	2/263	3/873	1/237	5/840
3 Peter Harvey	Nimbus 4T	2622	4/551	16/0	1/1000	9/72	2/999
4 Allstair Nunn	Nimbus 3	2397	8/483	1/281	7/704	4/87	4/842
5 David Findon	Nimbus 4DT	2267	6/517	8/81	4/840	11/68	7/761
6 Angus Watson	ASH25	2181	7/503	10/42	10/625	3/219	6/792
7 Richard Smith	Nimbus 3DT	2059	3/552	5/142	6/773	6/79	13/513
8 Ralph Jones	Nimbus 4T	1838	10/438	11/9	5/811	13/55	11/525
9 David Byass	ASW 22B	1816	14/335	14/1	7/704	15/54	9/722
10 Kim Tipple	Nimbus 4T	1763	1/600	14/1	11/480	16/250	3/932
11 Colin Smithers	ASH25E	1741	12/388	4/158	9/682	12/66	14/447
12 John Tanner	ASH 25	1555	5/546	9/77	12/429	13/55	15/446
13 John Williams	Antares 20E	1473	15/306	6/129	14/242	6/79	10/717
14 Richard Kallin	Nimbus 4T	1433	13/370	7/84	13/380	8/76	12/523
15 Mike Foreman	Nimbus3DT	1414	11/401	12/5	15/187	5/85	8/736
16 Terry Mitchell	ASH 25	929	16/292	13/3	16/131	10/71	16/432

Lasham Regionals, Lasham, 16-24 August

Blue			Red		
Pilot	Glider	Points	Pilot	Glider	Points
1 Paul Kite	Nimbus 3	3484	1 Glyn Bradney	LS4	2076
2 Hugh Kindell	Duo Discus (-t)	3454	2 Gerald Bass	Pegasus	2008
3 John Galloway	Discus 2Ct (18m)	3268	3 Steve / Jane Nash	Mosquito B(-w)	1974
4 John Simmonds	LS8 (18m)	3207	4 Steve Jobar	Discus b	1853
5 Mike Clarke	Nimbus 4t	2998	5 Tom Newham	Pegasus	1828
6 Mike Bird	ASH25 (25.4m)	2983	6 David Williams	Std Libelle	1802
7 Brian Scougall	Discus 2Ct (18m)	2856	7 Carol Mashall	ASW19 (club)	1303
8 Mike Brooks	LS6C (18m)	2548	8 Pete Webber	PWS	1134
9 Derek Piggott	Duo Discus (-t)	2100	9 Matt Plumridge	Discus Cs	1105
10 Alan Baker	Ventus 2Ct (18m)	2009	10 Mike Small	DG101	1020
11 Robert Dall	Ventus c (17.6m)	1908	11 Alan Boyle	Discus	818
12 Jeff Warren	ASW28 (18m -t)	1883	12 Graham Bell	Discus(-w-t)	786
13 Chris Lewis	Ventus 2 (18m)	1882	13 John Baxter	ASW19b (w)	507
14 Mike Thick	ASH25	1452	14 Mark Adams	DG101club	141
15 Peter Kynsey	DG1000t (20m)	1338			
16 Pete Hamblin	Ventus2Ct (18m)	1020			
17 John White	Ventus (15m -w)	806			

UK Mountain Soaring Competition Aboynce, 30 August - 8 September

Pilot	Glider	Points
1 Roy Wilson	Ventus 2cxt/18m	1852
2 Phil King	LS 8/18m	1746
3 John Ellis	Nimbus 3T/25.5m	1680
4 Charlie Jordan	Std. Cirrus	1624
5 John Williams	Antares 20m	1457
6 Pete Gray	DG 600/18m	1415
7 Stuart Naylor	Duo Discus	1388
8 Mark Jerman	ASW 28/18m	1264
9 Steve Thompson	DG 200/17	1183
10 Dave Latimer	Discus	1076
11 Roy & Lyn FD	Duo Discus	1058
12 Peter Ryland	DG 400/17	1027
13 Robert Tait	Twin II	931
14 Scott Napier	Discus	587
15 James Addison	Discus	580

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Pete Harvey



Leigh Wells

Ron Smith Photography

1	LM Wells	54	ND Tillett	109	KR Atkinson	163	S McLaughlin	217	MJ Vickery	259	DA Booth
2	PJ Harvey	56	MS Armstrong	110	MT Davis	164	JA McCoshim	218	A Ward	260	DF Bromley
3	SG Jones	57	JW White	111	TJ Wills	165	TJ Wheeler	219	N Smith	261	TJ Webb
4	GG Dale	58	RC Bromwich	112	JP Gilbert	166	A Liran	220	RD Payne	262	JP Dean
5	RS Hood	59	PE Baker	113	TM Mitchell	167	FB Jaynes	221	GW Craig	263	RM Starting
6	RA Cheetham	60	AD Tribe	114	JL Whitting	168	S Roberts	222	JS Wand	264	G Paul
7	TJ Scott	61	W Aspland	115	TAJ Smith	169	KW Payne	223	TJ Davies	265	RP Brisbane
8	JN Rebbeck	62	MJ Jordy	116	R Jones	170	MC Costin	223	A Kangurs	266	SD Codd
9	PJ Masson	63	PR Stafford-Allen	117	JP Galloway	171	J Sage	225	BD Scougall	267	D D'Arcy
10	PR Jones	64	DR Campbell	118	KB Tipple	172	M Clarke	226	SE Archer-Jones	268	MA Roberts
11	MJ Young	65	EC Crosbie	119	M omilnson	173	SG Olender	227	A Wells	269	JR Luxton
12	AJ Davis	66	PJ Kite	120	JG Arnold	174	JR Taylor	228	SJ Armitage	270	RJ Welford
13	P Crabb	67	FG Bradney	121	CV Heames	175	D Williams	229	MJ Turnbull	271	JD Spencer
14	I MacArthur	68	WD Inglis	122	RA King	176	DA Smith	230	SP Woolcock	272	J Wilson
15	H Jones	69	C Curtis	123	RA Johnson	177	GR Green	231	PJ Stratten	273	NP Wedi
16	TE Macfadyen	70	SS Shah	124	JA Tanner	178	M Jenkins	232	M Critchlow	274	JC Baldock
17	GC Metcalfe	71	C Cobham	125	AJ Cockerell	179	D Latimer	233	DH Smith	275	PM Shelton
18	CG Starkey	72	M Holden	126	RJ Hart	180	TP Newham	234	PM Sheahan	276	MP Brooks
19	DS Watt	73	SJ Kelman	127	JA Stephen	181	M Schlotter	235	MA Thorne	277	M Boulton
20	J Williams	74	AF Watson	128	M Davis	182	DJ Westwood	236	DJ Langrick	277	C Buengen
21	SR Ell	75	DH Gardner	129	MB Jefferyes	183	MD White	237	DJ Kershaw	279	JWL Clarke
22	TJ Milner	76	ME Newland-Smith	130	M Collett	184	TS Marwaha	238	TJ Beckwith	280	CG Corbett
23	GP Stingmore	77	LM Rebbeck	131	DS Pitman	185	AJ Clarke	239	SR Lynn	281	AW McKee
24	JM Hood	78	RF Thirkell	132	GN Thomas	186	AI Perley	240	PG Scott	282	CJ Lowrie
25	I Ashdown	79	RJ Large	133	R Arnall	187	GC Beardsley	241	JC Ferguson	283	MS Hawkins
26	RA Browne	80	H Kindell	134	WDG Chappel	188	AH Freeborn	242	J Craig	284	JA McWilliam
27	W Ellis	81	E Sparrow	135	OJ Walters	189	A Pozerskis	243	RC Ellis	285	CR Sutton
28	EW Johnston	82	RE Francis	136	RJ Smith	190	Z Marczynski	244	CM Davey	286	AD Piggott
29	AD May	83	IM Evans	137	JP Simmonds	191	C Lawrence	245	JA Clark	287	JR Jeffries
30	AV Nunn	84	JN Wilton	138	JT Hitchcock	192	PW Armstrong	246	WJ Head	288	ER Smith
31	JC Meyer	85	PC Naegeli	139	MJ Witton	193	M Bird	247	RL Smith	289	AJ McNamara
32	D Draper	86	GR Glazebrook	140	MC Mouliang	194	LB Roberts	248	PF Whitehead	290	R Tietema
33	RA Walker	87	JE Gatfield	141	MW Durham	195	S Lapworth	249	DW Smith	291	SR Wilkinson
34	KD Barker	88	KM Draper	142	JKG Pack	196	EJD Foxon	250	BL Cooper	292	WH Parker
35	MJ Cook	89	PE Thelwell	143	GC Alison	197	CDR Tagg	251	MK Lavender	293	A Presland
36	DP Francis	90	DC Chappell	144	IR Cook	198	F Aitken	252	JP Gorringer	294	JB Giddins
37	BA Birlison	91	AR Hill	145	DA Roddie	199	T Stuart	253	NH Wall	295	SR Nash
38	JD Ewence	92	HA Rebbeck	146	WT Craig	200	R Maskell	254	R Kalin	295	A Farr
39	JE Roberts	93	FJ Davies	147	MW Dickson	201	APC Sampson	255	PF Schartau	297	NJ Gough
40	DE Findon	94	GJ Bass	148	S Carmichael	202	KJ Hartley	256	NW Goudie	298	MD Wells
41	AA Darlington	95	SL Chapelland	149	MC Foreman	203	DT Bray	256	MJ Smith	299	PJ Field
42	GM Spreckley	96	PF Brice	150	GS Goudie	204	RA Cole	258	TR Gaunt	300	LJ Gregoire
43	AG Hall	97	G Macdonald	151	NV Parry	205	R Andrewartha				
44	GK Drury	98	GD Morris	152	RA Johnson	206	DK McCarthy				
45	PC Fritche	99	AR MacGregor	153	MH Pope	207	D Heslop				
46	L Dale	100	L Hornsey	154	P Ryland	208	P McLean				
47	PR Pentecost	101	CJ Aldis	155	CJ McInnes	209	MF Lissan				
48	MJ Webb	102	A Eckton	156	RB Witter	210	MJ Birch				
49	PL Hurd	103	PH Rackham	157	SM Platt	211	DM Byass				
50	MR Fox	104	GN Smith	158	AD Holmes	212	PJ Coward				
51	RJ Nunn	105	DJ Miller	159	RS Jobar	213	AR Hughes				
52	CP Jeffery	106	HR Hay	160	AD Betteley	214	G Baker				
53	MR Parker	107	PG Sheard	161	CR Smithers	215	MS Szymkowicz				
54	SCJ Barker	108	JM Denton	162	SR Jarvis	216	AF Perkins				

PROVISIONAL ratings list compiled by John Wilton. Pilots are advised to check their own ratings (preferably by January 1) and can do so by following the instructions on the BGA website (Info for clubs – Cross-Country & Competitions – Ratings: www.gliding.co.uk/bgainfo/competitions/ratings.htm) If you shared a glider, did not renew your FAI licence or used an incorrect FAI number to enter a comp you are particularly advised to read the instructions. From some time in December, applications forms for nationals places and FAI licences will be available at www.gliding.co.uk/competitions

