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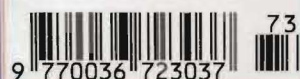
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- IC2 8th April – 16th April
- IC3 22nd April – 30th April
- IC4 6th May – 14th May
- IC5 20th May – 28th May
- IC6 3rd June – 11th June
- IC7 17th June – 25th June
- IC8 9th September – 17th September
- IC9 23rd September – 1st October
- IC10 7th October – 15th October

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- CC3 21st October – 22nd October
- CC4 28th October – 29th October
- CC5 4th November – 5th November

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For more information, or to book on a course, please contact the BGA office
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picture courtesy of Mike Fox



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Based on an analysis of nearly 20 years' worth of UK accident data, winch launching was the first area that the British Gliding Association Safety Initiative chose to research when it was established last year. You can learn more on p26 (photo: Paul Holiday)

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From the BGA chairman

AS YOU may have gathered, life as BGA Chairman is dominated these days by regulatory meetings. I have just returned from Cologne, where the European Aviation Safety Agency (EASA) is based. EASA and Europe Air Sports (EAS) jointly hosted a two-day workshop on EASA Part M, the proposed set of implementing rules for maintenance or ongoing airworthiness. I was nominated to present the EAS view of these proposals to an audience of some 60 people from European air sport associations, EASA, and some national aviation authorities.

We challenged EASA on the need for these rules, as many countries already have very satisfactory maintenance frameworks for light aviation, including gliding. I quoted the BGA example and the very low 17-year UK fatal accident rate where lack of adequate maintenance was the cause. EASA officials responded fully and it became clear that they want to achieve the maximum flexibility to incorporate existing practices and structures. They certainly understood the issues and in particular the BGA was quoted as a sound example of good practice. But, they have a job to do developing a pan-European solution within the legal structure established by the European Commission and Parliament.

During questions I raised the issue of written representations. EAS, the European Gliding Union and the BGA represent their members and in the process of consultation their views should carry more weight than individual responses, particularly those that replicate the same views as the associations. This saves everyone a lot of time. In the recent past we had found that in comment assessments the associations' representations had counted equally with those of individuals, diluting perhaps the need for all the effort expended by associations. We were assured that this would not be the case in future, though individual responses were still welcome. For those of us involved in studying these proposals and responding to them the effort is enormous and it is unrealistic to think individuals can always find the time to get to grips with the complex issues.

BGA Chief Executive Pete Stratten and I are also discussing directly with EASA the C of A status of the UK glider fleet that was on the BGA register as at 28 September 2003 – some 2,400 gliders. Gliders imported since then are subject to the new EU 'Part 21' rules for airworthiness (see details on the BGA website) but as gliders prior to that date had been subject to the BGA system of airworthiness rather than a state-controlled (CAA) one, we have to find a solution for their acceptance for EASA purposes. Rest assured, a solution will be found, but in the meantime that fleet has an exemption to Part 21, under Article 10(3) of EU Regulation 1592/2002.

So to conclude, by all means write in response to consultations generally, though in the case of Part M the deadline of November 24 will have passed by the time you read this.

David Roberts, photographed at the BGA Club Chairmen's Conference in October. For a report of the conference, see p12



At the domestic level, the CAA has set up two reviews of General Aviation, one Strategic and the other Regulatory. There are seven representatives from General Aviation and Sports and Recreational Aviation and for my sins I am on both reviews. We shall publish progress on the CAA and BGA websites.

One other regulatory aspect I want to touch on is airspace. In competitions there are clear rules and penalties about breaches of no-go airspace. This summer there have been a few breaches of controlled airspace in the UK in non-competition circumstances that suggest that the glider pilots concerned were – at best – unaware of that airspace. This is not only unacceptable but potentially dangerous and the clubs concerned are taking the appropriate action with the pilots. All glider pilots must behave responsibly as regards airspace. If ever an 'uncontrolled' glider were to be in conflict with an aircraft under ATC in controlled airspace, the consequences could affect the whole gliding movement adversely. Our dedicated BGA airspace team fight for your rights of access all the time but at the end of the day, whatever is agreed has to be complied with, and if such an incident were to take place it could undo all their good work. Therefore, all responsible glider pilots should be alert to any club member who gets it wrong, putting the whole movement at risk, and either appropriate re-education should be deployed or, in the case of deliberate flouting, more severe action.

Finally, it is coming to that time when we seek nominations for candidates to stand for election to the BGA Executive Committee. I cannot emphasise enough the importance of having a strong and effective governing body, particularly in times of change. If you feel you have relevant expertise, please consider if you can contribute to protecting and developing gliding nationally and internationally. Anyone interested can contact Pete Stratten or myself, or indeed any current member of the Executive, to discuss what this would involve.

David Roberts
Chairman, British Gliding Association
November 6, 2005
david@davidroberts88.wanadoo.co.uk

Diary dates – 2006

UK and international competitions

Dan Smith Trophy (aero)	Dunstable	1/4-2/4
Aerobic Nationals	Saltby	8/6-11/6
Overseas Champs	Ocaña, Spain	22/5-2/6
World Championships	Sweden	5/6-17/6
(in Standard, 15-Metre, 18-Metre & Open Classes)		
Regionals & Turbo Comp	Bidford	17/6-25/6
Standard Class Nationals	Bicester	8/7-16/7
Competition Enterprise	Aboyne	8/7-16/7
Worlds (Club Class)	Vinon, France	15/7-28/7
15-Metre Nationals	Aston Down	22/7-30/7
Midland Regionals	Husbands Bosworth	22/7-30/7
Northern Regionals	Sutton Bank	29/7-6/8
18-Metre Nationals	Lasham	5/8-13/8
Club Class Nationals	Nympsfield	5/8-13/8
Eastern Regionals	Tibenharn	5/8-13/8
Gransden Regionals	Gransden Lodge	19/8-27/8
Open Class Nationals	Gransden Lodge	19/8-27/8
Lasham Regionals	Lasham	19/8-27/8
Inter-Services Regionals	Middle Wallop	26/8-3/9
Mountain Soaring Comp	Deeside	3/9-9/9
Saltby Open (Aerobic)	Saltby	8/9-10/9

CAA Safety Evenings

AN updated list of dates and venues for this winter's series of Civil Aviation Authority safety evenings is at www.caa.co.uk/default.aspx?categoryid=224&pagetype=69

BGA AGM and Conference

DON'T MISS the 2006 BGA AGM and Conference at Eastwood Hall, Nottinghamshire, on March 11. For more information see the ad on page 11 of this S&G.

New Zealand Gliding Grand Prix

NEW Zealand will host the first of the 2006 National Grand Prix events, which qualify top-ranked pilots for the second World Sailplane Grand Prix in 2007. At the New Zealand Grand Prix, Omarama (January 21-29) the UK will be represented by European Open Class Champion Pete Harvey. For more information or to buy tickets visit www.gp06.com

Female competition pilot development

THE British Women's Team will be running development training during 2006/07 for up-and-coming female glider pilots. We would like to hear from ALL women pilots who might be interested. Please don't rule yourself out due to inexperience – at this stage we would like to hear from anyone who is regularly flying cross-country or has the ambition to do so. We are hoping to take a two-seater to the 2006 Pre-Worlds at Bailleau south-west of Paris (training may include mentoring and ground preparation) – but we need to hear who's out there and interested, and what experience you have. Please contact team member Liz Sparrow – ebertoya@iee.org – to register interest.

Future of National Gliding Week

PHIL Punt's letter in the last *S&G* (*National Gliding Week*, p9) reflected my general disappointment at the level of involvement by clubs with this year's National Gliding Week. With only seven clubs having done anything in 2005, we clearly needed to consider whether the initiative was worth re-running or whether an overhaul of the idea was needed. At the latest meeting of the BGA's Communications & Marketing Committee we decided to give National Gliding Week one last go.

The objective of National Gliding Week is simple – to get media exposure for gliding and for individual gliding clubs. So, for 2006, we are going to go back to basics. I have reported in this column before that the local media – press, radio and television – offer us all the best chance of what is, effectively, free publicity. Phil's earlier article in *S&G* (August-September 2004, p20) entitled *Acres of Coverage for £125* showed just how effective targeting your local media can be. So the plan for 2006 is to aim for simultaneous coast-to-coast coverage for gliding in the local press during National Gliding Week. We can achieve this if all clubs mount a press day during the week. Typically this will involve contacting your local press, radio station, and so on, and inviting them along to your club. You can explain gliding to them and offer their reporter a flight. It's not rocket

science, is fairly quick to organise and doesn't involve you mobilising vast numbers of members to help. The results can be phenomenal.

The BGA will be doing its bit to help you make the most of National Gliding Week 2006. Your editor and I will be re-running our marketing seminars during January and February. These will include dealing with the press and how to formulate your messages. Dates and venues haven't been finalised as I write this column, but we will mail club PR officers as soon as we have these and you can keep an eye on the BGA website.

In addition, I will be running a couple of workshops at the BGA Conference in March. I have provisionally entitled these *Press Day in a Box* and at these will aim to give you concise details of how to organise and promote your press day, as well as supplying you with materials which you can adapt to your own use. Finally, we will supply materials to all clubs which they can adapt for their own use to make their story as interesting to the press and as easy to use as possible.

It would be great if we can achieve some form of blanket gliding coverage next summer. Please try to ensure that your club is part of this.

Keith Auchterlonie

BGA Communications Officer



First flights made by the ASG 29 and LS11

ZULU Glasstek's Pete Wells advises us that the ASG 29 has had its first flight, with Schleicher's Michael Griener at the controls (above). Production is due almost immediately as this is serial production number 1 and not a prototype. It is an 18-metre evolution of the ASW 27 and Pete has 12 on order with fully paid deposits – all but two are the E version. Meanwhile, Karen McLean of McLean Aviation tells us that AMS Flight are building the LS4a and LS4b and an improved version of the LS6. They also plan to build the two-seat LS11, which first flew this November, subject to test flights. They are also working on project "Magnus" – a side-by-side two-seater.

Child protection training

CHILD protection awareness was the subject of a British Gliding Association training day at The Soaring Centre, Husbands Bosworth, this autumn. Pictured at the event (from left) are Debbie Carr, BGA office manager, and child protection co-ordinator for the Association itself, trainer Phil Burton, who led the event, and BGA Chief Executive Pete Stratten. Phil is running training sessions on this important subject for BGA clubs – each club is entitled to two free places. For further details of the events and to book places please contact Phil Burton on 01986 895314 or 07799 831504 or email him at philburtonconsultancy@aol.com



AIRSPACE update: when the DFL (Division Flight Level) changes from FL245 to FL195, there will be NO changes to the current wave flying areas around the UK and the arrangements for flights above FL195 will remain. The date for the change is likely to be some time in 2007. Also there will NOT be any requirement for gliders operating above FL195 in wave areas, that are in uncontrolled airspace, to have radios that can operate on 8.33Khz. Next spring the wave areas in Wales will change to coincide with the major airspace changes in the area. Full details and maps will be in the April-May 2006 *S&G*.

WE are sorry to report the death of Peter Manley in an accident at Essex GC, Ridgewell, on Sunday, September 18. The AAIB is investigating.

THE RECENTLY published AIC 79/2005 restates previously agreed requirements where charity flights are carried out by non-commercial General Aviation, including gliding. The BGA expects all clubs to fly potential members in accordance with the trial flying code of conduct as described in *BGA Laws and Rules*. We do not seek to fly passengers for hire and reward. Where a club specifically carries out a charity flight rather than a trial lesson (for explanation of a charity flight and the link to hire and reward activity, see the AIC), it should recognise that the CAA expects the flight to follow the guidelines described within the AIC. This does not affect our current position regarding trial lessons and the BGA is addressing the detail of the AIC with a view to putting forward amendments. AIC 79/2005 can be found at www.ais.org.uk/aes/pubs/aip/pdf/aic/4W114.PDF

FOLLOWING David Roberts' call for a volunteer to succeed him as BGA Chairman (August-September 2005, p04), the Association's vice-chairman, Mike Jordy, has indicated his intention to stand for election to the post. The deadline for nominations, which are made by BGA clubs, is February 10, 2006.

AMP LEAFLET 3-7 is now available for download at www.gliding.co.uk/bgainfo/technical/ampmanual/3-7.pdf offering guidance on CAA registration marks for BGA gliders affected by the European "Part 21" rules.

WITH apologies to readers in these two countries, Slovakia's capital is Bratislava and not, as stated on p39 of the last *S&G*, Bucharest (Romania's capital).

THE BGA invites clubs to nominate members for BGA Diplomas who have given particularly good service to gliding within the club or the BGA structure – please write to Pete Stratten (pete@gliding.co.uk) by the end of December. Nominations for the CAA's General Aviation Safety Awards, which recognise good airmanship or practical skills, can be made at www.caa.co.uk/ga_award. Closing date: January 16.

CONGRATULATIONS to the winner of last issue's competition to win an Ozee flying suit, MD Saunders of Nottingham, and to runners-up D Heaton of Warrington and Ian Mitchell of Culmpton. The winner of the BGA 1000 Club Lottery for September 2005 was Alan Thomas (£34.75), with runners-up M Pope and AE Mayhew (each £17.38). The October winner was Leigh Hood (£34.25), with runners-up RI Walker and GO Humphries (each £17.12).

News
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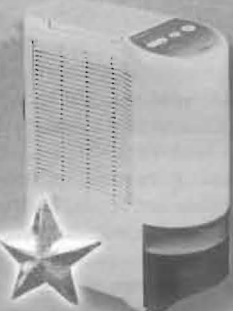
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Turbos and cross-country soaring

I READ WITH interest the letter from Malcolm Winter (Turbos, self-launchers and badges, p8) and the article by Jerry Pack (Start as we mean to go on, p28) in the October-November issue of *Sailplane & Gliding*. I have only a couple of hundred hours or so of gliding under my belt and felt I was being personally addressed by the article written by Jerry.

I started gliding at a hill site and felt that I had become ridgebound, for want of a better word. The ridge was my comfort blanket, the surrounding landscape the "hostile environment".

I decided the only way I could get out of this mindset was to have a back-up in the form of a turbo. This still didn't get rid of the hostile environment feeling so, I tried flying out of some flat sites with big, big fields around them, as turbos have been known to fail to light up on demand!

After five years of gliding I suddenly realised the fun of flying a proper planned cross-country. One of the flat sites I flew out of this summer was Bidford. I was setting out to fly just after arriving and one friendly club member asked me where I was going to go. I replied that I was going to fly around and see where I could get to.

He said: "You can't do that, you have to go somewhere planned!" He quickly gave me three turning points, told it was 100km and if I got round it once to do it again quicker!" Well, much to my surprise I went round it, once. I am really grateful to him. ^

After that there was no holding me. I was finding round thermals, not the horrible oval ones, or whatever shape they are over the hills. I freely admit that I made sure the my 'Iron Thermal' worked before setting out on my adventures, as I do not have an interested party in the return of the glider, apart from my insurance broker!