THE RACING YEAR: COMPETITION RESULTS

Gransden Club Regionals Gransden Lodge, 2-10 August

Pilot	Glider	Points
1 Simon Barker	Std. Cirrus	757
2 John Gilbert	LS 3	667
3 Mike Wilton	Std. Libelle	638
4 Sarah Platt	LS 4	617
5 Steve / Jane Nash	Mosquito	608
6 Martin White	LS 7	604
7 Mike Tomlinson	LS 4	579
8 Simon Armitage	Discus	569
9 Phil Scott	Pegase	567
10 Steve Woolcock	LS 7 W	542
=11 Martin Boulton	LS 4	539
=11 Claudia Buengen	DG 100	539
13 William Parker	Discus	406
14 Norman Parry	LS 4	404
15 John Norman	ASW 24	345
16 Geoff King	DG 300	330
17 Darren Lodge	LS 7 WL	301
18 Ian Gutsell	PIK 20 D	263
19 Anthony Claiden	DG 100	12
20 Bill Bullimore	Mosquito	11
21 Richard Brickwood / Peter Belcher	ASW 19	7
22 Colin Cownden / Jem Davies	ASW 20	3
=23 Alan Boyle	Discus	2
=23 Paul Candler	LS 7 WL	2

Gransden Sport Regionals

Pilot	Glider	Points
1 Bob Bromwich	ASG 29/18m	669
2 Geoff Glazebrook	LS 6	634
3 John Wilton	ASW 20 C	590
4 Colin Smithers	ASH 25E	559
5 Ken Payne	ASW 20 C	548
6 Alan Head	Duo Discus	339
7 Paul Rowden	LS 8/18m	269
8 Andy Walford	ASW 27 B	201
9 Derek Westwood	LS 8	23
10 Chris Davis	DG 500 22m	22
11 Damien Dyer	Ventus cT 17.6m	13
12 Julian Bayford / Steve Foster	LS 8T/18m	11
13 John Birch	Duo Discus X	10
13 Chris Fox	Janus C	10
15 Janet Birch	ASW 28E/18m	9
16 Peter O'Donald	Duo Discus T	7
=17 John Clark	Nimbus 2 c	0
=17 John Ferguson	Ventus 17.6	0
=17 James Kellerman	ASG 29/18m	0

Interservices Open Regionals Honington, 2-10 August

Pilot	Glider	Points
1 Rob Nunn	DG 202	870
2 Angus Watson	ASH 25	844
3 Dave Chappell	Ventus 2CT/18m	809
4 Kevin Atkinson	Duo Discus	787
5 Chris Heames	Duo Discus T	779
6 Gwyn Thomas	Nimbus 3/25.5m	772
7 Luke Hornsey	ASW 20	651
8 Dennis Heslop	Ventus 2CT/18m	645
9 Gareth Baker	LS 8/18m	642
10 Tochi Marwaha	DG 1000/20m	583
11 Paul McLean	Ventus 2CT/18m	550
12 Peter Field	Duo Discus XT	526
13 Ian Harris	Discus B	524
14 Neill Atkins	LS 8/18m	505
15 Daz Smith	DG 500 20m	442
16 Robbo Roberts	ASW 20W	430
17 Phil Sturley	ASH 26E	422
18 Andy Durston	ASW 27	398
19 Colin McInnes	Discus 2/18m	393
20 Oscar Constable	Janus CT	374
21 Peter Stafford-Allen	Ventus 16.6m	360
22 Tim Davies	ASW 20W	297
23 Del Ley	Discus W	280
24 Ian Mountain	LS 8	248
25 Ged McKnight	LS 6/17.5m	240
26 Werner Stroud	LS 8/18m	163
27 Tom Brenton	LS 6	111
28 Paul Wright	Discus W	75
29 Dave Fidler	Discus	23
30 Pip Barley / Derek Jones	ASW 27	10
31 Arran Armstrong	Discus W	0

Junior Championships Nympsfield, 2-10 August

Pilot	Glider	Points	Day 1	Day 2
1 Luke Dale	ASW24 (15m-w)	558	1/196	1/362
2 Jamie Denton	LS4 (15m)	465	5/183	8/282
3 Andy May	LS8 (15m)	457	3/188	15/269
4 Matthew Davis	Std. Cirrus	454	10/153	3/301
5 William Chappel	LS8 (15m)	452	6/177	11/275
6 Shaun McLaughlin	Std. Cirrus(w)	414	4/185	21/229
7 Chris Lawrence	ASW19b (15m)	385	14/102	7/283
8 George Green	Discus (15m)	384	8/173	25/211
9 Ewan Crosbie	ASW19b (15m)	381	9/155	22/226
10 Alexander Ward	Discus (15m-w)	365	11/142	23/223
11 Tom Smith	LS8 (15m)	327	16/56	13/271
12 Rob Starling	ASW15 (15m)	323	12/135	27/188
13 Charlie Tagg	LS8 (15m)	308	7/176	31/132
14 Mike Collett	Std. Libelle (15m)	305	29/0	2/305
15 Nick Smith	Std. Cirrus(w)	297	29/0	4/297
16 Laurie Gergoire	Astir W (15m)	296	29/0	5/296
17 Oliver Barber	Discus (15m-w)	285	29/0	6/285
18 Andy Cockerell	LS4 (15m)	281	29/0	9/281
19 Fran Aitken	DG300 (15m)	280	20/2	10/278
20 Matt Robain	ASW20 (15m)	274	29/0	12/274
21 Tim Webb	LS8 (15m)	271	23/1	14/270
22 Tom Holloway	ASW15b (15m)	270	15/97	28/173
23 Alexander Maitland	ASW15 (15m)	249	29/0	16/249
24 Stuart Carmichael	Std. Libelle (15m)	242	20/2	17/240
25 Will Ellis	ASW15 (15m)	238	29/0	18/238
25 Charlie Jordan	Std. Cirrus	238	23/1	19/237
27 Matt Waters	Cirrus (17.7m)	231	29/0	20/231
28 Philipp Schartau	Kestrel 19	228	2/190	40/38
29 Rory Condon	ASW24 (15m-w)	218	dnf/0	24/218
30 Rachel Hine	LS4 (15m)	209	29/0	26/209
31 Stefan Astley	Astir CS (15m)	182	19/3	28/179
32 Stephen Nook	Std Jantar	152	dnf/0	30/152
33 Sam Roddie	LS7 (15m-w)	149	13/111	40/38
34 Pete Davey	ASW20 (15m)	109	29/0	32/109
34 Ellie Armstrong	ASW15 (15m)	109	29/0	32/109
36 Dave Bray	LS6 (15m)	100	29/0	34/100
37 Kate Woods	LS4 (15m)	92	23/1	35/91
38 Eoin Cassels	Std. Cirrus	84	17/15	37/69
39 Tom Pridgeon	Pegasus	72	23/1	36/71
40 Richard Crockett	Astir CS (15m)	56	18/4	38/52
41 James Francis	Astir CS (15m)	51	29/0	39/51
42 Carl Hutson	Astir CS (15m)	33	29/0	42/33
43 Pete Hibbard	Kestrel 19	31	20/2	43/29
44 Ryan Berry	DG101 (15m)	21	29/0	44/21
45 Colin Field	Astir Jeans (15m)	15	29/0	45/15
46 David Bennett	ASW27b (15m)	1	23/1	46/0
46 Steve Pozerskis	Std. Cirrus	23/1	46/0	46/0
48 Emily Todd	Std. Libelle (15m-w)	0	29/0	46/0
48 Matthew Woodiwiss	Astir CS (15m)	0	29/0	46/0
48 Shaun Murdoch	Acro Twin 3	0	29/0	46/0

HERE are more 2008 comp results for BGA-rated regionals and nationals that are not already listed on pages 46 and 47 of this issue

For the provisional 2008 Ratings List, see page 49

For the BGA's 2008 Competitions Calendar turn to page 4

S&G's thanks are due as always to John Wilton, who is a member of the BGA Competitions and Awards Committee, for all his hard work on collating and supplying the vast majority of the information that is contained on these results pages

Booker Regionals Booker, 19-27 July

Pilot	Glider	Points
1 Denis Campbell	Ventus 2cxt	3778
2 Jon Gampfield	ASW 27	3626
3 Wayne Aspland	LS8	3424
4 Glen Alison	Ventus 2b	3374
5 Andy Bettelley	Ventus 2a	3339
6 Shack Roberts	Discus	3328
7 Mike Philpott		
7 Andy Perley	Duo Discus T	3317
8 Tony Hughes	LS 6	3210
9 Jim White	ASW 27	3162
10 Nils Wedi	LS 4	2921
11 Geoff Lyons	LS 6	2445
12 Hannah Hay	LS 4	2258
13 Bob Smith / Alun Jenkins	LS 4	2102
14 Jan McCoshim / Dave Byass	LS 8	2066
15 Gary Nuttall	Std Jantar	1740
16 Phil Cumming	ASW 19	1681
17 William Parker	ASW 20c	1650
18 Geoff Tabbner	Ventus bT	1132
19 Steve Williams	DG 303	1098

Eastern Regionals Tibham, 24 May - 1 June

Name	Aircraft	Points
1 Peter Stafford Allen	Ventus (16.6m)	1000
2 Andy Hill	Duo Discus XT	953
3 Angus Watson	ASH 25	951
4 Ray Hart	Nimbus 2C	933
5 Peter Ryland	DG 400	885
6 Albert Freeborn	ASW 27	834
7 Gwyn Thomas	Nimbus 3 25.5m)	821
8 Tess & John Whiting	Discus B (w)	817
9 Phil Hayward	DG200 (17m)	630
10 Bob Grieve	LS8 (15m)	612
11 Tim Davies	ASW 27	590
12 Steve Codd	Grob 103	580
13 Ian Campbell	LS8 (18m)	528
14 James Dean	Discus (w)	395
15 Mick Hughes	K21	376
16 Norman Clowes	ASW 20C	361
17 Steve & Jane Nash	Mosquito B (w)	241
18 David Taylor	LS4	230
19 Chris Lawrence	ASW 19	197
20 Michael Pointon	Discus B (w)	26

UK Grand Prix Lasham, 1-7 September

Name	Glider	Points
1 Chris Curtis	ASW 27b	UK7
2 Gary Stingemore	ASG 29e	UK5
3 Steve Jones	Ventus	UK4
4 Paul Brice	ASG 29	UK3
5 Dave Watt	Ventus 2	UK2
6 Ian MacArthur	Discus 2T	UK1

Bidford Regionals Bidford, 21-29 June

Pilot	Glider	Points
1 Dave Findon	Nimbus 4DT	2415
2 Ian Ashdown	Nimbus 3/25.5m	2410
3 Alastair MacGregor	Ventus 2CT/18m	2102
4 Justin Wills (+ Barry Walker)	Duo Discus XT	2069
5 Bill Inglis	Ventus 2CT/18m	2061
6 Mike Moulang (+ Tony Moulang)	Duo Discus T	1984
7 Andy Davis (+ Matt Davis)	Duo Discus	1948
8 Jamie Sage	LS 8/18m	1859
9 Frank Jaynes	Duo Discus T	1776
10 Malcolm Lissan	Ventus 2cM/18m	1752
11 Jon Wand	ASH 26E	1719
12 David Smith	Nimbus 3/25.5m	1700
13 John Clark	Nimbus 2 c	1689
14 Rod Witter	Duo Discus	1599
15 Derek Piggott (+ Bob Stammer)	Duo Discus T	1537
16 Mike Thorne	Discus	1529
17 Simon Ramsey	Discus	1464
18 Robert Dall	Ventus cT 17.6m	1285
19 Chris Morris	Ventus 2cXT/18m	1236
20 Z Goudie	Discus bT	1201
21 Andrew Turk	ASW 20	1196
22 Ian Campbell	LS 8/18m	1188
23 Ralph Jones (+ Simon Marriott)	Nimbus 4DM	1186
24 Mike Costin	ASH 25M	1181
25 Kevin Hook	DG 400/17	1162
26 Simon Waterfall	LS 8	1121
27 Michael Wilton	Std. Libelle	1051
28 Geoff King	DG 300	1027
29 Alistair Cook	Ventus 17.6m	1024
30 Peter Yeo	LS 4	1004
31 Graham Paul	LAK 19/18m	996
32 Roger Wilson (+ R Chapman)	Ventus bT 16.6m	942
33 Julian Hitchcock	DG 1000/20m	868

18m Class Nationals Bicester, 17-25 August

Pilot	Glider	Points	Day 1	Day 2	Day 3	Day 4	Day 5	Day 6
1 Leigh Wells	ASG29	2950	1/460	20/248	6/297	15/551	2/969	1/425
2 Russell Cheetham	ASG29E	2874	4/405	32/166	11/270	2/642	1/1000	4/391
3 Steve Jones	Ventus 2cT	2812	10/351	20/248	13/260	3/628	3/931	3/394
4 Dave Watt	Ventus 2a	2665	7/390	5/279	20/250	14/560	5/847	15/339
5 Stephen Ell	ASG29	2616	11/330	16/253	7/293	17/542	8/818	7/380
6 Jez Hood	LS8-18	2615	16/314	1/298	5/298	19/526	12/772	2/407
7 Richard Browne	ASG29E	2586	4/405	26/236	32/210	20/511	6/840	5/384
8 Chris Starkey	ASW27b	2557	20/290	3/283	3/319	4/621	13/743	25/301
9 Ed Johnston	ASG29E	2548	30/275	35/131	9/282	5/615	4/867	8/378
10 Alastair Nunn	LS6	2530	2/412	19/252	2/324	7/584	19/690	31/268
11 Howard Jones	Ventus 2	2467	14/317	43/106	12/264	11/573	7/826	6/361
12 Darren Francis	Ventus 2xaj	2441	8/373	30/199	10/275	13/566	21/687	11/341
13 Afandi Darlington	ASG29E	2433	9/359	38/117	16/256	20/511	9/817	7/373
14 Roy Pentecost	ASG29E	2423	33/268	9/265	16/256	1/679	32/630	20/325
15 Phil Jeffrey	Ventus 2cxT	2383	15/316	6/267	16/256	9/577	33/627	13/340
16 Alan Tribe	LS8-18	2350	12/325	16/253	31/213	20/511	16/716	18/332
17 Denis Campbell	Ventus 2cxT	2328	34/261	10/260	16/256	18/529	26/665	10/357
18 Bob Thirkell	ASG29E	2297	28/277	36/123	15/257	6/602	15/718	22/320
19 Iain Evans	JS1	2294	48/207	2/288	8/287	20/511	28/660	11/341
20 Patrick Naegeli	Ventus 2cT	2274	21/289	15/255	14/258	20/511	27/663	26/298
21 Gary Stingemore	ASG29	2273	3/408	3/283	30/218	38/261	10/815	29/288
22 Graham Smith	ASG29E	2221	19/297	42/110	47/161	16/544	11/791	23/318
23 Jon Arnold	Discus 2c	2140	34/261	25/246	22/244	20/511	35/622	36/256
24 Brian Birlson	Ventus 2c	2136	23/285	31/172	28/232	20/511	35/622	24/314
25 Dan Pitman	LS8-18	2134	13/318	27/229	37/196	32/329	14/729	17/333
26 Ian Cook	Ventus 2cxT	2082	34/261	6/267	21/247	37/274	18/696	16/337
27 Bill Inglis	Ventus 2cT	2081	6/397	33/163	33/209	20/511	17/713	44/88
28 Colin McInnes	Discus 2T	2044	26/282	20/248	50/12	10/574	24/670	34/258
29 Jan McCoshim	LS8-18	2020	42/258	8/266	4/299	20/511	48/455	40/233
30 Kevin Houlihan	DG808C	1909	48/234	40/112	43/186	12/571	43/540	32/266
31 Tony Pozerskis	Lak19T	1884	24/284	29/203	29/228	31/346	44/534	28/289
32 Charlie Tagg	Ventus 2	1879	21/289	11/258	41/188	41/233	30/645	32/266
33 Martin Durham	LS8-18	1877	32/271	13/256	22/244	48/200	40/584	21/322
34 Paul McLean	Ventus 2T	1855	44/247	13/256	34/208	49/181	34/623	13/340
35 Mark Szymkiewicz	DG600	1831	25/283	16/253	49/129	47/201	22/683	30/282
36 Russ Francis	LS8-18	1813	18/302	11/258	42/187	46/212	38/613	39/241
37 Wayne Aspland	LS8-18	1799	34/281	20/248	40/193	36/275	37/616	42/206
38 Wendy Head	ASW27b	1752	34/261	37/118	25/235	44/227	29/658	37/253
39 Bruce Cooper	ASW27b	1748	45/244	48/0	1/399	20/511	39/594	50/0
40 Frank Davies	LS6c	1744	27/278	40/112	38/194	45/224	23/678	34/258
41 John Spencer	ASG29E	1655	34/261	34/132	51/0	8/581	31/634	49/47
42 Colin Sutton	Ventus 2cxT	1617	49/130	28/221	22/244	35/302	49/390	19/330
43 John Giddins	Ventus 2c	1591	28/277	48/0	36/204	40/255	25/667	43/188
44 Alan Garrity	Lak17T	1570	17/305	20/248	44/183	42/231	41/544	47/59
45 Zenon Marczyński	Ventus 2oxT	1490	50/120	38/117	26/234	49/181	42/541	27/297
46 Geoff Lyons	LS8-18	1457	34/261	44/105	35/205	51/184	47/473	38/249
47 Jim White	ASW27	1445	34/261	47/4	46/175	33/317	20/688	50/0
48 Rory O'Connor	DG808b	1318	46/234	48/0	27/233	34/313	46/478	46/60
49 Chris Cobham	ASG29	1285	31/272	46/34	48/160	43/229	45/533	48/57
50 Andrew Reid	Ventus cT	1214	51/119	45/74	45/181	30/402	50/359	45/79
51 John Ferguson	Ventus cT	959	43/254	48/0	38/194	39/257	51/42	41/212

Bicester Open Regionals Bicester, 19-27 July

Pilot	Glider	Points
1 John Roberts	Duo Discus	3923
2 Mick Webb	LS8	3887
3 Chris Curtis	ASW27c	3748
4 Mark Newland-Smith	ASW28	3726
5 Afandi Darlington	ASG29e	3570
6 Paul Rackham	LS 6	3557
7 Terry Mitchell	Nimbus 3	3525
8 Robert King	ASW27	3499
9 Owain Walters	Discus 2a	3426
10 Bill Craig	ASW27b	3402
11 Frank Jaynes	Duo Discus xT	3149
12 Dan Pitman	LS 8	3034
13 Bill Inglis	Ventus 2cT	2913
14 Matthew Turnbull	LS8-15	2869
15 John Ferguson	Ventus cT	2828
16 Roy Gaunt	Nimbus 2a	2739
17 Steve Codd	Nimbus 2c	2726
18 Pete Stratton	Ventus 17.6m	2720
19 Al McNamara	Discus 2a	2648
20 OJ Garrity/Nigel Gough	LAK 17aT	2646
21 Damien Dyer/AI Cook	Ventus cT	2613
22 William Chappel	LS 8	2504
23 Basil Fairston	ASW 27	2486
23 Colin Davey	ASW 20	2486
25 Mark Szymkiewicz	DG600-18	2443
26 Graham Paul	LAK 19T	2377
27 Dave Crowson	Duo Discus	2335
28 Richard Chapman	Ventus 16.6m	2277
29 Dave Bray/Howard Stone	LS6c	2266
30 Andy Hyslop	Ventus 2cT	2190
31 John Giddins	Ventus 2c-18	1856
32 Derek Jones/Pip Barley	ASW27b	1810
33 Mike Costin/Frank Pozerskis	ASH25ml	1798
34 Simon Waterfall	LS 8	1658
35 Philipp Schartau	Kestrel 19	1649
36 Minoo Patel	LS8-18	284

Bicester Sport Regionals Bicester, 19-27 July

Pilot	Glider	Points
1 Mike Fox	LS4	3764
2 Suney Shah	Std Cirrus	3658
3 Luke Horsey	ASW20	3374
4 Andrew Cockerell	LS4	3214
5 Richie Arnall	Janus cM	3186
6 Mark Critchlow	LS4	3043
7 Norman Parry	Std Cirrus	2965
8 Dave Williams	Std Libelle	2922
9 Mike Tomlinson	LS4	2856
10 Ken Hartley	ASK21	2844
11 Stephen Archer-Jones	ASW20	2693
12 Francesca Aitken	ASK21	2663
13 Mark Lavender	ASW19b	2584
14 David Darcy/Mark Sanders	LS4	2500
15 James Wilson	Std Cirrus	2497
16 Andy McKee	Pegasus 101	2484
17 Laurie Gregoire	Astir wI	2394
18 Andy Preston	Discus cs	2365
19 Ian Smith / Micky Boik	Janus a	2323
20 Ayala Liran	Std Libelle	2309
21 Alan Jenkins	Discus b	2278
22 Majorie Hardwick	Discus b	2184
23 Neil Kelly	ASW15a	2086
24 Andy Henderson	Discus b	2020
25 Paul Copland	ASW19b	2011
26 Geoff King	DG300 Elan	2010
27 Simon Adlard	DG505 20m	2002
28 Mike Howey	DG200	1945
29 Mike Witton	Std Libelle	1800
30 John Staley	LS4w	1751
31 Lukas Brandt	Discus	1710
32 Derek Staff	LS4	1617
33 Alastair Harrison	Std Cirrus	1611
34 Jon Gammage	DG300	1456
35 Paula Aitken	K6E	1449
36 Debbie Thomas	DG101	1351
37 Louise Walker	Astir cs	1043
38 Derek Kitcher	Std Cirrus	1007

Dunstable Regionals, Dunstable, 16-24 August

Blue

Pilot	Glider	Points
1 Ewan Crosbie	ASW19b (15m)	2073
2 David Miller	ASW20 (15m)	1915
3 Kieran Commins	ASW20 (15m)	1803
4 Stuart Carmichael	Std. Libelle (15m)	1787
5 Andrew Sampson	LS4 (15m)	1571
6 Gordon Craig	LS4 (15m)	1532
7 Tom Beckwith	Discus (15m)	1529
8 Shaun McLaughlin	Std. Cirrus(w)	1468
9 John Jeffries	ASK21 (17m)	1433
10 Chris Collingham	Discus (15m)	1354
11 Graham Pursey	ASW24 (15m-w)	1281
12 Ken Woods	LS4 (15m)	1081
13 Richard Lodge	ASW24 (15m-w)	1075
14 Peter Denman	DG200 (15m)	609
15 David White	Discus (15m)	556
16 Jim Slater	Discus (15m)	539
17 Roger Banks/Phil Warner	ASK21 (17m)	433
18 Alan Harrison	ASK21 (17m)	238
19 Alan McKillen	ASW20 (15m)	222
20 Alan Garfield/Dave Cornelius	ASK21 (17m)	-506