I aspire to a badge higher than my Silver, but I enjoy seeing my downloaded trace on the PC and reliving the flight. I don't believe for one moment that I will only get a Gold badge if Basil has my prop in his office!

I would answer Malcolm's suggestion that psychologically the engine gives me the confidence to set out, with the fact that the glider (Ventus Ct) is more difficult to keep airborne in weak lift, especially with a 110kg payload, than a non-turbo aircraft; I am trying to jettison some personal ballast but the valves seem to be stuck shut!

If you start to differentiate between the achievements of a pilot with an engine and one without you will just split the sport in the way the diehards of the vintage world view glass ships. Surely the idea, when it comes down to it, is just to defeat gravity. I have been flying now for 40 years; I still enjoy it.

I must admit that I admire the experts who have the apparent mindset that the glider is a disposable item. I guess that I just suffer from too vivid an imagination!

Richard Harraway, CONGLETON, Cheshire

*Derek Copeland,
an active
cross-country pilot
photographed
here by Paul
Haliday at the
Club Class
Nationals, asks
what's happening
about older pilots
and insurance
(Glider insurance
and old pilots,
opposite)*



Cross-country training

JERRY Pack really has hit the nail on the head in his article Start as we mean to go on (October-November 2005, p28).

The gliding movement for too long has segmented the learning to glide process and as a result has detached the pupil from any meaningful, enjoyable and enduring purpose – that of flying cross-country as fast as possible. Gliding for too long has been sold as ballooning with attitude.

Unless we instill the ambition to go cross-country (as fast as possible) from the first flight, as well as backing this up with first-class training in later stages, our sport will continue to lose valuable members. There is still little by way of top-quality training (coaching) in most clubs. So unless one makes the British team and enjoys the attentions of Spreckley et al the learning curve will be a shallow one. Brian has tried to change this with his formal training of cross-country instructors – if your club has not yet sent someone on this course, drop your chairman an email asking him why.

Paul Harvey, CAMBRIDGE, Cambs

Unexplored: the UK's best wave

I LIVE 500ft up on the eastern side of the Conwy valley, four miles from the Great Orme, where before World War Two an expedition from the Cambridge club went to glide (Mike Gee landed in the water, but David Carrow landed on dry land, a cause for great satisfaction on his part). There is plenty of room to land; some paragliders have tried it and apart from one bloke, who was good, the rest came straight down, the same happened on the slope on the other side of the estuary – they nearly all came down too. From my bedroom window I can see Carneth Llewelyn, 3,500ft high, in a range of hills nearly as high as Snowdon; it must be the best wave site in the UK and I spend half my time under its lenticular. At the upper end of the valley is a site – Hafoty Bennett – defunct since the farmer died, but Keith Lewis of Denbigh thought it was great. Near Bettws-y-Coed at the end of the valley, the fields are big enough to land on, and the dunes along the coast are peppered with golf links where one can land as well.

John Fielden, the most intelligent pilot this country ever produced, understood the sea breeze better than anyone and he found

thermals right up to the coast, something I confirmed over Rhyl.

A motorglider of the SLMG type could operate from Caernarvon airfield and explore probably the best wave in the UK, but the wet air from the Irish sea makes cloudbase low so it could be tricky. I thought of getting back to SLMGs like my old SF-27m with Cirrus wings, with which I did several flights in the 1970s that have still not been repeated (look them up in old S&Gs).

I would have got a motor Ventus, an NPPL than a SLMG NPPL and a T-hangar but I got made a fool of so many times that I gave it up.

Over to you, someone.

Brennig James, CONWY, North Wales

Midland Gliding Club

WHILST waiting to fly my hang-glider from the Long Mynd I thought I would pop into the Midland Gliding Club to check out the cost of flying and to look at the noticeboards for any second-hand gear on offer. I bought a cup of tea and a choccie bar and as I was looking at the noticeboard I was asked by a lady if she could help me. I explained that I was from a local RAFGSA club and had flown at the Mynd as a temporary member a few times before and was just looking at the noticeboards for items for sale. With this she informed me that it was a members-only club and asked if I could leave. Visiting pilots should think twice before flying the Mynd as they are obviously not interested in any potential new members.

Norman Potts, WOLVERHAMPTON, West Midlands

Jon Hall, vice chairman of Midland GC, replies: It is regrettable that any visitor should leave with a negative view. Happily it is a very rare occasion as the 300 or so trial lessons that we do every year, the 100 or so course members, the 50 or so bona fide glider pilots from other BGA clubs and the satisfied pilots and crew at Competition Enterprise will testify. As a members' club, however, what we cannot tolerate is visiting pilots from the hang-glider field next to ours thinking that they are free to use our facilities, toilets, catering and warm clubhouse at will without paying a membership fee. It is after all our members who have paid for these facilities over the years and who are now able to enjoy them. There is a notice on the club door that says that entry is restricted to members or guests of members. I am afraid that that is exactly what we mean. For the security of our members, their belongings and their children we do

not encourage non-members to wander in and make themselves at home uninvited. However, if Mr Potts had made himself known to the office staff or any member on his arrival, as directed by the sign at the gate, I am sure that his welcome would have been quite different

Contest flying

IN regard to two consecutive articles, Silver in Nitra and Winning Women, which appeared in the October-November 2005 issue of your magazine (p39 and p41 respectively), neither seems likely to attract new pilots to the many and intense pleasures afforded by competitive gliding. Both make it all too clear that a willingness to risk at least one's ship, and potentially one's life, are useful assets, at least in the areas flown in, and for the tasks chosen.

Richard Kellerman, via email

The author adds: I own an ASW 27 and compete regularly in a wide range of sites and conditions in the USA

Glider insurance and old pilots

I RECENTLY renewed my glider insurance policy. Last year it covered myself and two other named pilots, plus any BGA Full or Assistant Rated Instructors.

This year the requirements for instructors have changed to the following, which I quote in full: "Any BGA Full or Assistant Rated Instructor with a minimum of 500 gliding hours, aged 69 or less, and claim free in the last five years." There is also a clause that states that: "Hull deductibles will be increased as follows for pilots over the age of 65: 66-74 increased by 50 per cent; 75-plus to be agreed by the underwriters".

I understand that the above restrictions will be pretty standard for most policies.

Apart from the ageism considerations (and glider pilots are an ageing population), there are several worries about this:

1) You can't get just any instructor to fly your glider for briefing purposes without thoroughly checking out their age and other credentials first. Same applies if you

want to lend it to them for an expedition or a competition.

2) If you fail to carry out the above checks you could easily invalidate your insurance cover!

3) It makes it more difficult for low-hours or elderly instructors to gain experience of different types for briefing purposes.

4) If you have been unfortunate enough to have any sort of accident in the last five years the same applies. One of the perks of being an instructor until recently was to be able to fly any interesting glider with the owner's permission, without him having to arrange extra insurance cover.

By the way, I am an instructor and I did have a minor groundloop accident in 2001, so I am still persona non grata as far as the underwriters are concerned at the moment. It is the more active and cross-country instructors that are most likely to have minor mishaps of this type, and they are probably the most valuable ones. Also the occasional heavy landings and other minor accidents are inevitable when teaching people to fly. You can't make an omelette without occasionally breaking eggs! In any case, if an instructor has all that a bad accident record, he or she shouldn't be an instructor anyway! It should be down to the BGA and the club CFI to decide, not the insurance companies.

Apart from anything else, the thought of not being able to fly anyone else's glider for five years is another incentive not to report heavy landings or other minor damage.

For our club gliders, pilots over 70 have to be approved by the CFI before cover for solo flying is granted. In general they will not cover pilots over 80.

By the way, I am given to understand

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 December 6

that elderly pilots do not have any more accidents pro rata than the general gliding population. Most of them have years of experience to compensate for any minor frailties associated with old age. I was recently put in the embarrassing situation as a duty instructor of having to ask one of our club's more senior pilots who came out to fly a club glider how old he was, and whether he had been checked out by the CFI!

There is more to instructing than just sitting in the back of a two-seater, and these changes are affecting our ability to do the job properly. I therefore hope that the BGA will consider negotiating with the insurance industry on these issues.

Derek Copeland, RICKMANSWORTH, Herts

Pete Stratten, BGA Chief Executive, adds: Derek's letter reinforces some very pertinent points, many of which were discussed in open forum at the recent BGA Club Chairmen's Conference. The BGA is actively engaged in discussion with the insurance industry, who are applying restrictions based on their assessment of the risk. They are of course keen to protect their claims ratios. The challenge may be proving to the underwriters that older pilots do have fewer accidents than their younger colleagues and, despite the fact that the risk of incapacitation in flight increases exponentially with age, that the overall risk associated with older pilots flying as pilot in command is acceptable

Flying the flag

IT WAS wonderful to see so many Union Flags in the October-November 2005 S&G. All credit to those who raised them, but wasn't the one on the cover flying inverted? It depends on where the invisible flagpole was, but the ones at the bottom of p31 are certainly upside down. The rule is that the red of St Patrick's cross must be close to the flagpole at the top, and this is so whatever the 'aspect ratio' of the flag is. As to the habit of flying flags at half-mast (see the top of p31) for Silver and Bronze, the less said the better.

Anthony Edwards, CAMBRIDGE, Cambs ✈

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See also their web site: www.hayley-conf.co.uk/pages/eastwood.html



Welcome

... TO ALISON RANDLE, the British Gliding Association's new Development Officer, who started straight in at the deep end with the Chairmen's Conference at the end of October. Alison comes from a gliding background, has flown at a number of clubs and is now based at Cotswold GC. She brings to the job a range of relevant experience and knowledge from financial services and voluntary organisations, which will be a useful complement to that of the existing team. Alison will work closely with our existing Development Officer, Roger Coote; they will share the task of advising and assisting clubs in the many development and management issues that arise. We aim to build on our existing work with new projects and I am sure that, by the time you read this, Alison will have already begun to make herself known around the clubs. We are delighted to have her on board and hope she will enjoy working for the BGA.

Something to CROW about

MORE good news came in the early autumn with final confirmation that our representations and negotiations over the CROW (Countryside and Rights of Way) Act had finally come to a successful conclusion.

This has been a long-drawn-out battle over the 'Right to Roam', introduced in November 2000 through the CROW Act, which began to take effect in summer 2003. The right of walkers and others to access open country threatened four sites: Dartmoor Gliding Society, Brentor; Derbyshire & Lancashire, Camphill; Midland, Long Mynd; and Carlton Moor. At each, it could have resulted in a public right to wander at will over the airfield, threatening safety and the clubs' ability to operate.

Roger Coote has been the front man for most of these negotiations. He has visited the sites, liaised at length with the Countryside Agency and the Department for Environment, Food and Rural Affairs, drawn up detailed maps and plans; and he even submitted a botanical analysis of specimens of the grass growing on Carlton Moor, to demonstrate this constitutes 'agriculturally improved grassland' rather than unimproved moorland. Members of the clubs affected also worked tirelessly to prepare their case, to lodge appeals where needed and to attend hearings when the cases were considered.

After two years' hard work, we have finally achieved a good result for all four clubs. In each case, the land essential to the clubs' operations has been taken out of the descriptions of "access land" under the Act and will be marked on the OS Explorer maps as 'excepted land' – the clubs maintain the right to prevent general access over their airfields. This is excellent news. We are indebted to Roger. His painstaking work in gaining a full understanding of the situation, his attention to detail and dogged refusal to take 'No' for an answer have been vital in bringing this saga to a happy conclusion.

Diana King, Chairman, Development Committee

Club chairmen meet to

Diana King reports on the sixth BGA Chairmen's Conference, held at The Soaring Centre on the last Saturday of October

FORTY-THREE clubs were represented at this year's Chairmen's Conference at Husbands Bosworth. Members of the BGA Executive Committee and of some sub-committees were also present to take the opportunity of hearing clubs' views first-hand. While the local club members tried to distract us by launching and landing outside the windows, the 70 delegates concentrated hard on other matters.

After a welcome and introduction from the BGA Chairman, David Roberts, the day started with an update from Patrick Naegeli and Hugh Browning on the continuing work of the Safety Initiative. In a review of the provisional results of the last 12 months, it was sobering to learn that, whilst the fatal accident numbers of 2004 had not been repeated, 2005 had in all respects been statistically similar to the long-term average of numbers and types of accident.

Patrick's message this year was simple: we need to stop crashing gliders. Failure to do so will lead to action by insurers and, in a climate of increasing regulation, gliding needs to demonstrate its ability to regulate itself and to operate safely. Hugh followed up with new information and statistics, developed following intensive study of winch launching. The research had shown how adequate airspeed and a controlled rate of rotation are critical factors in winch launch safety and Hugh pointed out that the safe and correct way to fly a winch launch is already described in the BGA Instructors' Manual. Nevertheless, new leaflets on Safe Winch Launching have been produced (see also p26 of this issue – Ed) and circulated to



The BGA Development Team, from left: Alison Randle, Development Officer; Diana King, Development Committee Chairman and BGA Executive member; and Roger Coote, BGA Development Officer

CFIs and chairmen. These will be available to all pilots once CFIs and instructors have received advice on how to present the information to their members.

Peter Moorehead, CFI at Mendip GC and an air traffic controller, followed with a valuable session on the management of very serious incidents. After a fatal accident, his club has reviewed its accident action plan and has come up with some clear guidelines, which he shared with delegates.

Simple points included making sure in advance that the emergency services know exactly how to find the club, advice on dealing with the police, and making sure that your club members' list is up to date and complete with next of kin details. During discussion, other delegates with experience of major accidents made other useful suggestions. Peter offered to make his club's emergency plan available to other clubs to adapt for their own use.

Alison Randle, our new Development Officer, doing her first official day's work for



David Roberts (above) and Pete Stratten gave a presentation about regulatory issues affecting gliding



Present were several club officials who serve as S&G Club News contributors, including Robert Theil (right)



share news and views



Some members of the BGA Safety Initiative deep in discussion at the conference, from left: Patrick Naegeli, who chairs the Initiative, Safety Committee Chairman Kevin Moloney and BGA Chief Executive Pete Stratten

the BGA, gave an informative and amusing presentation on the progress made so far in the introduction of plasma winch rope.

Five clubs are now launching on plasma and reports so far are very positive. One club has already bought its second roll of rope; another is about to do so and is offering two rolls of unused and nearly new cable for sale. Apart from the significant cost of the rope, no disadvantages had been found and the many benefits cited included increased safety, higher launches, and the light weight of the rope, resulting in easier ground handling and retrieving.

Delegates interested in knowing more were invited to provide email addresses, so that they can become part of the group exchanging and sharing information.