Red

Pilot	Glider	Points
1 Nick Tillet	ASW27b (15m)	3499
2 Mark Davis	Discus (15m-w)	3106
3 Tom Smith	LS8 (15m)	2959
4 Paul Rackham	LS8 (15m)	2691
5 William Chappel	LS8 (15m)	2506
6 Mark Newland-Smith	ASW28 (15m)	2481
7 Steve Lynn	Duo Discus X (20m)	2442
8 Tony Hughes	LS6 (15m)	2366
9 Graham Paul	Lak 19 (18m)	2321
10 Andy May	LS8 (15m)	2282
11 Ian Reekie	LS8-18 (18m)	2274
12 Volker Pacher	ASW20 (15m)	2237
13 Simon Edwards	ASH26 (18m)	2082
14 Mike Stringer/Rupert Puritz	Duo Discus (20m)	2030
15 Rob Brimfield	ASW24 (15m-w)	1938
16 Guy Corbett	Lak17a (15m)	1798
17 Geoffrey Payne	ASW27b (15m)	1788
18 Geoff Glazebrook	LS6 (15m)	1697
19 Paul Whipp	ASW28 (15m)	1374
20 Francis Russell	LS6c (18m)	1355
21 Robin Hodge	ASW22 (24m)	1282
22 Aidan Paul	LS8 (15m)	809
23 Andrew Brown	ASW27a (15m)	529
24 Trevor Nash	Mosquito b	487

Reports from some of these comps are featured in this issue:

- UK Grand Prix, by Chris Curtis, see page 40
- Standard Class Nationals, by Ella Draper, see page 41
- Club Class Nationals, by Jane Randle, see page 42
- 18-Metre Class Nationals, by Dan Pitman, see page 44

■ 20-Metre Class Championships, by Brian Birlson, see page 45

■ Junior Championships, by Tim Macfadyen, see page 45

There is also a report on the flapped classes of this year's Worlds at Lüsse on page 38.

A report on the UK Mountain Soaring Championships will appear in the next issue of S&G.



This page, clockwise from top left:
Scottish Gliding Union's DG-505 (David Clark)

Sixteen-year-old Helena Gardner pictured at
Cotswolds just after her first solo (Stephen Cook)

Cool, suave, sophisticated – It has to be Derek Crabb in
the back seat of **Burn's** ASK 21 (Kevin Moseley)

Burn's Janus glider about to be given the All Out and
off to 3,000ft (Kevin Moseley)

Buckminster's NPPL training mount, T61 Venture
TMk2, arriving at the Waddington Air Show, flown by
club members Gary Bustin and Richard Mitchell
(Chris Hayball)

Booker has been running a photo competition
throughout the year. This is one of the entries –
Graham Saw in his Lunak, entitled "Keep a good
lookout in the circuit" (JS Mante)

Opposite page:
Many congratulations to **Lasham's** Sandy Hawkyard
who has recently been awarded Associateship of The
Royal Photographic Society. In order to obtain this
distinction, a photographer has to submit a portfolio for
approval by a highly qualified panel of fellows of the
society. Sandy's outstanding portfolio of gliding images,
some of which are pictured here, has enabled her to
use the letters ARPS after her name
(sandyprints.co.uk)

Our thanks to all the photographers and to our Club
News contributors for sending these in. Remember,
if you'd like to submit your previously-unpublished
photographs for possible inclusion somewhere in S&G,
do send them to editor@sailplaneandgliding.co.uk





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Club news

Banbury (Aquila)

SEPTEMBER has been a great improvement and *ab-initio* training kept our tug pilots busy. Brian Hammond gained his Silver height and Tim Wheeler finished a creditable sixth in the Bicester Regionals. We exhibited our Astir at the Banbury Canal Day, and although the weather was very wet we attracted a lot of interest. We were able to cover most of the Astir using a gazebo. At least visitors could look in the cockpit and learn about gliding without getting wet. A CofA maintenance programme for the club gliders has been implemented sharing the work amongst a number of inspectors and assisted by club members as appropriate. Our annual inspection of our Pawnee was completed on schedule with the help of our friends. An expedition to Talgarth with our K-21 was planned for early October so let's hope they have a good time.

Rod Watson

Bannerdown (RAF Keelil)

DESPITE the dreadful summer and being hindered by non-flying airfield events, the club has still managed to achieve some excellent results. Congratulations go to Dave Waller for his 300km, Dave Holly for being given the thumbs-up as our newest tug pilot and Charlie Hocking on re-soloing after a lengthy break from flying. Huge thanks to all the heroes that still continue to work on the new clubhouse, already proving invaluable. The sad and sorry old clubhouse is now a distant memory.

Ian Harris

Bath, Wilts and North Dorset (The Park)

DESPITE the recurring rain we managed more launches in August than in August of the previous year. Most members who headed off to other clubs for competition or club flying found themselves enjoying a good social week rather than flying. We are gradually redressing the loss of some of our instructors. Michael Schlotter has just completed an Ass Cat course and Colin Field and Mark Player have become BIs. They are all a welcome addition to our instructor lists. We are also slowly building up our membership numbers, and have welcomed a number of new people this year. Most are already finding their feet and making a good contribution to the working of the launchpoint and the club activities.

Jan Smith

Black Mountain (Talgarth)

LIKE everyone, we have suffered from poor weather but happily our flying is only very slightly down on last year. So far, autumn is looking good and the wave and ridge seeking expeditions are arriving in force. Bo Nilsson, our full-time summer instructor, is heading back to NZ for our winter and hopefully he will be back in 2009. Several members have gone solo, including Paul McKenna and Anna Blak, while Rhona Wakeham has been entertaining us all with aerobatics in the K-21. Task Week was fully booked as always and, despite poor weather, we had great fun trying to find castles and bridges in the Wye Valley and staying up late under the Talgarth Oak barbequing. For those of you who haven't



Congratulations to Brian Conway on his first solo at Booker



Daniel McCormack was sent solo by Alan Roberts at Bowland Forest



Drew Dutton is congratulated by John Parr after his solo at Burn

been to Talgarth, why not order a 2009 BMGC calendar to brighten up the winter gloom? At £5, it's a bargain! Robbie Robertson

Booker (Wycombe Air Park)

DESPITE the weather, we achieved six days in our Regionals and our launch rate was much better than feared. We continue to train and recent solos include Brian Conway, Harry Fox, Robert Turner and Mark Wolff. Jim Pengelly and Doug Colchrane completed the Staples to Naples Charity run in their Skoda banger in aid of both "Help for Heroes" and the Test Flying Memorial Project, which is building a memorial to the 500 UK test flying crew who have lost their lives making aviation safer. We have been invited to join Dunstable on their expedition to Cardanya next March. We've been running a photo competition throughout the year and one of the entries, Graham Saw in his Lunak, is on page 52, entitled "Keep a good lookout in the circuit". We take this opportunity of thanking not only all our staff, but also the large number of volunteers, who work to make gliding at Booker not only possible but so enjoyable.

Roger Neal

Borders (Milfield)

OUR wave weeks are now in full flow and the wave has been setting up right on cue. A couple of our visiting pilots got to Gold height and a couple more flew offshore and round the Farne Islands. Congratulations to Ken Sangster and Barry Lytollis on completion of their cross-country endorsements – quite handy as they're now the proud owners of an LS4. Borders would also like to thank Northumbria GC (Currock Hill) for their help with the temporary swap of our K-21 for their Puchacz. With another BI course coming up and a completion course, I'm sure it'll be well used.

Rich Abercrombie

Bowland Forest (Chipping)

TEAM BFCC was represented at Pocklington's two-seater comp in August by Dave Ruttle, Andy Stansfield, Roger Shackleton and Les Green. Despite the weather they came home happy, having not come last and Dave winning the simulator contest. The dry spell that came in September was a thankful relief and meant members duly filled their boots – generally with mud. It also meant congratulations went to one of youngest members, Daniel McCormack, who was sent solo by Instructor Alan Roberts. We now have a Jeans Astir as an addition to our fleet and following a slight mishap to one of our K-8s that has fallen foul of EASA regulations; Ged Terry has kindly lent us his Swallow. My fellow contributor, Tracy Joseph, has for the foreseeable future decided to have a rest from gliding. We all wish her well and hope to see her return.

Phil Punt

Bristol and Gloucestershire (Nympsfield)

THE committee called an EGM in October to discuss and vote on our tug and glider fleet. Congrats to Matt Davis on becoming a BI just in time to go to university. Also to

Adam Kelly and brothers Simon and Timothy Makosz on going solo. Barry Liles and Alistair Scott got Bronze. Poor days were spent on classroom work and housekeeping round the club. A winter programme of talks and activities was planned and Thursday evening parties did useful maintenance. Pleasant sunny autumn weather produced some soaring, including a few trips to the Welsh hills and a lot of flying, keeping the club busy for the first time for months.

Bernard Smyth

Buckminster (Saltby)

TWO aerobatic contests, the Nationals and the Saltby Open, were held at the club. Our Venture was in the Static line-up at the RAF Waddington Air Show. Three cadets from the Air Training Corps completed gliding courses funded by the Bursary: Sarah Jane Livermore from 1300 Sutton in Ashfield squadron, Brady Allsop from 348 Ilkeston squadron and Tom Fussey from 2292 Market Rasen squadron. We congratulate Tom on his excellent first solo. Members were very impressed with the cadets' good manners and general demeanour; all three a credit to their parents and squadrons. Our long-serving and popular CFI Les Merritt has stood down, but is staying on as club manager, while John Sentence becomes CFI. Danny Goldsworthy has retired as DCFI and Ray Parkin is replaced as safety officer by Steve Dadds.

Isobel Hayball

Burn (Burn)

WE HAVE an enthusiastic group of new members as shown by the fact that we had five first solo flights in one month. Congratulations to Andrew Kitchen, Bill Weir, John Shaw, Nathan Mills and especially Drew Dutton whose solo flight was on the first flying day after his sixteenth birthday. Congratulations also to our instructor team whose hard work made all these flights possible. Chris O'Boyle has completed his Silver badge by achieving the height – no mean feat considering the cloud bases we have experienced this summer. Paul Newmark has retired from the post of club treasurer after many years of dedicated hard work. It is because of Paul's skilful stewardship over the years that the club is in a good position to meet the challenges of the credit crunch, economic recession and poor summer weather.

George Goodenough

Cambridge (Gransden Lodge)

WE WILL be hosting the National Vintage Glider Club rally 23 May-1 June 2009. This is the big one! All vintage and wooden gliders welcome. See our website for details of this fun week. The date for our ever-popular regionals is 22-30 August. Book now for a discount and ➤

Please send news to editor@sailplaneandgliding.co.uk or to Susan Newby, BGA, Kimberley House, Vaughan Way, Leicester LE1 4SE to arrive by 5 December for the next issue (later deadlines at www.gliding.co.uk)

Club news

➤ secure your place. Due to popular demand we are now continuing our seven-day-a-week operation through this winter (subject to weather of course).