Turning to external matters, I outlined the recent decision of the UK Sports Council to withdraw funding from non-Olympic sports. Gliding is recognised by the Home Country Sports Councils and is still eligible for lottery awards at club level. However, the £40,000

annual Exchequer funding paid by UK Sport to the BGA is at risk unless a number of new criteria can be met. Gliding is able to meet the requirements, with one exception, namely that gliding should be receiving development funding from at least two of the Home Country Sports Councils.

To qualify for such funding will require considerable work by both the BGA and the clubs and I was keen to find out the clubs' views on whether such work would be justified.

The final session of the morning, *Is the Flying List Dead?* consisted of good practice briefings from three clubs, Cambridge (John Birch), Cotswold (Tim Barnes) and Deeside (James Davidson). Each of these clubs had come up with innovative ways of improving the satisfaction levels of club pilots, in two cases by introducing bookable flying (see page 30 for more about Cambridge's system - Ed) and, at Aboyne, with new members' introductory courses. All three reported more satisfied customers and increased rates of progress by pilots.

During and after lunch syndicates turned their attention to separate questions about safety, the Sports Councils and innovation at clubs. Graham Evison, Don Welsh, Ron Bridges, Alan Jenkins, Chris Nicholas and Geoff Homan led the groups and reported back, with some useful replies and ideas for consideration by the clubs and by the BGA centrally.

David Roberts and BGA Chief Executive Pete Stratten concluded the presentations with a comprehensive round up of current European and UK regulatory matters. David warned that we might soon be looking to all members to help by lobbying politicians in order to get our message across.

Finally, Mike Jordy, BGA Vice-Chairman, led an Open Forum before formally closing the conference. ✈



Andy's MBE

PAMI and Andy Davis are seen outside Buckingham Palace in October after he was presented with his MBE for Services to Gliding by Her Majesty Queen Elizabeth II. Andy, twice a world champion, current Standard Class World Champion and 2006 National Champion, is ranked third in the FAI Pilot Rankings. Great Britain has six pilots in the top 20 of this definitive listing, based on competition results: Mike Young (8); Peter Harvey (10); Russell Cheetham (12); Jay Rebbeck (16); and Richard Hood (19). Next comes Germany with 4/20 and France and Poland with two each. Andy's honour was awarded not only for his long, distinguished career in international racing, of course, but for his other voluntary work on behalf of gliding, ranging from the British Team's successful coaching programme, his chairmanship of the Joint Venture Committee for the 2005 Junior Worlds, and much more grassroots activity on his club committee, airspace matters and so forth. Congratulations! (photo via Charles Green)

The BGA member clubs represented at the 2005 Chairmen's Conference were:

Aquila, Black Mountains, Booker, Bristol & Glos, Buckminster, Burn, Cambridge, Cotswold, Deeside, Devon & Somerset, Dorset, East Sussex, Essex, Suffolk, Herefordshire, Lincolnshire, London, Mendip, Midland, Needwood Forest, Nene Valley, Newark & Notts, Northumbria, North Wales, Oxford, Peterborough & Spalding, RAFGSA, Rattlesden, Scottish Gliding Union, Shenington, The Soaring Centre, Southdown, South Wales, Stratford on Avon, Surrey Hills, Trent Valley, Upward Bound, Vale Of White Horse, Welland, Windrushers, Wolds, York and Yorkshire



JOHN Lavery (above) has been appointed Regional Technical Officer for Northern Ireland. John, a senior member of Ulster GC, is a well respected BGA inspector. The appointment was made during a visit by the BGA CTO to Ulster for a technical seminar held for inspectors and other interested parties. Owen Anderson, UGC Technical Officer made the grade as a BGA inspector following a technical interview. **Jim Hammerton, Chief Technical Officer**



One of the syndicate groups in action. Six groups each considered one of three subjects during lunch

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Performance and handling tests

Jochen Ewald updates us on the annual summer meeting of the German universities' Akaflieds, where performance flights and handling assessments are carried out on glider types new and old



THIS year, gliders available for performance evaluation were the ASW 28 E (both 18- and 15-metre) and the Ventus 2cX, whose evaluation started last year and remained to be finished, as well as the new 18-metre Discus 2c and the prototype LS10. The method used to evaluate the performance of a new glider is the "comparison" method, recently optimised by Falk Pätzold of Braunschweig University's Institut für Flugführung (IFF) with the introduction of relative GPS position logging. The reference glider used is a specially-calibrated DG-300/17. Meanwhile, the DG-1000S, Duo Discus, SZD-50-3 Puchacz (new production), Discus WL (with winglets), PIK-20D, Phoebus B and the Akaflieg Braunschweig's SB-14 were evaluated for handling using the Zacher model. Student projects this year included: Dresden Akaflieg's research into the airflow on the tailplane and wing of their T-tail Blanik L-23 (last year they did similar research on a Bocian with a conventional tail); the Flugwissenschaftliche Vereinigung (Akaflieg) Aachen's work on Guernsey flaps and optimising their wing profile measurement glove system on the DG-1000S; and the Braunschweig Akaflieg's certification flight testing of the SB-14. The IFF tested a new towed cone-stabilised probe for static pressure measurement beyond the glider's influence, and a new differential GPS system with an additional ground-based GPS receiver for research where a precise glider position is required. Idaflieg results are discussed every year in January during the Idaflieg winter meeting, which in 2006 will be at Dresden University from January 6-8. An annual booklet (in German) containing the winter meeting's lectures can be ordered from vorstand@idaflieg.de (Euro 18.00 + postage). See also www.idaflieg.de **Pictured, above: from left:** the calibrated DG-300-17 used for performance tests, with the new cone-stabilised, towed, static pressure probe; next is shown the prototype LS10. Right: a winglet-equipped Discus was one of the gliders tested. Below: The Aachen DG-1000S was equipped with probes to measure the angle of attack and slip on the right wing and a Prandtl tube (combined static and pitot probe) on the left wing (below left) which automatically turns into wind to get precise airflow data for the glove (below right) on the left wing. A comb of pitot probes (below centre) behind the glove (here featuring a small, downwards opened Guernsey flap) measures the pressure distribution behind the aerofoil, while small holes in the aerofoil surface give information about the surface pressure there (photos: Jochen Ewald)



TAIL FEATHERS

by Platypus



STINC – Stupid Things I Now Confess – No. 4

IT HAD been a difficult day at the Open Class at Lasham in the 1990s. All my ballast had been dropped somewhere along the route, but finally I convinced myself that the ASW 22 and I were at last going to make it home, coming in from the north west. My computer said my altitude was sufficient, and that I had a 6kt tailwind component.

However. The *however* in this case was a small ocean of sink of the kind I have run into on final glides into Booker, Bicester, Husbands Bosworth, Dunstable, St Auban, Gap, Angers, Hahnweide, Seminole Lake, Minden, Uvalde, Waikerie, Tocumwal, Narromine and Omarama: that is to say, everywhere. Sink happens. So, wearily, I decided I was not going to make Lasham without a climb – just a few hundred feet, please. The day was fading, the sky was looking disorganised (it's interesting that pilots like me never accuse *ourselves* of being disorganised – it's always the bloody sky that's disorganised) and a decent thermal was not on offer.

From tailwind to headwind

Finally I groped around low down in what should have been 2kt but was averaging a little over one knot. Every minute I circled and drifted downwind saw my favourable wind-component diminish by 2.5 knots. (I worked that out only after the event: my mental arithmetic in flight is pretty good – conditioned by schooling that predated calculators and decades of cross-country flying that predated computers – but it does not extend to trigonometry while trying to centre on rubbish.) If I did not climb quicker I would drift so far downwind as to end up punching into nearly 20kts of unfriendly breeze. For Pete's sake, I was only six miles out. I could see some pilots finishing; I could hear others giving the finish line their five-minute calls. In short I was fizzing with impatience. I now had the height that I had needed when I started circling, and I was the same distance from Lasham that I was when I started circling. So that was all right, wasn't it? What I did not want to know about was

the fact that my tail component of 6kt would now be a head component of 11kt. I was no longer in computer-obeying mode. This was eyeball stuff – and there was a red mist behind the eyeballs. There was a limit to how many people I would let finish before me. "Let's go for it!" Decisive words, very popular with the people who manage space shuttle launches. We levelled out, pointed the nose at the trees that line the northern boundary of the field, and hoped.

Gerhard Waibel once said to me that he had designed the ASW 22 much too light. I had no grounds for complaint on that score, having on many occasions blessed that lightness at the end of long days. But the fact remained that on this particular day, without ballast, going into wind, I was still not going to make it unless I did something drastic. My eyeball told me that the angle between me and the Lasham trees was worsening, not improving as it should. There was nothing for it but to use the ground.

(You mean, land safely on a nice flat piece of it as soon as possible, of course? Ed.)

Pah! I mean, use *ground effect*. At the Word Champs in Uvalde in 1991, when flying with Robin May in the back seat of the ASH 25, I had seen pairs of French contestants in their Nimbus Fours flying towards the finish a mile or two out at nought feet, streaming water, until their ballast and their flying speed were utterly exhausted; at which finely-judged (and no

doubt frequently-rehearsed) point they would have just enough momentum to run their wheels over the line and drop their starboard wingtips into the hands of pretty girls who strolled out to welcome their hero pilots. I was assured that this manoeuvre, by comparison with the conventional "worm-burner" finish – a VNE dive across the finish line followed by a circuit of the field, was the equivalent in speed points of having several hundred feet extra at the start of the glide. I never did the arithmetic but it makes sense: to cross the line with zero energy must be much more efficient than crossing it with enough energy to carry a 1600-pound mass back up to 300ft. Besides, flying right on the deck effectively doubles the aspect

Ground effect really works!

ratio and L/D by neutralising the wingtip vortices: the cursed Induced Drag. This increase in effective L/D was noticed 60 years earlier at Dunstable, when low-performance gliders were transformed into high-performance gliders just at the most inconvenient moment – when three feet off the ground. After many crashes London Gliding Club bought more land and pulled down hedges, but in addition spoilers and later dive brakes were installed in all but the most basic trainers.

It was time to put this painfully purchased ancient wisdom into practice. A mile out I dived to nought feet and my first and last ground-effect final glide into Lasham began. Occasionally I had to pull up to avoid telegraph poles and small trees. There was no time to look at the airspeed indicator. I was more concerned about the much larger trees along the airfield's northern boundary, which I was now looking up at.

As I speculated as to whether I would have enough energy to make it over the trees (something the flying French finishers did not have to worry about at Uvalde) I remembered something useful from another STINC at Dunstable in the 1980s in a Kestrel 19 when about to arrive at minus 100ft. This was that if you pop the flaps from full negative to full positive you slow down abruptly – but you equally abruptly gain a good 100ft or more – and without stalling,



At nought feet, streaming water

to try it at zero feet, or, in places where the surrounding terrain is more undulating, minus 100ft. Make sure you are practically into your local boundary hedge before you pop the flap since immediately after this manoeuvre you will have a very low airspeed and very poor glide angle for the brief remainder of your flight.)

For once, things went according to plan – we ballooned gently over the treetops, nosed down on the other side as soon as possible and even remembered to lower the wheel. A graceful landing straight ahead belied the shredded nerves of the pilot who just sat there, recovering quietly from an adrenaline overdose. To this day I still give a shudder when recalling these few rash minutes. It's not the prangs in one's life that give one the heebie-jeebies years later – it's those other flights which ended without a scratch on aircraft or pilot, but which might have ended so differently...^{1, 2, 3}

Altitudes (astronomical) & altitudes (aeronautical)

Before Christmas 2005 a copy of *The Platypus Papers* will be winging its way to Bruce Forbes for the best solution to last issue's Michaelmas quiz. (Well, it was not just the best solution, it was the only solution, which at least spared us an ugly brawl between the winner and disappointed rival contenders with different mathematical methods.) As I am sure you all remember vividly, the question was: when at noon by the sun at the Equinox (September 21) a plane on its 3° glide-path into Heathrow passes between my kitchen and the sun, at what height is the aircraft and what is its distance and direction from me?

I have to say that Mr Forbes slices through the Gordian knot in a way that would have had my maths teachers frothing at the mouth. He is a retired BA pilot who has flown that flight-path and knows that the right-hand runway is due east-west and that all competently-piloted planes fly along that 270° line at three degree glide-slope, and not to the official centre of the airport, which I gave you, but the threshold, approximately a mile east. *That is a recourse to knowledge of the real world and is not*



Imaginary log cabin

really cricket! This means he does not need to find out the sun's altitude (its angle above the horizon); the point of my mentioning the date was that the examinees would have to consult an astronomical almanac to look up both the sun's angle above the horizon and its azimuth (its direction from my house) to calculate the height above ground of the aircraft and its distance.

With hindsight I see I should have set the location of a totally hypothetical airport – and an imaginary log cabin with me sitting in it with nothing to do but cook salmon and watch the planes go by – 90° west in Canada or 90° east in Siberia, then there would not have been any clever stuff of that kind; the direction of the approach to the runway would have had to be worked out by abstract thought from the data supplied by the maths-master and from no other source. Nevertheless, a sterling effort with quite a lot of calculation entailed, despite the shortcut.

Bruce Forbes's answers:

- i. Altitude of aircraft = 2,500ft
- ii. Distance house to aircraft = 1.05km (1.28km slant range)
- iii. Bearing of aircraft from house: approx 180° True

The azimuth of the sun (and therefore the bearing of the aircraft) at the time and place specified is in fact 182°.

All the information one requires can be found on the Internet, via Google, usually via multiple reputable sources. The sun's altitude and azimuth is provided for any location on earth at any time. For any airport or any UK postcode you can get a latitude and longitude, and between any two locations you can get a Great Circle distance and bearing. The Earth's radius and curvature (about 50ft between Barnes and Heathrow) is similarly available.

And of course Excel works out sines, cosines, tangents, radians and nifty ways of calculating sums backwards.

All this gives us decadent southerners something to do in the winter, while the hardy Scots, Welsh and other denizens of the mountains freeze their bottoms and other parts sitting at vast heights in the short daylight hours

Just when you thought it was safe to get airborne

Frankly, Bill, I was quite glad to get away from all the stress of competitions. Yes, Plat, those crowded, sweaty gaggles, those 90ft wings scything to within an inch of your canopy, that scratching at 500ft, the long, slow, marginal final glides as thermals peter out, and those outlandings in near-dark on vertiginous set-aside fields in the West Country: it all takes a toll on your nerves – No, no, NO! Those are the fun bits. I'm talking about the week before the contest: the panic when you realise the C of A papers are at your partner's house and he's on holiday with his family; the seizure you experience when you see that the insurance small print doesn't cover the country in question; the apoplexy when the turning-point data won't install itself in your fancy final-glide computer, and as for the logger – Quite so – therefore I was surprised to see your name on a list of entrants for a competition last month.

Yes, Bill, but that was as a privileged and pampered passenger, not as pilot. Every bit of paperwork and getting-ready of the aircraft had been done by the other poor guy. So for the first time in 45 years I was able to turn up at a contest without a care in the world. When I take a camera up with me now it is for pleasure only – to see which country houses and castles I can capture – as P2 you observe lovely things on the ground below which you never notice as P1. In the bad old days cameras were only for turn-points – and I was the world's worst taker of turn-point photographs.

Yeah, people would say, "Hey, I didn't know Plat liked doing aerobatics!" and the others would reply, "He hates aerobatics – that's him trying to photograph a turn-point!" Thank Heaven all that has long gone. How was the weather for your two gliding competitions in 2005?

Well, that's the strangest thing. My ability to break droughts and make the desert bloom simply by driving up to a gliding site has vanished. Clearly the weather gods get no fun tormenting me with rain and hail when they know I don't care any more – my contest ranking, my ego and my insurance are no longer at stake. So the contestants enjoyed 15 competition days out of 18, most of it excellent racing conditions. Spread the word in 2006, please! You're willing to do it again?

I just can't wait for another dose of those crowded, sweaty gaggles, those 90ft wings scything to within an inch of your canopy, that scratching at 500ft, the long, slow, marginal final glides as the thermals peter out, and those outlandings in near-dark on vertiginous set-aside fields in the West Country: wonderful!

mdbird@dircon.co.uk

The Platypus Papers: 50 years of powerless pilotage – buy at www.gliding.co.uk or see the ad in classifieds

1. The next day I examined my GPS logger trace. What speed had I been doing over the ground just before the last pull-up over the trees? Eighty knots? Seventy? Sixty? The logger cannot lie. It read 56 knots. Hmm.

2. In August 2005, as I mentioned in the last S&G, I flew shotgun with Rod Witter in his Duo Discus Turbo, DDT. No longer did we have to do those hair-raising final glides from the north over the Lasham trees. We were instead routed around a checkpoint a few kilometres due west of the field, with a safe, unobstructed run onto the east-west main runway. No longer shall we be able to entertain (or bore) our grandchildren with hair-raising stories of death-defying arrivals at the great gliding centre. On the other hand, our chances of living long enough to see our grandchildren have doubtless been much improved.

3. The BGA/S&G take no responsibility whatever for opinions or so-called advice shovelled out so liberally in this column



Learning to soar slopes

Don Puttock, who is the Chief Flying Instructor at the Black Mountains GC in Wales, offers advice to pupils and instructors on learning to exploit the hill

SOARING all year around in the UK is possible, but how are we to make slogging up and down a ridge more appealing? This article is designed for instructors and students alike; they highlight training issues and illustrate how good hill-soaring skills will help a pilot improve his competence handling his sailplane, and thermalling.

Relatively few pilots have had the opportunity to develop their hill soaring skills. Little training material is available and even less guidance for instructors.

Sailplane design and piloting skills have

developed in parallel with great cross-country achievements. As soon as the early gliders managed to break their bonds to the local hills, pilots looked to thermals and wave as the major area for training and development. Some pilots are even critical of the apparent low skill level required to soar a hill. This in turn tends to discourage pilots from exploring this fascinating area.

The recent growth of interest in mountain flying has been fuelled by cheap transport and the opening up of Europe. Pilgrimages to the Alps, for instance, are commonplace. Perhaps we should now be paying more attention to training, and ensure pilots maximise their enjoyment safely.

What is hill soaring?

Before we attempt to develop our skills we should first understand the beast. We often hear about pundits roaring along a ridge low level at some breakneck speed – it may be

good fun, but is certainly not ridge soaring. “Soaring” is to use the air efficiently and safely in order to support the sailplane; the purpose may be to buy time or to assist the sailplane across country.

Lift over hills comes in several forms: with traditional hill lift, anabatic flows and streaming thermals being the more common sources of energy. Wind-generated ridge lift is the most commonly encountered form of lift. The size and shape of the terrain and the orientation and strength of the wind all have a direct effect on the strength and position of the best lift and the value of the ground as a good lift generator.

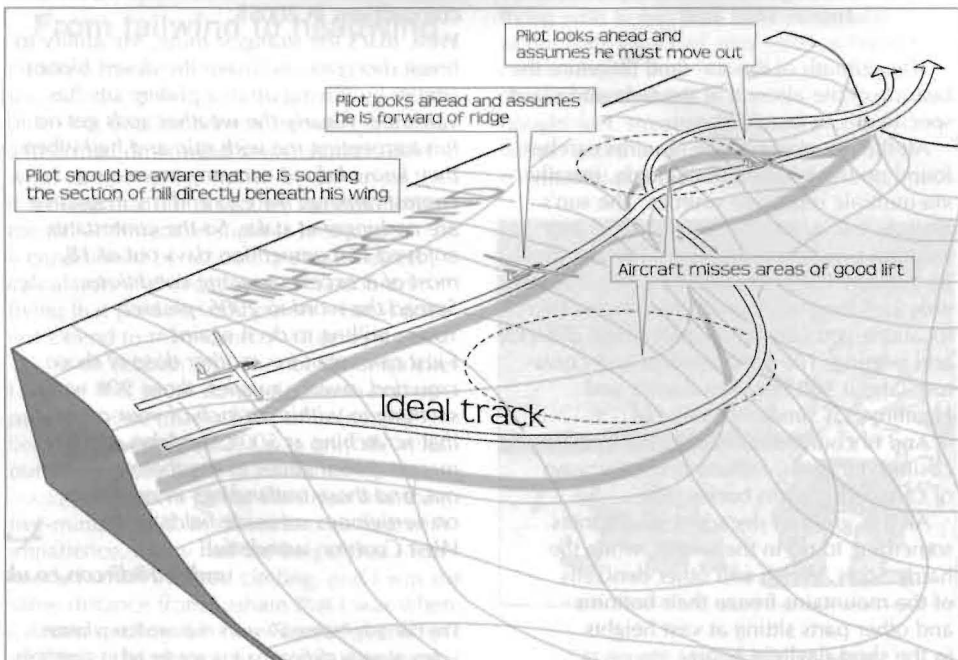
Below the crest

Subtle skills are required to soar ridges below the crest of the hill, and techniques described in this section should not be attempted without proper tuition from an experienced hill soaring instructor.

As well as the significant influence of the ridge’s length, height and shape and the wind direction and strength on its value as a good lift generator, airflow below hilltops can be difficult to predict.

Habits, formed in earlier flying training, can cause significant problems and generally some unlearning is required:

1. Most cross-country pilots have an almost uncontrollable urge to reduce speed as the lift improves. This is a particularly dangerous practice when hill soaring below the tops.
2. Airspeed must never be allowed to get too low; a gust can cause the glider to stall at the most awkward of times. The natural horizon is not visible and the pilot must learn to use noise levels and control responsiveness as his guide; he must most definitely not chase the airspeed indicator.
3. Lookout procedures must change. Pilots can easily become fixated on the wingtip (often fairly close to the hill), and fail to look ahead to avoid the next rocky outcrop or oncoming glider.
4. Differences between heading and track can be quite disconcerting when close to a





Opposite, top: the Black Mountains in the snow, seen from the gliding site at Talgarth, mid Wales (Robbie Robertson) and, opposite below: Figure 1 – where to find ridge lift; Above left: Paul Cooper took this high over Sutton Bank's wooded ridge – at the bottom of the shot – on a Staffordshire GC expedition when he got Gold height in wave; Above right: Brian Bateson took this photograph of Trueleigh Hill on the South Downs from Duo Discus 2UP – Brighton and the English Channel are visible in the distance; Below: Figure 2: be aware that your view forward may not reflect your current position in relation to the ridge line (all diagrams: Steve Longland)

hill. With the glider pointing away from the hill to correct for drift, the yaw string should be central.

5. Optical illusions can lead an inexperienced pilot into difficulty. A variometer indicating lift and the ground outside appearing to move upwards can cause the pilot to subconsciously pull back on the stick to correct the visual anomaly.

6. High closing speeds with the hill are common with the relatively high ground-speeds. Gliders typically approach a hill with a tailwind. The effect is not obvious until the glider is very close to the hill. Great care must be taken to avoid an inadvertent collision with an immovable object.

7. Selecting an appropriate airspeed is critical for both safety and soaring efficiency. Too slow is unacceptably dangerous, and too fast may mean you are due for a field landing. If you are in any doubt, it is always sensible to seek the advice of an expert. A carefully judged balance is required

between optimising speed for soaring, and leaving a safe margin for gust-related stalls or lack of concentration on the part of the pilot.

8. Sufficient manoeuvring room must be allowed for the glider to move away instantly should he need to. The glider must always have a safe escape route.

Joining a hill below the top

There are few things more satisfying than gliding towards your next hill and hearing the sound of the variometer as it confirms you have lift.

1. Keeping well clear of potential sink, approach the hill by the most expeditious route, normally 90° to the ridgeline. Keep a good lookout for other aircraft, assess the best route to avoid conflicting with them and continue to fly at best L/D.

2. Look out for potential landing sites, in case you arrive too low or the hill is simply not working.

3. Don't visually fixate on the hill: just as with thermals, another pilot may have exactly the same intentions as you. Continue to keep a good lookout.

4. At a reasonable distance (which can only really be shown by practical demonstration), increase speed and introduce a 45° turn – this allows you to judge your next turn more easily.

5. As the variometer indicates an improving situation, and before you get too close, progressively turn through a further 45° plus a wind correction angle, level the wings and follow the hill contour.

Speeds to fly should be higher than normal to start, to give you the opportunity to identify any potentially turbulent areas safely. Gullies, areas of marked change in hill direction, wind shears or wave rotors can have surprising effects on your own airspeed.

Climbing up below the top

1. Below the top, the best lift is normally, although not always, fairly close to the hill.

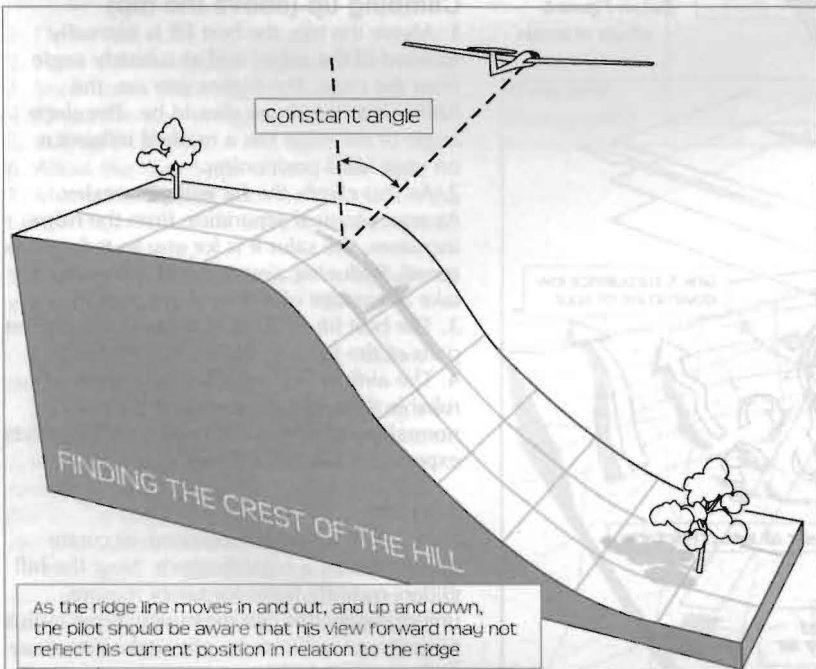
2. As you get nearer the crest, the lift should improve. Conversely, the lower you are, the weaker the lift will be, and at some point there will be insufficient to sustain you.

3. If you are in weak lift, at a high point along the ridge, try flying to a lower section. Air often leaks over these sections and provides stronger lift as a result.

4. As you climb, you will need to reposition yourself progressively in relation to the hill surface. Shallower slopes are a particular problem because gains in height quickly move you away from the hill.

5. You should allow for a drift angle, and accept the fact that your heading and track will be different. Try to keep the yaw string straight.

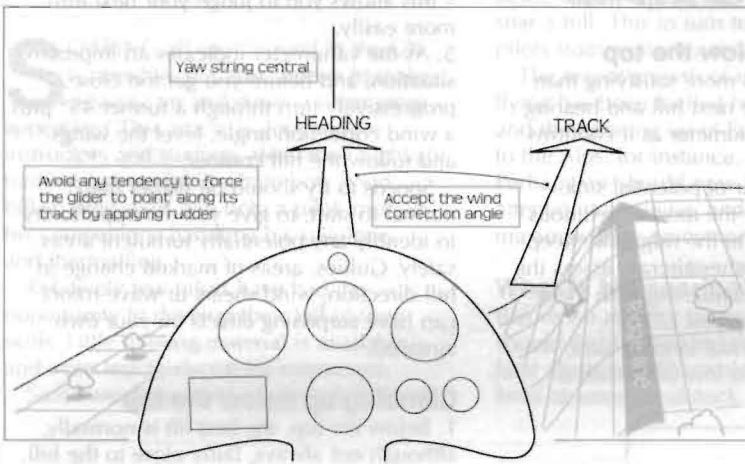
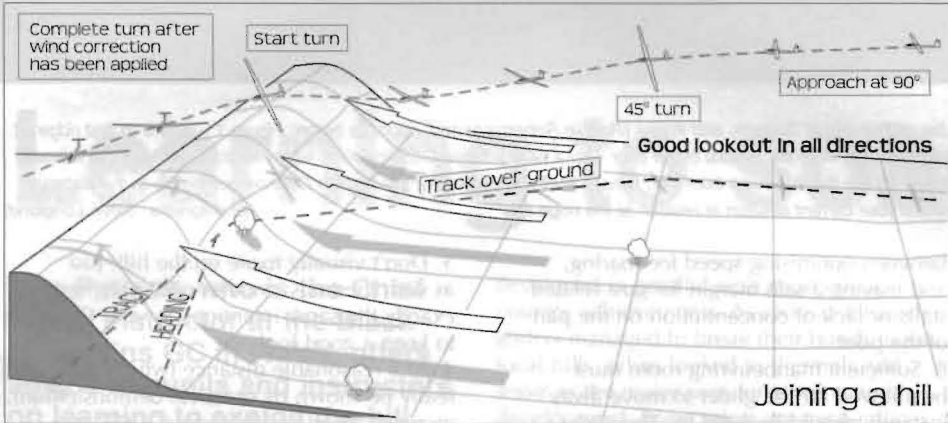
6. Maintain a very good lookout, and pay particular attention to blind corners. It is normally safer to move further away from the hill and improve the forward visibility. Don't forget that it is not only gliders soaring ridges. Meeting a slow moving paraglider can be quite disconcerting.