Derek Coppin

Cairngorm (Feshiebridge)

AT the time of writing we are halfway through our Octoberfest and have played host to visitors from Bowland Forest, North Wales, Sherington, Parham, and Oxford. Our guests have enjoyed wave climbs on most days with Croft Brown of Bowland Forest at present sitting at the top of the tree at 14,000 ft. Congratulations to John Anderson on going solo. Sinclair Bruce's Cobra has finally emerged from the trailer park for its CoFA, and has taken to the skies after an absence of eight years. Thanks go out to Nick Norman and his team for getting our Robin tug through another annual CoFA. We will be flying right through the winter at weekends, and mid-week by arrangement. Please check out our website at www.gliding.org

Chris Fiorentini

Channel (Waldershare Park)

GREAT soaring conditions on the Kent coast recently, including a classic sea breeze front, have seen club members attempting more ambitious cross-country flights. Members and instructors alike have been perfecting their field landing techniques as a result. The club is presently seeking local council permission to conduct aerotows from the site so that next year we can join the interclub league. Congratulations to Steve Chapman, our latest solo pilot. On a less happy note the club tractor and mower were stolen recently. If anyone knows where we might source a cheap replacement our chairman, Simon Waters, would be most grateful for a call. Contact details are on our website.

Nigel Shepherd

Chilterns (RAF Halton)

CONGRATULATIONS to Pip and Colin for winning, respectively, our summer mid-week and weekend ladder competitions. We are now looking forward to some good ridge-flying over the shorter days of our winter ladder – always a bit more interesting when you are cross-country tens of kilometres away from home at less than a few hundred feet above the terrain. As usual for October, we are seeing quite a few new students from UCL down at the weekends. Around 70 freshers have got back in touch with UCLUGC following the Freshers Fayre (where some 565 signed up for the mailing list), and we are endeavouring to keep those that turn up at the airfield interested in and enjoying our great sport.

Andy Hyslop

Clevalands (RAF Dishforth)

WITH only a few glimmers of decent weather recently to keep the autumnal blues at bay, all at Clevalands are eagerly awaiting a successful wave season. We've already had our collective wave soaring appetite whetted in the last few weeks, and the wave junkies are spending increasing amounts of time looking for those beautiful



John Anderson is congratulated on his solo by instructor Trevor Cook at Cairngorm

lenticulars. So here's a question for all those who usually spend their winters staying current bashing the circuit – why not come and join us for some winter wave action?! We fly every weekend, weather permitting. Visitors are always welcomed, though be sure to contact us in advance (www.clevalandsgliding.org.uk) for arrival info.

Matt Woodhouse

Cotswold (Aston Down)

WE'VE had a torrent of first solo pilots with the tally standing at nine so far. There's not enough space to list all the names so, sorry gents; ladies only. Helena Garner soloed on her 16th birthday, a first for the club and our secretary became the first woman in the UK to solo in our new PW-6. Club members have achieved considerable success in the 15M, 18M, 20M, Club Class and Junior Nationals as well as Competition Enterprise and the two-seater event. Congratulations and thanks should go to Oilly Ward for being an outstanding director of the Club Class. Our PW-6s were used for the first time for a BGA instructor course and judged to be excellent and our experienced pilots report a good cross-country performance. Regrettably, during August, one of our Ford retrieve trucks was stolen by vandals and found burnt-out locally.

Frank Birlison

Cranwell (RAF Cranwell)

CLUB members have been completing a number of tasks with Neil Atkins going round a 300km, Angus Watson and Kev Atkinson attempting a distance of over 700km and Ian Mountain coming very close to a 500km with a crop of Silver Distances to boot. We are now looking forward to both our Halloween party and Christmas party and these events should provide enough hot air to go soaring on. Our thanks go to both Mike Hale and John Morris who have put in many hours behind the scenes in order to ensure that the club remains on a sound footing, as well as all those other members who put in many hours to keep our fleet, MT and winch in good condition. We also welcome Kev Morley as our new treasurer. Finally we wish all our members the season's greetings for 2008 and a successful 2009.

Zeb Zamo

Crusaders (Kingsfield, Cyprus)

OVER in Cyprus we have made the most of our T-21 by flying our visitors in it during the very warm weather. The summer also saw a bunch of new 'Barge' solo pilots: Pat Scully, Pavel Kantor, Nik and Sveta Petko – well done all. The small group who went to Halton had a good time and managed to fly for six of the nine days – not bad considering the gain in the UK. Thanks to the staff and members at Chilterns GC for looking after us so well again. We have Ian (Gally) Gallacher and Paul Moslin here in Cyprus at the moment running two back-to-back joint Services Gliding courses – welcome boys. Also, at the moment, our aircraft engineer, Nikos Karalides is in the UK doing his Half Cat course. Good luck and hurry back – we miss you.

Jo Rigby

Darlington (Darlington)

CONSIDERABLE progress has been made at our new site. We now have approval for motor glider training, planning permission for a clubhouse, acquisition of a second hangar, new grass cutting machinery and application for Grant Funding – all keeping our enthusiastic members busy. New controlled airspace around Doncaster/Sheffield Airport is restricting flights to the north-west of Darlington. Congratulations go to Mark Simpson and Andy Boneheyo who soloed recently in K-13 and converted to K-8. A visit to Portmoak at the end of September by four members resulted in creditable achievements. In four days John Swannack, Dave Uppeth, Martin Vincent and James Swannack achieved 53 hours and a 7,000ft. A further club visit to Borders (Milfield) is planned at the end of October to chase the wave over the Cheviots!

Geoff Homan

Dartmoor (Brentor)

A SHORT report for this edition, but one which is full of significant achievement: Robin Wilson went solo in September, along with Alan Ballard and Roger Green, who both went solo on 27 September. Dave Jesty, who regularly ploughs a furrow in the sky for us all to follow, recently flew in the Western Regional Rally at Nympsfield and completed 300km for his Cold Distance and Diamond Goal around a task Nympsfield-Northampton-Basingstoke-Nympsfield, but only he can tell you why he didn't get the claim. And for those of you with a Twin Astir on site, we can reassure you that it is perfectly possible to launch the Concrete Swan to 300ft, for it to complete a 180 degree turn and land back in the opposite direction in complete safety. Just ask Bob Jones (or Gus Pearce, who was in the front seat).

Martin Cropper

Deeside (Aboyne)

COMPETITORS in the UK Mountain Soaring Championships enjoyed five competition days. Roy Wilson was the overall winner and John Ellis won the James Davidson Height Trophy. The dates for 2009 UKMSC are 6-12 September 2009. This year's wave season has been very active so far, although no



Steve Chapman is Channel's newest solo



Cotswold's secretary Sarah Brown is the first woman in the UK to solo in the PW-6



Cheryl Smith is congratulated by instructor Ian Mitchell after her first solo at Devon & Somerset

spectacular heights have been recorded as yet. Booking forms for next year's UKMSC and wave season are available online at www.deesideglidingclub.co.uk. Many excellent cross-country flights have been achieved recently including a 650km and a 516km task; the latter flown at 132km/hr. Congratulations to Gareth Ferguson, Toni Hauser and Murdo Macdonald for gaining their Bronze C; David Andreis for flying solo; Paul Stammers for re-soloing; James Addison and Charlie Jordan for achieving their Basic Instructors ratings.

James Addison

Derby & Lancs (Camphill)

CONGRATULATIONS to our latest solo pilots, Sylvia Insley, Dave Goddard, Roger Lucas, Matt Reynolds, Andy Lomas, and Tony Angelicas, that makes at least 12 this summer. Also well done to Mike Armstrong, John Collins and Andy Melville for winning the Pockington Two-Seater Competition (again), and to Chris Knapp and Steve Day for Silver Distance. We didn't win the Inter-club league final, but thanks to all those who competed. The trial of the new 10mm plastic rope seems to be going well with winch drivers learning how to splice, not that much has been needed so far. Robin Hood airspace is now with us, but letters of agreement seem to show a willingness to co-operate, time will tell. Our fifth ASW 15 has arrived on site, and the annual Aboyne expedition is under way. We have now reverted to our winter schedule, with flying available every day but Mondays.

Dave Salmon

Devon and Somerset (North Hill)

CONGRATULATIONS to Cheryl Smith and Ian Hunt who have both soloed. We had a very successful open weekend in August taking over £4,000 and hopefully gaining a few more members. We have installed new metal doors to our original hangar. We are fortunate in having our honorary architect in the club, Peter Smith, who designed, supervised and installed (with the help of several other volunteers) these substantial doors.

Kaye Alston

Dorset (Eyres Field)

WE HAD good coverage in the local *Echo*, thanks to Mark Enfield, and have someone coming from Dorset FM Radio to do a piece. Carol Marshall took part in the Lasham Regionals B Class, coming a creditable 7th. When they arrived at Lasham they found our Asir already there, flown by Peter Robinson, who achieved his Silver distance. Congratulations to Carol and Peter on their achievements. Kevin Westwood ventured inland in the Asir, only to run out of lift and land out near Piddletrenthide. Wolfgang Fischer completed a 147km round trip in his Kestrel. We have just learnt of the passing away of Harry Wolf at the end of September after a long battle with illness. Harry was a real character and goes back to the early sixties at the Dorset Gliding Club. We all send his relatives and family our deepest condolences.

Colin Weyman



Congratulations to 16-year-old Adam Burns on his first solo at **Essex & Suffolk**



Essex thoroughly enjoyed the company of a group of officer cadets from Sandhurst who joined the club during its last flying week for a gliding course as part of the cadet's adventure training

East Sussex (Ringmer)

THE last weekend in August saw more than a dozen members persuading the public about the joys of gliding at Shoreham airshow. Our K-21 attracted a lot of interest on the ground and even more in the air. September saw a change of CFI as Adrian Lyth took over from Dave Williams. Dave, who had been in the job for nine years, has become a regional examiner and will continue as our motor glider instructor. We wish them both every success and we'd also like to say a big thank you to Geoff Tilley who has retired from instructing after more years than most of us can remember. The saga of ground works continues and it now looks as if things won't be completed until next spring – something to look forward to over long winter nights.

Jim Izzard

Essex (Ridgewell)

CONGRATULATIONS to Sam Fisher on achieving his Silver height. He only has the 50km cross-country left to complete his Silver. During our last flying week a group of officer cadets from Sandhurst joined us for a gliding course as part of their adventure training. We thoroughly enjoyed their company and wish all of them well. We also thank the Anglia gliding club for the use of their K-21. Geoff and Sue Martin have left us for pastures new and we wish them well. They will be greatly missed; Geoff as instructor and Sue collating flying records and keeping the premises clean. It is with sadness that we report the death of Reg Standcombe, an enthusiastic member who regularly flew with the Wednesday Club and often on Sundays. We will miss his succinct observations especially at the club AGMs. Our very sincere sympathies go to all his family.

Peter Perry

Essex & Suffolk (Wormingford)

AS a rather disappointing thermaling season winds down we can report some first solos and badge achievements (most recently Adam Burns – solo at 16, Ken Ward and Jim Davis – solo, Jerry Newbery – re-solo, Colin Downes – Silver distance) and look back on a season in which good flights were achieved at all levels. We can also take stock of 18 months' experience using Dyneema cable. Over 9,000 launches in total with much reduced cable breakage, improved launch heights (frequently over 2,000ft) and user-friendliness. It does require a little more care in use if the best performance is to be obtained but overall it's a definite success story. Now with the autumn upon us, we have a steady flow of *ab-initio* training, trial flights, various members planning trips to hill sites, and always the hope of an occasional winter soaring day at Wormingford.

Dick Skinner

Fenland (RAF Marham)

FENLAND have taken possession of a newly-refurbished K-21. A disappointing Inter-services competition weather-wise didn't dampen the enthusiasm of our pilots, particularly Pete Stafford Allen who managed to start at least. Adrian Bramwell has successfully completed his

50km to Upwood. The station LEAP day has become a firm favourite with club members who appreciate that this is an excellent opportunity for RAF personnel to be introduced into gliding. We were delighted that three microlights from RAF Honington visited and flew people. Many thanks to Paul Mclean and Rob Stallard for organising events on the day.