HILL SOARING INSTRUCTION



7. Below the top it is quite common to find sink areas in the wind shadow sections. Pay particular attention to this, if the wind is not square on to the hill.
8. Do not attempt to slow down if you hit an area of stronger lift.
9. Judge gullies carefully – many can be too small to negotiate safely.
10. Never attempt thermalling below the top: drift will quickly get you dangerously close to the hill. S turns are a better method of using a thermal and are quite reasonable providing there are no other aircraft in your vicinity.

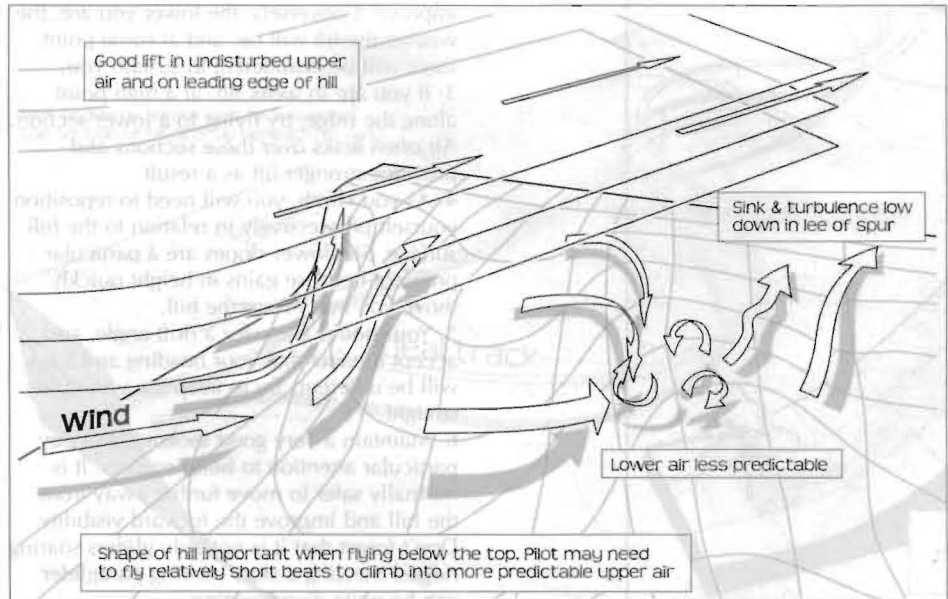


Top: footpaths can mark the ridge crest, as here at Cats Back near Hay Bluff, looking north-west to Hay on Wye – taken from ASW 20 464 (Robbie Robertson)

Above: Figure 3 – How to join a hill

Left: Figure 4 – correcting for drift

Below: Figure 5 – effects of terrain



Locating lift above the top

Identifying the hill's crest can be difficult. Slopes are never as obvious from the air, where the flat top becomes a steeper incline is the crest. Sometimes these are marked by footpaths – where walkers get a good view. As the line of the top of the hill wanders in and out as well as up and down, the pilot is continually repositioning the aircraft to stay in the best air. A good rule of thumb is to maintain a similar angle from the crest as the actual hill slope itself.

Any tendency of the aircraft to turn should be used to help the pilot fine-tune his position. Many pilots have developed a habit of chasing the yaw string with the rudder; this is actually counter-productive and can drive the aircraft away from the better air. The yaw string will deflect quite normally if the aircraft starts to roll even a small amount.

The roll is caused by a lift differential across the sailplane and should be corrected with both aileron and rudder, and the information then used to guide the pilot towards the best lift.

The pilot should be aware he is soaring the section of hill directly beneath his wing; if he uses the forward appearance, he may position himself poorly.

Climbing up (above the top)

1. Above the top, the best lift is normally forward of the ridge, and at a steady angle from the crest. The higher you are, the further into wind you should be. The slope angle of the ridge has a marked influence on your ideal positioning.
2. As you climb, the lift will get weaker. As your physical separation from the ridge increases, the safer it is for you to reduce airspeed. Reducing airspeed will allow you to take advantage of the weaker upper air.
3. The best lift is likely to be over the highest parts of the hill.
4. The airflow is normally much more reliable than lower down, and does not normally suffer from the wind shadow effects experienced below the top.

Turning

Particularly in weak conditions, accurate turning makes a big difference. Near the hill gliders must fly faster for safety reasons, unfortunately this can mean very large radius turns. Large radius turns often take you away from the useful lift.

1. Always look out before turning, look well ahead and be certain there is sufficient time to turn before any distant glider passes you (closing speeds of 150kt are not unknown), then check behind and ensure there is no conflict with following traffic. Below the top, following gliders may not be able to pass you on the hillside, there is simply not enough room, and a glider catching you up may be very poorly positioned in relation to your intended flight path.

2. As you turn, use a good bank angle and slow down. Removing any excess speed, but still maintaining a safe margin above the glider's stalling speed in a turn, will reduce the radius of your turn. Your speed will reach a minimum value when parallel to the hill and travelling in the opposite direction. You should still be in lift and reasonably close to the hill.

3. Increase speed again and roll the wings level by the time your flight path is 45° to the hill. Remember the glider will not roll quickly and you must allow sufficient time to get the wings level. If you got stage two correct, you will be reasonably close to the hill already.

4. As the glider approaches the correct position in relation to the hill, turn away from the hill and level the wings after the drift angle has been applied. The glider should now be pointing away from the hill and in the ridge lift.

5. Turning below the top requires accuracy and good co-ordination. The lack of natural horizon can make turning particularly challenging.

Hill soaring instruction

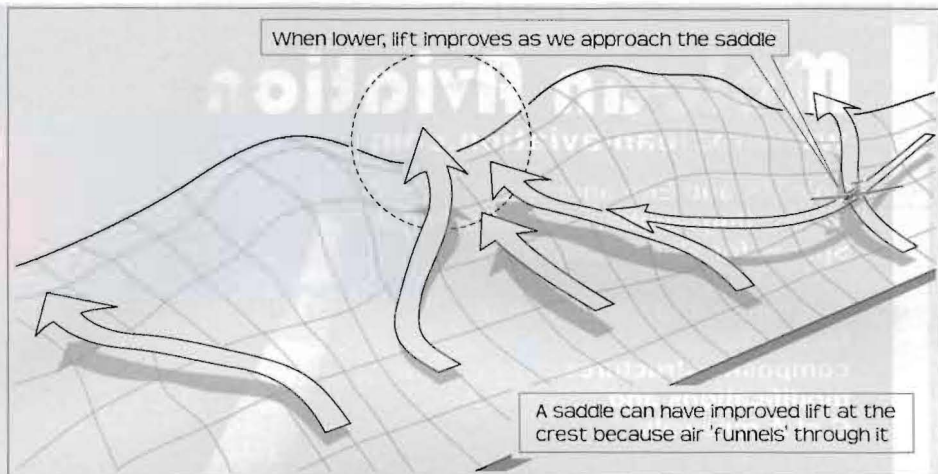
Hill soaring instruction should always start above the top. Developing the pupil's flying skills is normally necessary: most pilots will need to unlearn some training. This is much safer if well away from the hill to start with. Any tendencies to...

1. Fly by ASI;
2. Lead with the rudder in a turn;
3. Look down the wing in a turn;
4. Chase the yaw string;
5. Pull up in the lift;
6. Allow the nose to go down in the turn;
7. Mechanically pull back on the stick in the turn without reference to attitude and speed;
8. Fail to look out;
9. Slow down when approaching higher ground

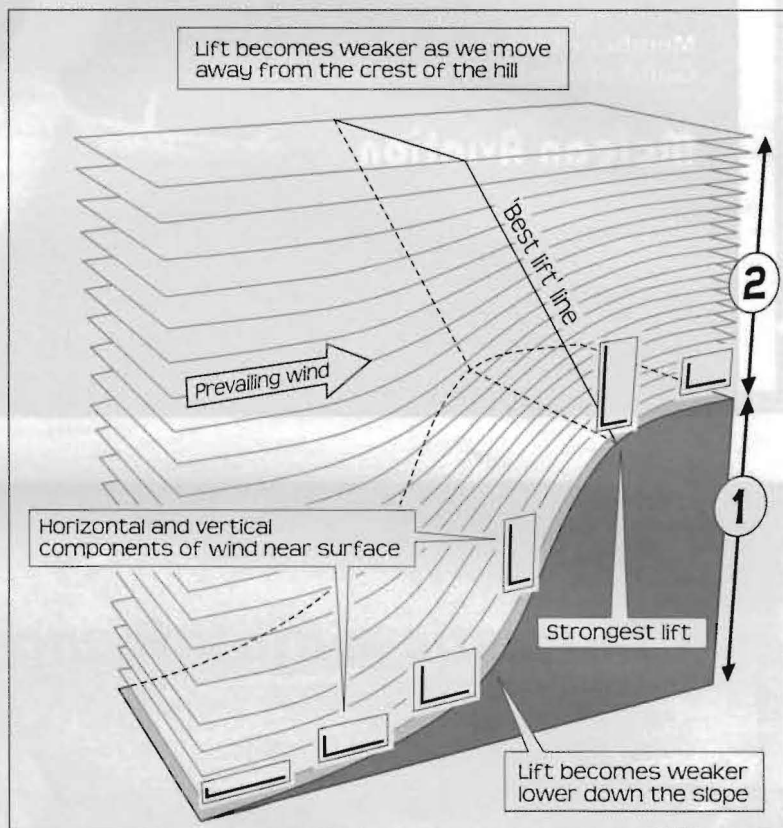
...can all be resolved BEFORE the "below the top" training begins.

Hill soaring is technically demanding and an excellent platform for pilot development. It is a useful way for pilots to not only remain current during the winter season, but it is probably the most technically demanding form of soaring today.

The biggest single challenge to hill soaring instructors is the improvement of the pupil's basic handling skills. After a few hours on the hill, most pilots see a new set of standards that they need to attain.



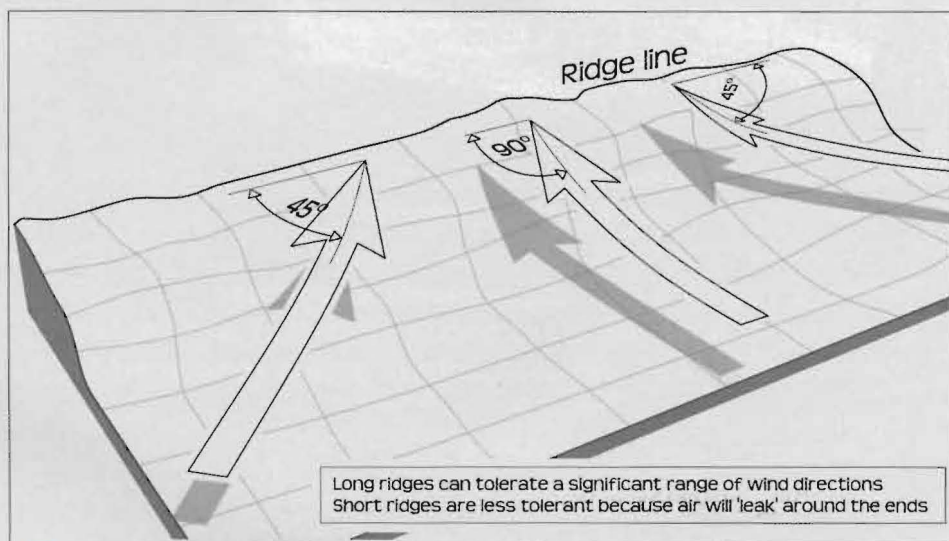
Above: Figure 6 – funnelling of air at a saddle



Right: Figure 7 – positioning to find best lift

Below: Figure 8 – how the ridge length and wind direction can interact

All diagrams: Steve Longland



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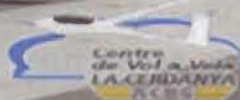
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Racing, F1 style

Mike Young was one of two top British pilots who took part in an exciting new concept in sailplane racing: the Grand Prix at St Auban in France

NYMPSFIELD has always been one of my favourite sites to fly from in the UK. The scenery is stunning, the pubs are wonderful and its quirky local weather always make flying there an interesting challenge. I first visited the site in 1973 when my dad was flying a Standard Cirrus in the regionals: there were seven flying days and he landed out eight times. Off-field relights were still allowed back then. At this year's Standard Class Nationals I seemed to land out every day as well. Only Andy Davis managed to get around all bar one of the tasks. So after a somewhat disappointing week's weather at Nympsfield, Muriel and I were looking forward to a week in warm autumnal sunshine in the south of France.

I have since come to the conclusion that if you want to guarantee bad weather – hold a gliding competition.

The International Sailplane Grand Prix has been developed by a few forward-thinking individuals in the International Gliding Commission to be an easily understandable gliding competition which is media friendly. Covering 10 days (including official practice) as opposed to nearly three weeks for other international events, there are far fewer competitors, requiring a smaller organising team, which reduces the cost of the contest.

The concept is simple, involving a regatta start as in yacht racing; tracking devices and on-board cameras (used only on the more

photogenic); fairly short tasks of around two hours 30 minutes using a TP near the airfield; beat-ups; and a points system like in F1 motor sport: that is 10 for first place, 8 for second, then 7, 6, 5, and so on.

The British team consisted of Captain Pami Davis, Muriel, Andy, and myself. To ensure that the spectators wouldn't be too partisan, Andy had also drafted in his own fan club of several carloads to wave the flag.

Since this is a relatively new concept there were teething troubles, mainly with the start and finish procedures. I am convinced that had the weather been better they wouldn't have seemed such big issues but since we had so much time waiting for small windows of opportunity to fly we had plenty of time to discuss them. A bit like a British nationals. The initial rule for starting determined that all gliders had to be behind the startline and below the start altitude two minutes prior to the line opening. This inevitably led to something akin to a Battle of Britain dogfight with VNE dives from all directions two minutes before the start line opened – very exciting indeed. This was later solved by removing the time constraint for the height only and introducing a speed limit of 170km/h for startline crossing. It seemed to work well. The finishing problems were caused by the direction of the finish, which routed in via St Auban-Chateau Arnoux. There was concern from the local residents that gliders were flying too low over their houses. This could have been resolved by changing the finishing direction but the eventual solution was to impose a minimum height at the last control point 4km from the airfield and also a minimum altitude for crossing the boundary of the air-

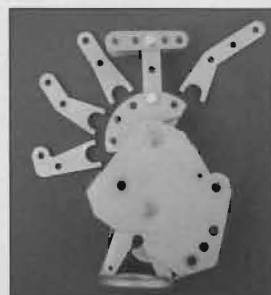
field. It also ensured a spectator-friendly competition finish. So air vent open start/closed (cockpit static) finish was added to the checklist.

The two official practice days were excellent. The fastest speeds were more than 120km/h for the approximately 300km tasks. On the first there was a maximum altitude restriction at one turning point, where a film crew had hiked up the mountain to shoot us as we flew past. The following day they perched themselves on the mountain just north of Aspres Airfield; I glid from 11,000ft, at 100kt-plus, flying through several good climbs, adjusted my beanie hat, put on my lipstick, arrived about 500ft below the top of the mountain on which they were filming, and landed out at Aspres five minutes later! After getting a tow and flying back to St Auban, I chatted to a local pundit who told me the film crew had got some terrific shots, including Mike Young landing out. "Really?" I said. "How humiliating for him."

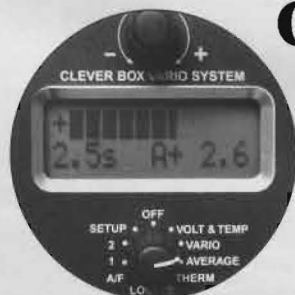
"How did he manage to land out on such a fantastic day?"

"I don't know – you'll have to ask him!" I responded abruptly. Definitely not a time to reveal my true identity.

The first competition day was another excellent day. I found myself at the top of the lead gaggle about 100km from the finish and decided to make a break, given that the others would have an advantage on the final glide over my unflapped Discus 2a. Unfortunately I missed a 10kt climb and had to settle for 5kt whilst they climbed a few kilometres behind. I then made the mistake of unsuccessfully trying to cross a col (pass) on the final glide, which cost another five minutes, and had the frustration of watching



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Team GB, from left: Mike, Muriel, Pami and Andy

several others going past in the knowledge that every one represented another point lost. At least I got a point on the scoreboard and would thus avoid the humiliation of going home with *nul points!* Andy had got very low on the route out with very few options, climbing being essential; dumping his water so early in the flight made it very difficult for him to regain the lost time.

And so ended the good weather. The organisation managed to squeeze another four days in somewhat marginal conditions, often with the cloudbase well below the mountaintops and frequent showers.

Just like Nymphsfield!

The briefings involved a bit of razzmatazz, with muzak and the previous day's tracking running on a big screen. This reminded me of that nightmare where you're running away and should never look back: no matter how many times I watched I was still unable to get over that col. I found it mesmerising and would inadvertently find myself staring at it whilst having a conversation, just like in one of those sports bars with a telly on. Muriel would give me that look with rolling eyes, and a gentle sigh which you know means that you are turning into an Anorak.

Roland Stuck would commence briefings typically French time, which translates to five minutes late, by singing out the previous days Heroes. If I were to change my name, it would definitely be to something like "Georgio Galetto" – the multiple syllables and the way that it rolls off the tongue even had me banging the table with my fists, jumping up and down, and shouting: "Ahhhh, Georgio". I wanted Georgio to win every day just for that reason and because he is the nicest guy you could ever wish to meet. Then there was the *howidunnit*, which is traditionally the preserve of British comps – it was only slightly more articulate and that's with most using English as a second language, no thanking team and sponsors yet! I was lucky not to be awarded the unluckiest pilot prize, which was really a pseudonym for coming last (planking it).

Andy was first back on the second day, collecting the big 10 points. Petr Krejcirik finished one second after Andy and just needed another 50ft of height to catch him; unfortunately the ground intervened and after an interesting manoeuvre he broke the

world record for the fastest backward finish. With only Petr's pride and his Ventus 2a hurt, Roland said that according to the rules Peter would be allowed to replace his glider. Petr continued flying in a Glasflugel 304C.

The tracking proved to be very popular back at the airfield. It was said that it is the first time that there has been more tension on the ground for the crews than in the air. Muriel confessed she couldn't watch it, as every time she did, I was always low and somebody would say: "Je crois que cinquante-sept sera aux vaches bientôt" ("I think that 57 will be landing out soon"). No problem for Phil Jeffrey, watching on the internet back in the UK: "Where have you landed? I see your tracker has stopped half-way up a mountain." "It's number 11 – errr – Montgardin – and I'm just having une bière and discussing globalisation with the local farmer". Difficult enough in anglais, let alone français when your vocabulary is limited to beer and food. Anyhow, the farmer seemed to like having someone to chat to and with the careful use of *vraiment* ("really"), the conversation for lasted the hour it took Muriel to get to the field.

Ironically, the only day I didn't carry a tracking system was for my 15 minutes of fame on the day I finished 10 minutes before sunset, having flown the slowest 300km since my very first one 22 years earlier. Sometimes it doesn't pay to be quick, and on this particular day we had been set a double triangle. This came back over the airfield, where a massive storm cell had developed and sat for the best part of the day. Andy was in the lead, as he normally is (how does he do it?) and told me that it looked pretty des-

'Bang, a hand seemed to come down and pick up my tiny Discus 2a and drag it back into the sky'

perate but that there might be a way through to the west later. I waited about 50km to the north of the airfield for nearly two hours, nearly landing out in the process with a 400ft save. I was finally able to tiptoe around the TP near the airfield in light rain, but with 100km to go and not much daylight left, I needed a miracle. However, it ain't over till it's over. I believed I was the only one still flying and all I had to do was to finish the task to make it a competition day and pick up the big 10. As I glid towards a landing at Sisteron airfield I could see a fantastic cumulus/ lenticular cloud forming just to the north of the Guache. I was far too low, and at 800ft above ground I did not think that there was any hope. Bang, a hand seemed to come down and pick up my tiny Discus 2a and drag it back into the sky, the turbulent rotor thermal turning into one of those deliciously smooth, strong and laminar wave thermals. Thank you, thank you.

I left the climb at 9,000ft with just about enough height to glide around the rest of the task. Since there was only a five-minute penalty (50 points with the 1000-point



The podium places at the first International Grand Prix

scoring system) for turning 1k short of the TP and I assumed I was going to be the only finisher I was able to slightly reduce the size of the task by a kilometre since time was not important. Zoom, yeahhh, around the circuit, roll up to the crowd (there had been an airshow and there were still a few people left) and camera, F1-style, I jumped out of the cockpit grinning from ear to ear and then suddenly realised that I'd had a minor issue with a pee bag half an hour earlier!

Mario Keesling, whose tracking system had stopped because he got too low, also used the thermal/wave and had finished 15 minutes earlier to bag the big 10.

One of the greatest aircraft engineers/ designer of modern times, Klaus Holighaus, once said: "If it looks good to the eye, it looks good to the air". Well, Klaus, you were wrong! The Diana 2 is probably one of the ugliest gliders on the planet (my opinion) but boy, does it go. However, with a cockpit designed for an extra-terrestrial and the need for two wingtip runners it won't be on my Christmas shopping list this year. Next year, who knows? Anyway, the combination of the genius of Sebastian Kawa and the Diana 2 was the winning formula at St Auban.

The scoring system was very harsh with the top few places often being separated only by a few seconds. It also meant that the 10th placed got Nul Points, which reminded me of the Norwegian entrant in the Eurovision song contest (Why did they always get Nul Points? I quite liked them!) But this did enable you to recover from a disastrous day. The scoring system will be reviewed for future events, perhaps using time and a 1000-point system!

Despite the appalling weather, it was a successful event, was well run by Roland and his team and it appealed to a wider audience with little prior understanding of what we actually do in gliding competitions. Would I fly a similar event again? You bet I would – it's a lot of fun. Things I liked – knowing exactly how badly were doing when you saw other gliders; the small, friendly nature of the contest; the tracking system. Only time will tell but a good first outing for this new concept despite the dreadful weather. Well done, Roland.

Safe winch launching

Patrick Naegeli and Hugh Browning offer vital reminders about winching, based on new BGA research into 18 years' worth of accident statistics. If you read only one article this issue, make it this one...

WINCHING is the predominant launch method in the UK, with more than 70 per cent of all glider launches being by winch.

The majority of pilots have been trained in winch launching. Many would regard themselves as sufficiently adept to be able to take a launch without a moment's thought.

With so much winching going on, so broad a base of competent pilots across the gliding movement, and a winch accident rate of only one in 14,000 launches, it would be natural to assume that we ought not to be too concerned with the quality of our winch launching.

We could not be more wrong.

The winch launch gives rise to more accidents in which pilots are either killed or injured than any other type of UK gliding accident.

Table 1 (above right) puts this statement in the context of other accident categories for the period 1987 to 2004. Winch – and other – accidents happen to pilots of all experience levels.

So, why do we have such a problem? More importantly, what do we need to do to improve matters?

Understanding the problem

The winch launch is one of the most demanding phases of gliding flight. The pilot needs to concentrate on a set of flying priorities that change in a very short space of time as the launch progresses. They also, importantly, need to anticipate, recognise,

Table 1: UK Gliding Accidents (1987-2004)

	Fatal	Serious Injury	Total Accidents
Winch	18	36	379
Collision	12	1	35
Stall/spin (excluding winch and field landing)	8	18	124
Field landing	2	21	489
Landing		8	385
Undershoot/overshoot		7	257
All others (rigging, technical, high ground, etc)	27	15	922
TOTAL	67	106	2591

(source: BGA Safety Initiative, 2005)

assess, and perhaps manage several potential hazards in the course of a launch.

▶ During the **ground roll** the glider can cartwheel if a wing touches the ground while the glider is attached to the cable. *Are you ready to release immediately if you cannot keep the wings level?*

▶ Accidents during **rotation** from a stall and flick roll are rare but often fatal. The stalling speed is strongly dependent on the rate of rotation. Did you know that a glider with a 1g stalling speed of 34 knots will stall at about 50 knots if it is allowed to rotate at 20° per second? That rotation rate achieves a 40° climb in 2 seconds. A safe rotation to a 40° climb takes about 6 seconds.

Do you ever allow a more rapid rotation than this?

How many launches do you see trace out a "hockey stick" launch profile as they rotate dangerously quickly into the climb?

▶ The most frequent winch accident happens **after launch failure below 100ft**, often below 50ft. While trying to land ahead the glider hits the ground stalled or nose first. The climb angle and airspeed of a glider will significantly determine whether

or not a recovery can be made before a stall occurs.

If the pilot is not prepared for a launch failure it will increase the time it takes for him or her to respond to one. This reaction time has a very significant effect on the likelihood that the glider can be prevented from stalling during the recovery. A glider in a 25° nose-up climb will decelerate at 9 knots per second unless the nose is lowered; at 45° the deceleration rate is approximately 14 knots per second.

Do you anticipate a power failure on every launch?

▶ Accidents **after launch failure above 100ft** with no recovery to controlled flight are rare but often fatal, typically from an inadvertent spin. *After a launch failure at several hundred feet do you always maintain the recovery attitude until you have your approach speed?*

▶ A successful recovery to controlled flight **after launch failure above 100ft** may mean that the ensuing circuit planning is demanding. Typical accidents include undershooting, overshooting, and hitting an object on the ground. *Do you plan your circuit options before take off?*

Table 2 (left) shows the number and severity of UK winch accidents in each of the above categories over an 18-year period.

Improving matters

In almost all cases these winch accidents would not have happened if the launch had been prepared and flown correctly.

There are signs that many pilots are unaware of, or have forgotten, the principal hazards that they need to anticipate and avoid during a winch launch.

Over the coming months the British Gliding Association will be disseminating information designed to remind pilots of the principal hazards of winch launching, and

Table 2: UK Winch Launching Accidents (1987-2004)

	Fatal	Serious Injury	Total Accidents
Ground Roll		1	57
Rotation	7	8	18
Launch failure below 100ft	1	17	125
Launch failure above 100ft; no recovery to controlled flight	7	8	20
Launch failure above 100ft; controlled flight achieved			61
Others	3	2	98
TOTAL	18	36	379

(source: BGA Safety Initiative, 2005)

'The winch launch gives rise to more accidents in which pilots are killed or injured than any other type of UK gliding accident'

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STAGE	HAZARD	AVOIDANCE
Ground Run	Wing touches the ground, glider cartwheels or groundloops violently	<ul style="list-style-type: none"> = Start the launch with your hand on the release = If you cannot keep the wings level, release immediately
Rotation	Stall/spin during rotation	<ul style="list-style-type: none"> = Avoid taking off with a significant amount of yaw present = Delay rotation until adequate speed is seen and continuing acceleration is present = Ensure the transition from level flight at take off to a 40° climb is controlled, progressive, and lasts about 6 seconds
	Stall or heavy landing after launch failure below 100ft	<ul style="list-style-type: none"> = If the launch fails, immediately lower the nose to the appropriate recovery attitude at zero g. Minimising the reaction time is crucial = Do not use the airbrakes until the glider has attained an appropriate attitude combined with a safe speed = (Instructors: Simulated power loss with less than 50ft and 55kt by instructor demonstration only.)
Climb	Stall, spin, or heavy landing, after launch failure	<ul style="list-style-type: none"> = Adopt the recovery attitude; do not turn or use the brakes until the approach speed is attained = Land ahead if it is safe to do so
	Controlled flight achieved after launch failure but subsequent stall, undershoot, overshoot, heavy landing, or collision	=Plan provisional circuit options before taking off

Table 3, left: Truncated advice such as this is necessarily simplified

Site-specific factors may require many other considerations; however, the key points listed, if rigorously applied, should help to prevent many sad and unnecessary winch launch accidents

Pilots should consider the hazards listed in the table before every winch launch



Above and opposite top: winching at Lasham. Some benefits of winching include the fact that it is relatively inexpensive and has less impact on local communities

(Photos: Paul Haliday)

➤ how to anticipate, avoid, and manage them. This information and guidance is being promulgated through the instructor community at each club. CFIs will be advised to make winch launches a priority part of their refresher courses and check flights.

The above table is an extract from the leaflet on safe winching (see end of article) that has been published recently by the British Gliding Association Safety Initiative.

Conclusion

Winch launching provides gliding clubs with many benefits. It is relatively inexpensive, has less of an impact on local communities around a gliding site and can be used at sites where aerotowing is either restricted or not permitted.

There is no need to be afraid of winch launching. With proper training, an appropriate degree of currency, and careful consideration given to each launch, a pilot will be able to fly the winch within safe bounds and confident of their ability to deal with any type of launch failure.

If you need any further information on safe winching please speak to your CFI. As people often observe, safety is no accident.

This article is associated with the leaflet shown below, which is being widely disseminated through the UK gliding movement as S&G goes to press: firstly to BGA Examiners, Chief Flying Instructors and club chairmen, next via clubs to the instructor community and then ultimately to individual pilots.

The authors of this article, Patrick Naegeli and Hugh Browning, are members of the British Gliding Association Safety Initiative team. The Initiative comprises representatives from the BGA's instructors and safety sub-committees.