Natalie Day

Four Counties (RAF Wittering)

CONGRATULATIONS go to Matt Faulkner, who soloed at the end of the September. Matt has been learning to fly with the club on an Air Cadet bursary, and has succeeded in soloing with credit left in his account. The club flying week, our first at Wittering thanks to the Harrier squadron holidaying in Cyprus, was a great success. Although the weather wasn't fantastic, we flew every day, and everyone really enjoyed themselves. Thanks to all those members and visitors that made it a good week. The end of the "summer" has been a lot better than expected, and so cross-country congratulations go to Jon Morris, Alex Eden and Ian Dawson, who all completed their 100km flights. With the new crop of Loughborough University students on their way, we are now gearing up for the winter training season.

Pete Davey

Herefordshire (Shobdon)

WE are working on a number of improvements for our facilities. The most ambitious is a new hangar with a team investigating the possibilities. We will also be refurbishing our workshop thanks to Peter Poole, who, as a qualified inspector, has offered to take a lead on the work. In August a trial lesson evening was made more exciting by a large contingent of the Club Class Nationals fleet landing here on their way around Old Radnor and back to Aston Down. Well done to Phil King on his second place in the UK Mountain Soaring Championships at Aboyne. There is still plenty of time to join us for some winter soaring. We enjoy ridge and wave in every wind direction but give us a call first to check availability.

Diana King

Highland (Easterton)

WE are going to hold a seven-day competition next April and are calling it the Spring Mountain Soaring Championships. The aim is to make this the premiere competition event in Scotland. April often gives some of the best soaring of the year with ridge, thermal and wave. Situated right on the edge of the mountains and in the middle of Scotch whisky country, Easterton is ideally placed. The event will be limited to a maximum of 20 gliders, so book early to avoid disappointment. The dates to reserve in your diary are the 5-11 April 2009. See the advertisement in this magazine for details. Other news: the Junior and K-21 now both back on-line and looking good after all the work carried out on them. Congratulations to Scott Napier and Stuart Naylor on their prize-winning successes in the 2008 UK Mountain Soaring Championship held at Aboyne.

John Thomson

Club news



London's tug fleet ready and waiting for action on a summer's day

➤ Kestrel (RAF Odiham)

THE AGM was well-attended and saw a number of changes to the committee structure as our CFI Bernd Vermeulen stood down after three years, a period which has seen the most change at Kestrel in many years. He was instrumental in the introduction of motorglider and tug operations during the week and at the weekends, which took some tact and diplomacy to ensure all airfield users were happy with the operation. His dedication to the job saw him at Odiham most evenings and weekends during the summer months ensuring that motorglider and glider flying was able to take place. Bernd tells us that he is looking forward to being able to spend more time in the front seat and to becoming just another club member. All in the club would like to pass on their thanks to Bernd for his efforts. He is replaced as CFI by Brian Garston.

Neil Armstrong

Lasham Gliding Centre (Lasham)

DESPITE the weather this year, we managed to get eight Silver distances, well done to those intrepid few. We operate 364 days a year and, during the winter, we will be running several courses on meteorology, navigation, use of radio, air law and airmanship and cross country flying. We have expeditions booked to Jaca, the French Alps and Aboyne for 2009. We will also be hosting the Open Class Nationals/Regionals from 8-16 August. Dave Dripps who has been our ground engineer for over 25 years, left us in September. He will be greatly missed. Wishing you all a very Happy New Year and plenty of good soaring weather in 2009

Marjorie Hobby

Lincolnshire (Strubby)

CONGRATULATIONS to Arun Amanath on going solo and Dave Ryder for his Silver height. Our recent taster days went well and generated a lot of interest. Another flying experience day for under-privileged children was a great success and rewarding both for the participants and our members.

Dick Skerry

London (Dunstable)

OUR regionals were blessed with six scoring days, although there were plenty of field landings. Our thanks to director Rob John, and congratulations to winners Ewan Crosbie (Blue), and Nick Tillet (Red class). To give everyone else a chance, Nick will be Director of the 2009 regionals. During the competition Lloyd Duhaney raised over £300 for the Children Air Ambulance Service. Congratulations to Greg Corbett and Paz Ogbe on first solos. The October expedition to Talgarth was a great success, with just one day scrubbed. The other days produced some spectacular ridge conditions, thermals, and a taste of wave with Rob Brimfield reaching 10,000ft. Many thanks to our hosts at the BMGC. The winter calendar has started with Geoff's Sunday Lunch Carvery and the Guy Fawkes night "Buttocks" Trophy, awarded to the best amalgamation of pyrotechnic and soaring prowess (with an unmanned device).

Andrew Sampson



Mendip has welcomed a massive number of new recruits including Kerry Dyer who soloed in the K-13

Mendip (Halesland)

WE have had a very successful summer season despite Mother Nature. We ran two summer holiday courses and two trial lesson weeks. Many thanks to all those who made this possible, including the students. Well done to Kerry Dyer who went solo in September in the club K-13. A huge welcome to the massive number of new recruits who have recently joined the gliding club. Finally, a big thank you to Mike from SkyLaunch who visited us in October to discuss the possibilities for Mendip purchasing a SkyLaunch winch. We were really impressed with the amount of options open to the 'poor' clubs too. Thank you to Cotswold Gliding Club for lending their SkyLaunch winch to Mike for us to use during the visit.

Terry Hatton

Midland (Long Mynd)

UNDAUNTED by the weather forecast, task week proved very successful, due in no small part to the hard work of the organisers. On the Saturday there were 13 landouts to contend with. The week was won by John Stuart, flying with various P2s in the DG505. Congratulations to Mark Smallwood on his first solo and to Luke Sanders on his Silver distance. Since then Luke very nearly achieved his Silver height, missing it by only a matter of feet. The Mynd was well represented at the Club Class Nationals at Aston Down by brother and sister team Sarah Platt and Mike Witton. Plans are now well under way for next year's celebrations for the club's 75th anniversary, plenty of flying and plenty of social events, more details soon!

Steven Gunn-Russell

Nene Valley (Upwood)

SUMMER 2008 will be best forgotten, although since June club gliding has continued on every flyable occasion. We have welcomed a regular stream of Friday evening groups – some enjoying the best days of the year. Our new recruits have continued training and our recently soloed pilots have been in action too. Kerry Mertz, NVGC's only lady pilot, has converted to our junior. Congratulations Kerry. John Young and Tony Walker were joined by Tom Edwards and travelled to Edensor for six days of flying in September. Since their return, the club has echoed to recounts of a great week of flying, altitude achievements, and promises to return again next year. At the time of writing the club has just completed the purchase of another K-13; the first aircraft in our planned fleet development programme.

Simon Gent

Norfolk (Tibenham)

GREAT soaring on Friday 15 August saw four maiden 300km Gold distance or Diamond goal flights by John Roche-Kelly, Gary Marshall (7 hrs 40 minutes in the Astir) Jan Atherton and Paul Wilkinson, who completed his Silver as well and also Berkeley Pittaway who gained Silver height. Congratulations also to cadet Harley Grayling who soloed on his 16th birthday, Paul Woodcock's Silver distance, Will Day completing his Full Cat and Jan her Ass Cat. There was a good turnout on 27



Congratulations to cadet Harley Grayling who soloed at **Norfolk** on his 16th birthday

September, the 64th Anniversary of the ill-fated Kassel mission, for a special service at the 445th Bomb Group memorial close to the Clubhouse. A USAF honour guard from Mildenhall presented the club with a new Stars and Stripes flag and Air Marshall Sir Roderick Goodall presented a new Union Jack on behalf of the RAF.

Michael Bean

Northumbria (Currock Hill)

WE had some great flying during our week-long expedition to Portmoak. We had a total of eight gliders there, including a club two-seater. Nick Watson went solo, Steve Gooch completed his five hours for Silver duration and Steph Burn achieved the Bronze and cross-country. Meanwhile back at Currock Hill Richard Harris has – at last – gone solo. Several members have taken the opportunity to fly in a K-21, which has arrived on a temporary swap from Borders GC in exchange for one of our Puchacz fleet. Our website (www.northumbria-gliding-club.co.uk) has been greatly improved thanks to club member Nic Fellows. All members can now edit the site by logging in and uploading photos, adding news articles or even updating the pages that are already here. Why not take a look?

Richard Harris

North Wales (Llantysilio)

THANKFULLY the end of "summer" gave us a couple of weeks of decent weather which allowed us to do some midweek flying. In spite of this season not being the best, our club is in a healthier position financially than it has been for some time, allowing us to start paying back some of the member's loans that have helped keep us afloat since setting up on our present site. All this is thanks to an increase in membership and a rise in the flying of voucher holders with some returning to avail themselves of the 28-day membership and taking further flights with a few wishing join the club. Our annual expedition to the Cairngorms is about to get under way with four gliders and eight or nine members all keeping fingers crossed for good conditions for Gold or even Diamond heights.

Brian Williams

Oxford (Weston)

AFTER the dire summer, we were lucky to get some good conditions during our flying weeks. Thanks for all who took time off to help and fly. Congratulations on Bronze to Keith White, Alberto Araoz and Richie Hale, and for a 50km and Silver height for Raphael Sofair. Only slightly fewer congratulations to Steve McCurdy on his 300km, as a slight lapse in navigation meant he missed out on Diamond goal. Two jolly hard luck stories; Andrew Butterfield doing 480km of a 500km and Rob Jackson in his Skylark doing 299.1 km of a 300km. Our more competitive pilots have been 'doing' regionals at Dunstable, Hus Bos, Gransden and Bicester. Well done to them for putting up with the conditions with hardly a complaint and flying well. My next Club News will include a report on the AGM, I bet you cannot wait.

Neil Swinton



Rattlesden's Brian 'Griff' Griffiths and Brent Noble on Griff's last instructional day

Peterborough & Spalding (Crowland)

OUR second flying week had many pilots taking time off but we were again let down by the awful weather. Our trip to the Borders Gliding club at Milfield during September was a great success. The wave seemed to elude us (well apart from our site check flights), but there was some good ridge-flying to be done, a big novelty those hills for us flatlanders. A big thank you to the instructors and staff at Milfield for making us all feel very welcome. Also a big thank you to Garry Lacy for organising the expedition. As I write, our annual expedition to Aboyne is drawing to a close. The word is, that although there are no Diamond heights this year, many excellent wave flights up to 12,000ft have been achieved with the bonus of some lovely sunny weather. A full report will be forthcoming.

Merv Bull

Portsmouth Naval (Lee on Solent)

IN mid-September we hosted a very successful RINGS Development Week with 13 new solos, as well as BI-ratings for Nick Lambert and Mike Wood. Meanwhile Tom Edwards sent Reg Dawson of our 3Rs group solo. Congratulations to all. Keith Morton worked tirelessly to help many Instructors achieve Air-Ground radio qualifications. CAA allocation of our new Lee Radio frequency (118.925), along with a new airfield manual, has enabled our onsite GA friends to operate freely alongside us and the airfield feels encouragingly more active. We're pleased that after a long recovery from injury, Tony World has all his ratings back. He and Henry Freeborn celebrated with a week's tuition at St Alban in the French Southern Alps. Tony's glider, with others, is now being packed to spend the winter in South Africa. The rest of us have been pleased by soaring conditions late in September.