If you have further questions on the subject of this article or on any other aspect of the Initiative, please direct them to safetyinitiative@gliding.co.uk or via the BGA, Kimberley House, Vaughan Way, Leicester LE1 4SE



Breaking the mould

John Birch outlines a new approach to training introduced this year by Cambridge GC

THE GLIDING movement in general bemoans the steady loss of members in recent years. While the total number of members declared by UK clubs on their returns to the British Gliding Association has fallen by around 15% in the last decade, the number of registered gliders has increased by about 40%. Clearly we have been doing something right, but, even if we are recruiting new members as successfully as we used to, we are certainly not retaining enough of them. I often hear club officers suggest that the "year one" drop out is inevitable, but need it be quite so severe?

The problem?

My own club, Cambridge, in common with others, has applied itself to trying to improve recruitment and retention of new members. Our exit polls of members who decide not to rejoin point overwhelmingly to a single factor – frustration with the learning process. This is often expressed by the sentiment "too much time spent on the airfield for too little flying".

In my opinion an obvious culprit is the list system, still in very widespread use in the UK as a way to allocate flying. It panders to the traditional British affection for queuing for anything worthwhile, but most people's expectations and aspirations have changed. With a much wider variety of leisure activity available on demand (not least in aviation), an approach that amounts to "turn up, rush to get your name on the list, and we will do our best to get you airborne" just won't do.

A solution?

From March 2005, we introduced a fully bookable system for our two-seater training fleet. We have four two-seaters: on a typical weekend day, two are allocated to instructing, one to trial flying, and the fourth available to be booked for any other appropriate use, such as instructor checks and training, cross-country, members flying their friends, solo flying and so on. Weekday allocation of slots works in a similar manner. None of this will work without buy-in from the instructors who have to deliver it.

How does it work?

Bookings are made for preference via the club website – the relevant web page is at www.glide.co.uk/rosters/twoseatbookings.aspx. This principle had already been established for our higher-performance single-seat fleet, used by qualified members on a day-by-day basis. The web booking facility, developed



On-line bookable training has increased the number of pilots soloing but, says John (above), it is too soon to assess any effect on membership retention (S&G)

by club member Steve Woolcock, has been vital in the process of gaining acceptance for the system. It allows members to see when slots are available, and to plan their flying training. If they don't have web access, a telephone call to our office can get the job done for them, and our admin team manage exceptions caused by aircraft unavailability.

Booking is not limited to club members. We book trial flights and visits by members of other clubs who wish to use our training facilities. If you fly at a weekend-only club, why not give our office a call – you can see what's available in real time on the website.

Our over-riding principle was that the trainee's time on the airfield should be spent effectively, so the pupil:instructor ratio had to be kept low. We eventually settled on two pupils to each instructor, but with the proviso that half the capacity of one instructor would be kept available for less predictable events such as recency checks and remedial flying – so two instructors will have just three pupils on their half-day duty. We thought it important to avoid giving the impression to newer members in training that more established ones could get preferential use of the instructor and glider.

There is no option to simply turn up and expect to fly. If there is genuine un-booked capacity, then the duty instructors will fly with a member, but there is no guarantee that you will fly if you are not booked. Necessarily, booking applies to all use of club two-seater capacity, including annual checks and post-solo exercises, and not just pre-solo training. The booked slots coincide with the instructors' half-day duty. Those who book for a morning slot are expected to arrive to help unpack the hangar and set up the airfield while those on the afternoon slots are expected to help pack away or hand over to the evening crew. It is perfectly acceptable to fly for the morning and then leave, or to arrive at lunchtime and fly for the afternoon, subject to these criteria.

How has it worked so far?

Our target was to improve the training experience, retain our new members, and make more efficient use of our capacity.

These are early days but the first objective seems to have been met. In our 2003/04 year we sent seven members new to flying solo and a further eight who were returning to flying. This year those numbers are 19 and three respectively. It does appear we are getting new members through the training system much faster. As yet we do not know how many will renew after their first year of membership but historically about 45% of our new training members fail to renew for a second year. It will be at least another year before we can judge whether this statistic has significantly improved.

On the day, members in training can usually expect a significant number of flights, especially on non-soarable days. Six flights or more (often a mix of aerotow and winch launches) with the same instructor are not now unusual and this advances the training process, leaving new pilots with the feeling they have made progress. Going solo in fewer than 12 visits to the airfield is now not unusual. All this goes a long way to dispelling the "too much time for too little flying" feeling. Considering effective use of capacity, we do seem to be getting more flying done than last year, although our utilisation levels on our two-seat fleet have been higher in the past.

The down side?

There are fewer people at the launchpoint, yet the same amount of work needs to be done – log keeping, truck driving, launch signalling, etc. This falls on a few members and has been a cause of unfavourable comment. However, generally we manage. Perhaps with the flying list, we were running a bit of a fraud – expecting members to show up and help at the launchpoint only to deliver less flying than they expected and deserved.

Conclusion

I would like to be able to assess retention percentages in a year's time. That will be the acid test, but so far booking is generally appreciated by trainees, and many instructors have commented favourably on their experience of being able to spend extended periods helping an individual pilot's progress. From an operational point of view, it is much easier to see whether we have spare capacity and market it appropriately.

John, who is also the BGA Treasurer, has been gliding since 1988, has all three Diamonds, 1977 hours, and is a full-rated gliding instructor. He flies a Duo Discus Turbo from Gransden Lodge

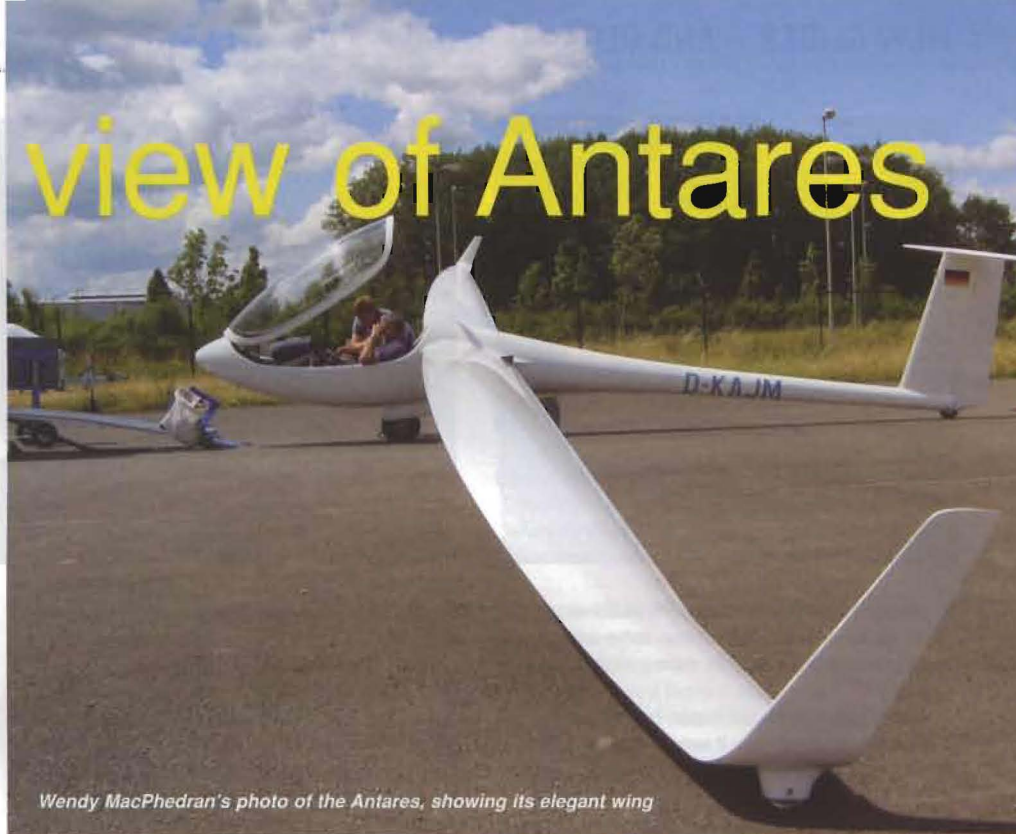
Another view of Antares

When John Williams tried out Antares his non-flying partner, Wendy MacPhedran, came along – and became fascinated by the people who build it

I KNEW nothing of Axel Lange or his Antares motorglider when my partner John Williams unexpectedly asked me: “How would you like to fly to Germany so I can sit in a specially fitted large cockpit in a newly conceived electric motorglider? Oh, and fly out Monday and back Tuesday night?” I tried to be enthusiastic but try as I might, this was tough. I silently expected the highlight of the trip to be standing around for eight hours in a dirty boring smelly old Nissen hut of a factory with people who spoke a language I didn’t understand (quite apart from the fact that they spoke German and I did not).

Being the supportive partner I like to think I am, my initial revulsion gradually evolved into reluctance – and then I realised that Zweibrücken was close enough to Trier to allow a visit. I determined that I could withstand hour after aching hour of knee/hip pain standing on concrete floors in an all-male environment if this was followed by a delicious dinner in an open-air 4-star restaurant on the streets of Trier. Fine wine, gentle breezes, flower boxes on every window, children playing in a small city park across the street. Yes, I could do this. So my conditions were set – excellent food, fine wine, luxurious hotels, ancient history, and perhaps some shopping for things you can’t get anywhere near Portmoak.

On approach into Frankfurt’s Hahn Airport, I was struck by the thought that it was probably an ex-World War Two airfield, much like those near Portmoak. I felt slightly disturbed as we left, wondering how many young men drove on these very roads 60 or more years ago to jump into airplanes that bombed Scotland, and how many are now lying at the bottom of the Channel or the North Sea. I shook off the discomfort and tried to enjoy the countryside during our two-hour drive. As we approached Lange’s factory at Zweibrücken Airport (complete with more WW2 Nissen huts) the same uncomfortable feeling – of closeness to past conflicts – surfaced. Another irony was that we left Scotland as the G8 summit was starting at Gleneagles; I hoped politicians would work to avoid asking young men to kill each other in beautiful places like this. Of course, the whole reason we went to Germany during G8 was that airspace restrictions were getting in the way of gliding and John knew he wouldn’t get “the big flight” in. I feel big relief when we have a few days in a row that are obviously not “the flying day of



Wendy MacPhedran’s photo of the Antares, showing its elegant wing

the year”. His continual studying of weather charts and webcams somewhat abated, and the pressure was off both of us.

This was the part of the trip I anticipated having to “grin and bear it”. I was glad I had worn old, dark clothes so the grime and smell of the greasy old hangar/factory would not ruin any favourite clothing.

We pulled up outside a modern new building. Nice, but perhaps a bit too slick to be friendly. We walked in the front door and saw that the security door to the inner rooms was propped open with a wedge of wood. OK, so people are relaxed here – trusting, even. I started to LIKE this place. No nasty smells, clean floors, fresh air and lots of light. It might not be as bad as I expected.

We were met and welcomed by Ola Roer Thorsen. First glance put his age at about 16, but I quickly realised that he was in his 20s, even if he still had an “aw, shucks” face and demeanour. Ola was wearing a blue t-shirt and khaki cotton pants, and interacted with us in the same casual way pilots meet pilots on airfields. We walked from the office building to the factory. Imagine my surprise when I opened the door into a large, airy and bright room filled with large pieces of aircraft, wing moulds, all sorts of cutting machines, and relaxed (mostly) young men in t-shirts and jeans going about their work. They were friendly and openly smiling at me! It was very clear that they were enjoying their work. In fact, it was starting to look as though everyone liked working here. I began to wonder who it was that created this work environment. Why was everyone so happy? Why was Ola so relaxed and able to be himself instead of trying to impress us? Why did the finish guys touch the partly constructed sailplanes with what was almost tenderness? What’s going on? This felt more like an artist’s studio than a factory.

I have to admit I got bored listening to John and Ola discuss the relative merits of one type of epoxy compared with another and about how the cockpit absorbed impact so that the pilot didn’t have to. I wanted to know more about these people: how their experience of giving birth to these aircraft resulted in a more reliable, enjoyable glider.

As we stood looking at the crumple-able nose cone a pleasant-looking man came over and shook our hands and said hello. He didn’t seem to speak English so I just smiled and nodded, as you do.

Ola took us to where our test aircraft was being rigged. The view was stunning – a big-sky perspective of cumulus clouds with slightly greying bottoms, just the kind John likes (*actually I like them tightly rounded and pink – j*). As Ola and John were putting the final wing on the plane, I took one look at the size and weight of it and realised that, should we take one of these beauties home, there was no way I was going to be able to lift that and hold it steady as John positioned it. Then the counter-balanced rigging device emerged (comes as standard equipment) – it somehow twists and turns through every axis in an almost effortless way. This device was my friend! Even I could manage that.

We drove to lunch with the same pleasant man we had met in the factory. Ola walked us into the cafeteria-style eatery and we sat at a booth with schnitzel and fleischplanzl. The place was chosen because “it has decent food at sensible prices”. Again, I liked the style. The pleasant man smiled and listened as we exchanged questions and answers about Antares and gliding in the UK and Germany. I didn’t realise until later that he was the owner/founder, Axel Lange. Okay, so I have a preference for the non-fussy and an aversion for people who try to charm me with extravagancies but



Above: owner/founder Axel Lange (Lange Flugzeugbau)
Right: John's smile after flying Antares, as Ola Roer Thorsen looks on. Below: John with Antares' propeller, inside the factory (both photos Wendy MacPhedran)



these people were genuine. And if I was right, it was Axel who set the tone and chose his partners to reflect his own values. Who is this guy?

After a very conscientious briefing by Ola, John was ready to fly. It was at this point that I realised one should not make assumptions about age and/or someone's skill based on the freckles on their face. Ola was brilliant – absolutely amazing. He knew this aircraft inside out and upside down. John turned on the engine and taxied to the runway. It sounded like a large room fan, a rhythmic "swoosh" with no hint of harsh two-stroke racket. The winglets perched delicately at the end of the elegant, long, sinuous wings. It's easy even for a layman to imagine how this contributes to silky, responsive handling.

Once John was airborne, I set my sights on finding Axel. My curiosity was at a peak – how did this unassuming man bring together such a strong team and enable them to work so well together? How did this engineer-by-trade accumulate the management skills to create a team capable of building the glider of the future? I found him in his office and when I asked why he started this project he told me that when he first thought of Antares back in 1996, he felt "this was my chance to do the right thing". He was familiar with the idiosyncrasies of two-stroke engines and he dreamed of reliable, almost silent, high-performance engines. He knew he'd need partner specialists to create a design that was inspirational – the embodiment of the future of gliding. Not being a man who does things by halves, he went to Loek Boermans to design the wings and an F1 engineer to design the crash-proof cockpit. By this time I was hooked. If Axel had asked me to work for him I would have signed up immediately. He has what many quiet leaders possess – dignity, genuineness, and uncompromising passion to create something beautiful. I asked him why so many pilots were buying his plane, since it was clear that his "good idea" had taken shape and the production line was at full capacity. "Some buy for the silkiness of the flight," he said, "Some for the sophistication of the engine, but most buy because this glider is smart".