Neil Shaw

Rattlesden (Rattlesden)

AFTER many years as an instructor, and past CFI, Rattlesden would like to say a big thank you to Brian Griffiths who has completed his last instructional duty; Brian will now be able to enjoy many happy hours in his K-6. Congratulations to Kevin King on his 300km flight. Roger Corree and Neil Morley have both had flights of over two hours; Alex Syzanski, Lynne Morley and Lorna Willcox have converted to the Junior; Lorna Willcox has had a flight of over an hour towards her cross-country endorsement and Sam Woodgate has his second half-hour flight towards his Bronze. Andrea Cornish, Nigel Clarke, Mick Nicholls, Brent Noble and Keith Ryder have all converted to the Mistral.

Helen Page

Scottish Gliding Union (Portmouk)

DESPITE various meteorological conditions, we have managed to entertain a number of visitors and a few of them even managed to grab a badge or two. Our website has been re-vamped and web-surfers (or perhaps we should be called web-gliders) will see that the club is offering a new Learn to Fly package. This has met with a



Sara Ashdown, of Southdown, who recently went solo at 17, pictured with father Ian who towed her up

reasonable response and we are hopeful to attract new members. I am delighted to be able to report that *The Scottish Gliding Union - A History* has finally been completed and will be ready for delivery in time for Christmas (see page 30 for a review). Copies can be collected at the club or from myself (ian.easson@btinternet.com) - £12 plus p+p. Achievements since last issue include: Rod Connors, Gill McCluney, Fiona Gillanders, Wiffie Allan and Nick Watson (from Northumbria) - first solos; Stuart Sutherland - Bronze and Sally Woolrick - Silver distance.

Ian Easson

Southdown (Parham)

THE recent fine weather has enabled the cross-country squad to catch up on their flying hours. Rod Walker and Brian Bateson brought honour to the club by winning the 20-Metre class two-seater championships at Lasham. Congratulations to Richard Beecham on attaining Full Cat status, and to Sam Worthington-Leese who has soloed. Light north-westerly winds have offered us some early winter opportunities for hill soaring. More impressive still, have been the succession of sea breeze fronts forming along the Downs providing us with hours of lift under spectacular conditions. Pilots from Lasham and Nympsfield have joined in the fun. We offer special winter membership to those interested in honing their hill-soaring skills, anyone interested should visit our website. Last of all, a warm welcome back to Graham Foster after his misunderstanding with an immovable object while flying at Minden in the USA.

Peter J Holloway

South Wales (Usk)

DESPITE the summer, members have been involved in many activities; the club's Grob Acro 103 migrated to the French Alps for a flying holiday. Thanks must go to James Metcalfe and the many others for organising the trip. Meanwhile we took on a number of *ab-initios* towards the end of the summer, resulting in Peter Nunn going solo, and congratulations to Martin Bishop for converting to the Astir. Members have been refining the newly-fitted webcam and you can see when we are operating at the time, but better still why not come and visit us in the forthcoming Welsh wave season. Thanks, also goes to Chris Cole for re-introducing that mysterious art of soaring in the UK, by taking a small group to Sutton Bank. Adam Deacon completed his Silver by flying his five-hour endurance.

George Robertson

Staffordshire (Seighford)

OUR open weekend at the August Bank Holiday was very successful and 80 members of the public enjoyed flights. On one of the better days in August, Steve Brindley flew to Husbands Bosworth in the Club Astir to complete his Silver badge, and on the same day Geoff Sutton flew his first solo aerotow and Peter Cill tested out his newly-acquired Libelle. Several other people squeezed as many km out of the day as possible to improve their scores on the Club ladder. At the end of a



Congratulations to Philippe White who celebrated his first solo at Surrey Hills

busy season, our tug is now having a rest, its annual inspection and maintenance. We have taken delivery of our spare winch, after a period of refurbishment. First trials indicate better launch heights than our Tost winch and with the smoothness of a SkyLaunch. Once commissioning is complete, the Tost will be taken out of service for a complete overhaul.

Colin Ratcliffe

Stratford on Avon (Snitterfield)

OUR winter flying schedule is running and it's good to report that we've attracted a decent number of new members over the past year, who are now seeing that gliding can still be fun when temperatures plummet, skies aren't blue and thermals take on a different meaning. The end of October saw our AGM where we were able to celebrate the successes of 2008 and consider some of the challenges ahead. Members enjoyed a seasonal get together in early November for a bonfire, firework display and barbecue. A good time was had by all with more much needed funds for our airfield improvement programme being generated. The new clubhouse is now in use and the winter will see plenty of behind the scenes activity as we prepare for the new year with the development of a marketing strategy and revamp of our club website.

Richard Maksymowicz

Surrey Hills (Kenley)

DESPITE the dreadful weather the British summer provided us with, which unfortunately completely washed out our friends and family day, the club has still managed more launches and hours than last year and the year before. Kenley was also fortunate to have use of the BGA Duo Discus for a few days in August which provided some members with their first experience in high-performance flying. A big thank you to Steve Codd for organising this, and also for all his hard work throughout the year on the field. Congratulations to Philippe White on his solo flight and also to David Kirby-Smith on completing his Bronze badge. With winter fast approaching don't forget that thanks to our hard runways, we will be operating right through the winter and we always welcome visitors, be they *ab-initios*, solo pilots or instructors.

Marc Corrance

The Gliding Centre (Hus Bos)

CONGRATULATIONS to all our club members who did well at competitions this year including Chris Curtis who came third at Bicester Regionals, and won the only competition day at the UK Sailplane Grand Prix. Russell Cheetham, came second in the 18M Nationals, while John Wilton came third at Gransden Regionals, and Mike Jordy/Peter Burgoyne came fourth in both the 20-Metre two-seater championships and the Pocklington two-seater competition. We welcome Chas Cowley as our new CFI, and thank our outgoing CFI Paul Armstrong for all his hard work. It is with sad regret that we report the death of Laurie Waits, a founder member of this club. He will be sadly missed by all those who knew him.

Club news

➤ including our more junior members, who will remember him as the Father Christmas who arrived in a plane!

Siohban Crabb

Trent Valley (Kirtan in Lindsay)

PILOTS from Trent Valley recorded some excellent competition results during August. Carl Hutson, Callam Harkness and Steve Nock took our K-13 to Pocklington for the two-seater competition, managing to win the wooden class outright. Their score of 1,233 points was also enough to take them to eighth place overall out of 30 entrants, well up amongst the glass ships. Meanwhile John Williams took his LS8 down to Lasham for the Standard Nationals and finished just one point off second place. Our successful season of flying events came to a close in September when a party from the Jaguar XK Owners Club joined us for a flying day. The car park looked like a classic car show! We are grateful to everyone who has turned out to crew for these events – they are extremely important to us in terms of revenue.

Alan Spencer

Ulster (Bellarena)

WE had a successful summer as regards disabled flying, this being the first full season with our new specially-adapted K-21, with 90 per cent of all disabled days being successfully achieved. On the cross-country front Gary McLaughlin had quite a few flights, the largest being a 170km. New solos for UGC were microlight pilot Andy Cameron who went solo after only nine launches – a lot of flying in his microlight paid off. Queens University gliding club's David Lisk went solo on the same day so well done to both. We had a very successful Portrush air show with Ian Gallacher doing a excellent display on both days, capping it all by landing on the west strand in front of hundreds of thousands of spectators. We have quite a few new members this year with around 80 full members – the largest we've seen in several years.

Owen Anderson

Vale of the White Horse (Shrivenham)

I GUESS we are having a bit of an Indian summer but it hasn't made up for all the poor weather. However, gliders have been flown and a number of members have added decent flights to the club cross-country book. Our CFI Steve Nash and his wife Jane flew their Mosquito in the Lasham regionals coming third flying as a team with some hard flown cross-countrys. Such were the conditions; I understand that on the last leg, where they scored well, they never got above 2,800 ft. Operationally, we are planning to start mid-week flying for members with their own gliders. Our membership and facility fees are very favourable so come down and check us out. With the clubhouse improvements finished, we just need to get the wood-burner installed before the cold weather sets in and we're set. Bring your toasting forks and slippers.

Jay Myrdal



What on earth is this? Could this be a wind-powered glider spotted at the Vale of the White Horse?



Reg Rowlinson is congratulated on his first solo flight at Yorkshire

Welland (Lyveden)

OUR August flying week was closely followed by many of our members joining in on Four Counties GC's task week. With the weather as it was many of our pilots have been trying out different gliders and some have been putting a few points on the cross-country ladder. Aaron Wickham, our youngest flying member, has gone solo and is now learning to drive the winch. There is quite some talk about joining in with Four Counties in next year's Inter-club League after our absence from the league for a few seasons.

John Strzebrakowski

Windrushers (Bicester)

Dave Watt has assumed the mantle of CFI and we would like to thank Pete Brown for his leadership over the last 18 months. The weather lulled us into a false sense of optimism before the 18-Metre Nationals with several 500kms and two 50km for Dan Grey and Jolien Chow, who successfully completed her navigation test for the NPPL. The 18-Metre Nationals, under the direction of Dickie Feakes, achieved five days flying, Leigh Wells coming out on top at the end of a closely-fought contest. Thanks to all the members that volunteered their services. During the competition James Wilson flew his Cirrus around Gold distance, Sally Cooper and Pete Cadle achieved Silver durations, with Pete completing his Silver by getting to Lasham on 21 September. We have purchased a Robin to add to our tug fleet and a Falke from Germany.

Dave Smith

Wolds (Pocklington)

OUR annual Two-Seater Competition was a success raising over £1,800 for Guide Dogs for the Blind. John Norman and his team led the competitors into four task days and the overall winners were HNA, the DG500 team from Camphill. The Best Wood trophy was won by the team of purdits from Trent Valley, flying their K-13.



Aaron Wickham after his first solo at Welland

Our new clubhouse is providing opportunities for us outside the routines of gliding and this summer we have hosted several events. Next year we are hosting the Club Class nationals in July. We congratulate our two regionals winners – Mike Fox at Bicester, and Simon Barker at Gransden. We have welcomed a number of new members including Steve and Lesley Wilkinson. Bemte Svenson has achieved his 300km. Graham Wadforth is now a Full Cat and Dave Holborn an Ass Cat. Charlie Tagg has started fast jet training in the RAF.

Avelyn Dell

Wyvern (Upavon)

WHAT a year for competitions! Despite the weather, Will Chappel achieved a creditable fifth place overall from his two starts in the Juniors, but our entry in the Inter-services failed to make much of an impact on the strong RAFGSA team present. Congratulations to Alec Watt on his enterprising achievement of five hours duration to complete his Silver badge, and qualify in the nick of time to enter the Inter-services and to Ed Termini on re-soloing after a long break from gliding. Six *ab-initio* courses have been run so far this year, with one more to go, and all have been well-attended by members of the Armed Services. As I write, 10 members and five gliders are about to depart on Expedition Milfield 2008 in search of wave flying and Gold and Silver height claims. Sadly Merv Kelly has decided to give up the post of club technical member and we offer thanks from all of us for doing so much work and many long hours in the workshop when he could have been out flying.

Andy Gibson

York (Rufforth)

THE leaking roof of our new clubhouse has been repaired – thanks to those who responded to an appeal and contributed towards the cost. The project was treated as an emergency because it was feared much of the internal decoration could have been ruined. Our instructors have been extra busy flying the blind, partially-sighted and disabled, and with two week-long courses, during which a new club member, Michael Foote, went solo after just 37 flights. Following a dramatic emergency landing on our airfield from nearby Linton-on-Ouse, where fast-jet pilots are trained, the instructor involved has received a prestigious RAF award for "exceptional flying skill and judgment." He was forced to shut down his engine and glide on to our main runway overshooting into a nearby field. The alternative would have been ejecting with his pupil at the last moment and the plane crashing on to Rufforth village.

Christopher Brayne

Yorkshire (Sutton Bank)

THE weather has been disappointing, yet the achievements of the YGC during the last couple of months have been amazing. Sue Ahern, re-solo after a 20-year lay-off, Reg Rawlinson solo, Claire Hamlett re-solo. Pete Thelwall placed third in the Midland Regionals. John Ellis went north of the border to the UKMSC finishing third overall. Lindsay McLane won Competition Enterprise. Andy Deacon from the Stratford GC got his Silver five-hours. Congratulations to you all. A special thanks must go to Anne Silver and Sarah Marsh who kept us all well fed while our chef, Brian was taking his holidays. The YGC wishes a very Happy Christmas to all the clubs and visiting pilots who have enjoyed our superb fleet and facilities during the year. Come and join us in 2009 and you won't be disappointed.

John Marsh

S&G's thanks to Debb Evans for editing this issue's Club News – Susan Newby, Editor. We are particularly grateful for Debb's help this issue, as she edited Club News very soon after the birth of her second daughter, Olivia. Many congratulations to Debb and her family.

Peterborough & Spalding



PETERBOROUGH & Spalding Gliding Club (PSGC) prides itself on being a very friendly and family-orientated club. The location lends itself to both good local and cross-country soaring, with no immediate airspace restrictions.

We currently have a healthy membership with 60 plus full flying members and 21 privately-owned gliders. Our club fleet consists of three two-seater gliders for training, two single-seat gliders for solo flying and two tug aircraft.

PSGC operates from our airfield just north of Crowland, South Lincolnshire, roughly midway between Peterborough and Spalding, alongside the A1073. We are an aerotow-only site with our airfield being approximately 30 acres in size and have two main grass runway strips, orientated at 09 / 270 and 03 / 210 degrees in direction. Two main hangars house the club aircraft, and a few smaller hangars are used for other club equipment and privately-owned aircraft. We have the all-important clubhouse, with full refreshment facilities and licensed bar for when flying ceases at the end of the day.

Gliding first began at Crowland Airfield in March 1968 by the Perkins Gliding Club. Its previous site, Spanhoe Airfield, an ex-USAF wartime airfield had come under the hammer (literally) the previous winter with the runways being broken up for hard core.

Preliminary enquiries by club member Jack Lovell paved the way for club officials to negotiate the use of the airfield at Crowland with the owner Mr JWE Banks, a keen aviator himself. Mr Banks had his own aircraft, a Miles Messenger, based at Crowland in what is now the number two hangar. Thanks to his assistance and encouragement the club decided on a trial period.

Originally it was thought that the site might prove unsuitable, being only 15 miles from the Wash. After the first season, despite worse than normal weather conditions, the club decided to accept Mr Banks offer to use the airfield until 1970 when the situation would be reviewed.

During the winter of 68/69 the hangar was dismantled at Spanhoe and re-erected at Crowland. During the latter part of 1968 aerotow facilities had been made available thanks to Derek Wilcox and Harry Fenley using either a Tiger Moth or a Beagle Terrier, which was ferried over from Cranfield.

With aerotow facilities being available on a regular basis it was felt that a more modern two-seat glider

was needed. A five-man syndicate headed by club stalwarts Reg Bradshaw and Haden Haresign purchased a new Bocian 1E, which arrived on site on the 16 May 1969 at a cost of approximately £1,500.

By the end of 1969, gliding was firmly established at Crowland Airfield with many soaring flights achieved. The myth that the Fen area had a scarcity of thermal activity for extended soaring flight had long been dispelled.

Due to company politics, non-Perkins members were limited to a ratio of 2 to 1 and so a new club, Peterborough & Spalding Gliding Club, was formed on 1 June 1970. The two clubs operated alongside each other, eventually merging to become PSGC.

Over the years, the club has gone from strength to strength and has peaked at around 90 members. The club has also now negotiated a long-term lease with Mr Banks, obtaining the long sought after security of tenure to enable the club to move forward with longer term projects.

The club has always been active in promoting and encouraging gliding in the area. During the summer months, flying evenings are arranged for numerous organisations so that their members/employees can experience the thrill of gliding. Many new members have joined through just such an experience. It is thanks to the efforts of club members who volunteer to provide the expertise required to fly the aircraft, the ground crew to launch the aircraft, administer the airfield and look after our visitors, that we can continue to offer these trial lessons both during the evenings and at the weekends in addition to our club members' flying.

Visitors are always welcome and we operate a reciprocal membership for participating BGA clubs.

Merv Bull



At a glance

Full Flying Membership: £230

Country Membership: £150 (over 70nm)

Junior Membership: £115 (up to and including the age of 24)

Student Membership: £50 (in full-time education up to the age of 21)

Social Membership: £50

Launch Type: Aerotow £23.00 (2,000ft)

Club Fleet: Two-seaters: Two SDZ Puchacz and Grob Twin Astir

Single-seaters: Astir and Pirat

Two tug aircraft: Piper Pawnee and Beagle Huskey

Private Gliders: 21 aircraft ranging from Pirat to ASW27B

Instructors: nine Full/AssCat and eight BI's

Types of Lift: Thermal, occasional wave and, for the desperate, Spalding Power Station

Operates: Weekends and bank holidays, plus two flying weeks during the summer. Weekday flying also available for Silver C pilots, mutually arranged

Contact: 01733 210463 or mobile – 07913 945634
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(Christopher) Erik Andren – Cambridge

ERIK ANDREN came back to gliding during his 'retirement', when he and his wife Sheila settled in the village of Fowlmere, Cambridgeshire. The term 'retired' could never really be applied to Erik as there was always a problem to be solved; at home, at the gliding club, or somewhere else in the world. I met him in hospital just a few weeks before his death and he was still looking at the myriad opportunities of lightweight motor gliders in the United Kingdom.

Like most things in life he immersed himself in gliding and he took a very active part in the Cambridge Gliding Centre management, in particular, looking at how the future of the club could be secured during these times of intense change. Despite his poor health he continued to work on this during 2008.

Aviation was in Erik's blood from birth. He was born in Batu Gajah, Malaysia, in 1938 where his father was working as an Aero-Engineer. After the Second World War came to an end the family moved close to the Singapore Flying Club where a discarded Spitfire was to become part of his childhood play area.

His early years were interrupted by frequent treatment for a congenital heart condition. His mother travelled with him around the world to find a solution to the complex heart problem and eventually, in 1950, he became the 12th ever open heart surgery patient in the UK, undergoing a 'primitive' operation on a bed of ice.

His lust for life, following his treatment, led him to become a great thinker looking at problems relating to physics, religion, and psychology. He studied Architecture at Kingston School of Art before joining an engineering firm involved with designing airport facilities.

He initially took up gliding at Upavon, Wiltshire, before moving to Portmoak in the 1960s. During this time he served on the BGA Executive when Sir Peter Scott was Chairman.

Erik became deeply involved in the Initiatives for Change movement, based in Switzerland, designing courses for aspiring

politicians and young professionals in Eastern Europe following the collapse of Soviet Communism.

In 2006, whilst on a trip to visit his son and daughter in Australia, he flew a 300km flight almost 50 years since his first gliding flight, and in 2007 he finally got his chance to fly in a Spitfire at Duxford.

Erik died peacefully in Papworth Hospital, aged 70, from heart failure. His attitude to life was an inspiration to all and his methodical, intellectual, way of achieving change has been shared with many around the world.

He is survived by his wife, two children, Lindy and Ross, and his mother, Leonie.

Neil Goudie

Per Oberg, the 'father of club class'

PER OBERG died on 28 September, aged 84.

He was a Swedish IGC delegate and managed to create the club class. Per wanted to have cheaper gliders for championships. His first idea was to have a monotype class, but later changed to the club class concept.

The club class was first introduced in Sweden, Germany and Holland. The first official European Club Class Championships were held in Orebro, Sweden, in 1979. Later the club class became a World Championships class.

Per also founded SELKO, a Swedish gliding committee that negotiated airspace with the authorities at a time when gliding was faced by a massive increase in controlled airspace and proposals for transponder requirements for gliders.

The first chairman of SELKO was Jan-Eric Olsson, who was later followed by Robert Danewid.

On club level, Per was chairman of Stockholm's Segelflygklubb. When cross-country flying from the club site near central Stockholm became impossible, due to airspace restrictions, he managed in 1970 to set up a new successful gliding centre, Langtora – today the biggest and most active gliding centre in Sweden.

Ake Pettersson

Billy Boylan, Ulster

IT IS with great sadness I have to report the sudden death of Billy Boylan, aged 71. The club first met Billy back in 1993 when we bought the land (from Billy) for our new gliding site.

Billy was a hard-working honorary member right up to his death, always keeping an eye on the place, keeping the airfield grass cut and filling in potholes on our access lane. A tireless worker and a devoted family man, Billy was always on hand should you need help or advice around the club grounds.

A very skilled man, he even built his daughter's bungalow up to roof level, despite having no formal training on bricklaying.

We will miss the yarns and stories he told and the UGC will be poorer for his loss.

Owen Anderson



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Applicants must be 17 but under 26 on 1 April 2009.

Closing date 30 January 2009

Experience aerospace engineering?

The engineering scholarship provides placements in the aerospace industry for one or two weeks to young men and women considering careers in aerospace engineering. The scholarship covers all reasonable travel and accommodation costs.

Applicants must be 17 but under 26 on 1 April 2009.

Closing date 27 February 2009

Improve your gliding?

The gliding scholarships offer cross-country gliding, aerobically gliding or STMG flying for own flying experience and new qualifications.

Applicants must be 16 but under 26 on 1 April 2009.

Closing date 27 February 2009

Pilot your own balloon?

The Breiberg balloon scholarship offers training leading to the award of a BPC (Balloon) with training being coordinated by Brian Jones, who circumnavigated the earth with his son, Pippin, in Breiberg Orbiter 3.

Applicants must be 17 but under 26 on 1 April 2009.

Closing date 27 February 2009

Improve your licences?

The flying bursaries provide 3-5 hours advanced flying training for single-engine piston aeroplanes, to assist licensed pilots gain additional flying qualifications or to renew a rating.

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Closing date 27 February 2009

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- 4 Another Spindelberger one-man rig 'trolley' as above, unused
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- 6 ex Auster J1N ('J1S') glider/banner towbar & Ottfur and ...
- 7 Auster castoring tailwheel/leaves; new flap-notches bracket
- 8 possibly one of 2 cloned GPS 90 (suitable talk to S-Nav) inc TPs & routes as in 5 above £60 + p/p
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ALSO one of two (or both!) light aircraft preparatory to Cessna Skycatcher replacement 2010/2011. My management indoors doesn't approve or my having both: at least one must go because also of housebuild project etc – £22,000 each or £41,000 together –

(i) **Robin DR400/100 Cadet** very smart and admired. some 250hr remaining engine 'on condition' (and then again for sure, EASA permitting) 1988 ideal first 'own personal aircraft' sole owner

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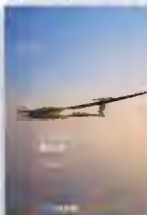
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