I noticed John returning so went outside. As we unstrapped John the guys asked him

how it went. It wasn't necessarily the fact that John was smiling as they opened the canopy, it was the depth of that smile. It came from his toes. This was a happy man, and I realised that a sale was imminent.

The word John used for the experience was "exquisite!" and for those who know John, he uses big words like that very rarely, and always selectively. I wondered whether or not there would be big-sell pressure tactics at this point. I shouldn't have worried. These men make these planes because they love them, because it's the right thing to do, and because they can. The closest they got to trying to sell this state-of-the-art flying machine to us was a quiet question: "So what do you think?"

Purists may not approve of engines in gliders, and those who do may not trust batteries in place of a good-old-fashioned petrol motor. No one at Lange Flugzeugbau is going to try to twist your arm to buy one. However, I adore my pilot-partner and want to spend another 40 years with him. I trust these men and their glider, and if buying this Antares puts a smile on John's broad face each time he flies it and brings him home safely, nothing will stop us having one!

Footnote: yes – the order was placed and there is a new sight over Portmoak – anyone looking for a nice LS8?

Wendy MacPhedran has been working internationally for 20 years as a coach and facilitator with executive teams on leadership issues, with a special interest in sustainable development. John Williams advises that the Antares' propulsion system is certified and the glider itself is currently flying on a "permit" with full LBA/EASA certification expected in early 2006. Cost is c.130,000 Euros plus VAT, instruments and trailer. Delivery is about one year from order. John, offered a recently vacated slot, expects delivery this Christmas. Jochen Ewald reviewed Antares in S&G, February-March 2004, p18



Fancy

It will be interesting to see what John Williams gets up to in his new Antares, given his recent 500 at 150km/h in his old LS8. Here's the story of that flight and his advice on how to achieve high speeds in wave

IN NOVEMBER last year I'd flown a fast 500km despite losing a chunk of time (and nearly some more important things!) by falling into cloud at Linn of Dee. The forecast for September 14, 2005 had been looking promising for several days with a moderate north-westerly flow due across Scotland. So I put the LS8 (Z7) in 15-metre mode, added four barrels of water and declared that same task – a remote start and finish at COM (Comrie, suitably clear of the P600 airway) via HEU (Heugh Head, just north of Aboyne), LVE (Loch Venacher, near Callander) and MOS (Mossat, north of HEU).

The winch launch was fine but after an hour and a half I hadn't reached 2,500ft – never mind a wave system or a start sector. That took an additional two hours, with an initial wave climb followed by almost falling out again in a very unstable, shifting wave "system".

More than once the thought of landing back at Portmoak for warmth and lunch came to mind – but each time the thought seemed to generate another knot of lift and eventually the start sector came into view.

Without much confidence I pushed off along the first leg and despite fairly scruffy looking lines of cumulus found that I could climb on track while maintaining decent speed to arrive at HEU 109km away in 44 minutes for 147km/h.

The second leg worked out okay after I jumped to a bar just South of Loch Tay that led in and out of a cloudy LVE for 137km/h.

Jumping further to windward on leg three seemed to be a mistake with a need to jump downwind again to reach MOS – but at least I'd avoided the mistake (and the terrors) of falling into cloud at Linn of Dee, as I had the previous time. To my surprise, leg three had been the fastest yet at 173km/h, though I was down to 5,500ft at the turn and had to put in a few beats to climb enough to reach Loch Muick, which looked as though it would work well.

Couldn't resist a call to Aboyne to tell Roy Wilson of progress – he'd finished a fast 500 two hours earlier in the same tricky conditions that I'd been struggling in before starting. It seemed that the 150km/h task might just be possible.

The rest of the leg became a blur – trying to remember when I'd started, work out how

a quick one?

many feet of the allowable 1,000-metre height loss I'd use, and what speed in knots I'd have to maintain to cover the remaining kilometres... With brain hurting I decided to just fly flat out – put the horizon on and blast straight through any cloud that got in the way – and who cares if I land out after the finish? Nearly did just that and took an age to scrape back into lift at 3,000ft to make it home after all. Rushed to download the trace – and was delighted to discover that I'd done it – by the narrowest of margins – 504.8km at 150.1km/h.

So here are a few of my personal thoughts on how to achieve high speeds in wave.

Weather and tasks

Just as with thermals you need both the right day and the right task. The biggest recent breakthrough has been the ready availability of good satellite images. Looking at them each day helps to build up a picture of how wave systems are likely to set up in a particular area. It's even possible to overlay the satpic on to task planning software before selecting the task. Then launch and be pleasantly surprised to find that the same wave bars have hardly moved when you get there! For maximum speed just set the task along the energy lines and avoid both into-wind and down-wind jumps.

Wave systems often align with terrain as well as wind and therefore bend through significant angles. These can be used to your advantage – although on the Scottish East Coast they can rather disconcertingly take you out to sea before refracting back into the turn point near Stonehaven.

Wing loading

There are two balances to be struck. Firstly, if you fly with waterballast will you risk being embarrassed by the freezing level and be unable to climb high to get across an area of poor lift or 8 octas? Secondly, it's wonderful to have maximum wing loading to blast along strong wave bars – but the higher sink rate can be a real pain when desperately trying to get established in wave in the first place.

Operating height and maximum lift

On a given day the best lift can be really close to the wave bar – on another it can be at least half way to the next bar upwind. I don't understand how or why this happens – but it certainly pays to explore a bit each day. With height there's another trade-off to consider. Imagine that the clouds are no more than normal ridges and treat them that way. So maximum speed is often at or below ridge (cloud) height. Unfortunately, from here you can't be sure about the shape (or existence) of the clouds and gaps further

on track. Climbing high can give you more of a satellite view and the chance to understand what lies ahead. So it's best to fly fast and low when confident about what's ahead, ease back and climb *en route* when you're not. Don't turn or stop unless things ahead look horrible.

Imaginary lines

Often the skill lies in "joining the dots" of disorganised clumps of cloud to invent a wave bar that really ought to exist – sometimes the ones that aren't there work better than the "real" ones!

Pythagoras and speed

Understand the vectors. To fly along a wave bar you need to maintain an into wind component equal to the wind speed. On a day with 40kt wind at flying height, at 40kt airspeed you can only "park". Fly at 50 and you progress along the bar at 31kt, at 60 it's 45kt, at 70 it's 58kt. To achieve 150km/h along the leg you need to fly at shade over 90kt. A well-ballasted LS8 will do that and maintain height in lift of only 3kt or so.

Reverse MacCready theory?

To stay in the height band with the strongest lift I sometimes find myself speeding up in the best lift and slowing down again the weaker stuff. This is far from what we've all learned in thermal flying. Some of the classical theory still holds though – assess the climb rates available a few miles ahead and set your speed so that you reach it in a position to best use it.

Learning and motivation

These are two more things that have really helped us raise speeds in recent years. Firstly, a big thank you to John Bridge



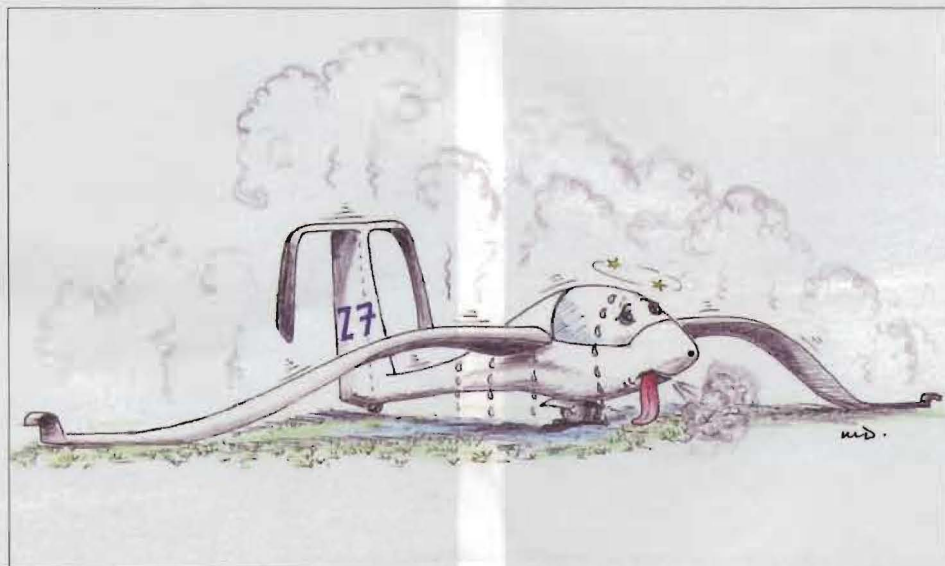
Above: John and Wendy with the Antares John tested. John's alternative version of his Fancy a quick one? article ("Fancy a quickie?") has regrettably been judged unfit to appear in a family magazine but is available from the editor, on request, for an extortionate fee.

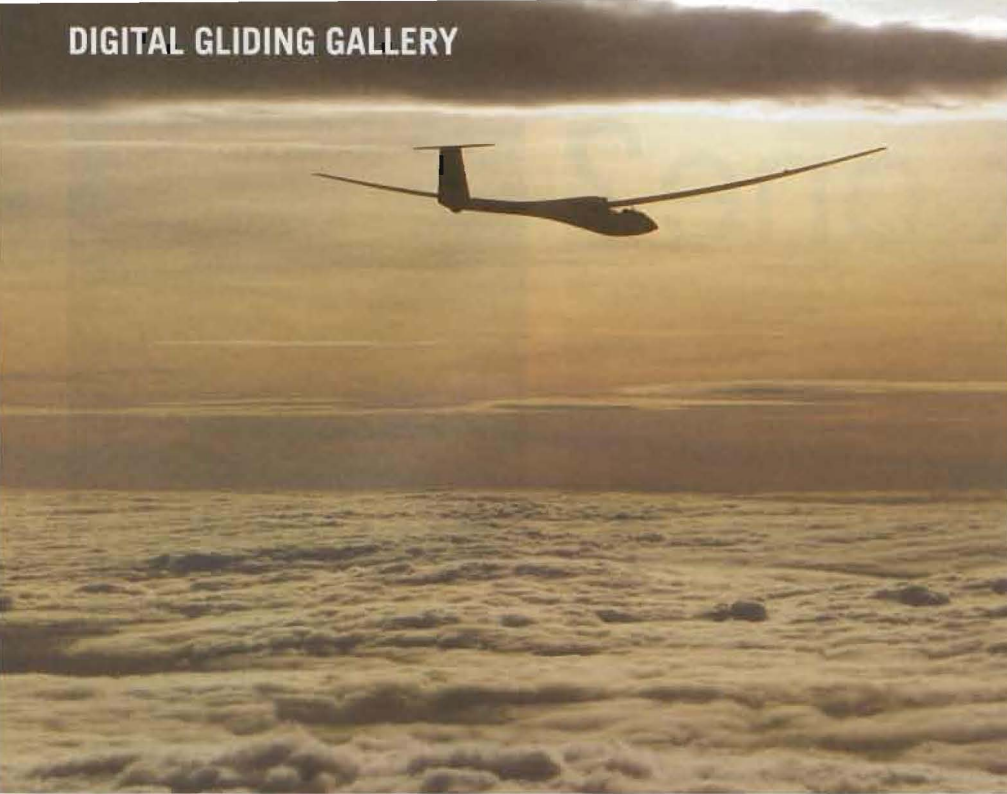
Below: The cartoon gives Mags Doig's impression of how John's LS8, Z7, felt after it finished its fast 500

for setting up the National Ladder website (www.bgaladder.co.uk). Not only does the importance of speed to scoring become clear but we can see just what those other pilots have been up to – their traces speak more loudly than any howidunnit I've heard. And so, secondly, more thanks go to Kevin Hook (Portmoak) and Roy Wilson and Jack Stephen (Aboyne) for continually cranking up the competitive stakes. Long may this continue!

Hopefully, I can continue to up the ante – I wonder if the Antares' electric motor really will be quiet enough to evade the logger's noise detector, and will someone recharge my batteries on the way round?

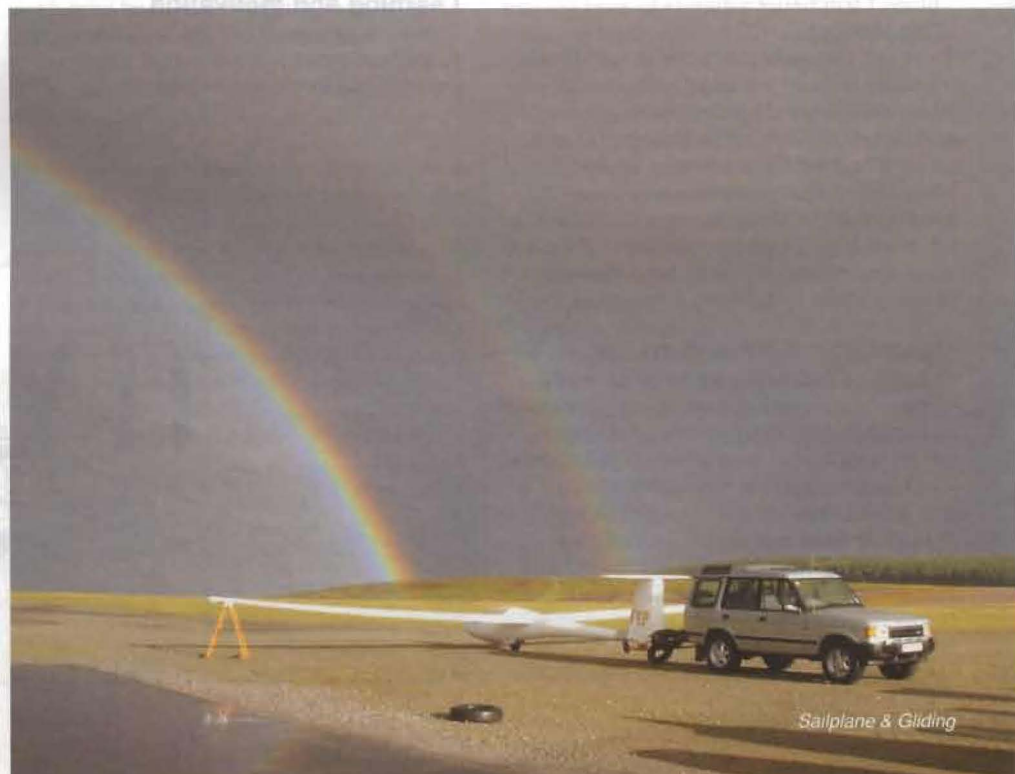
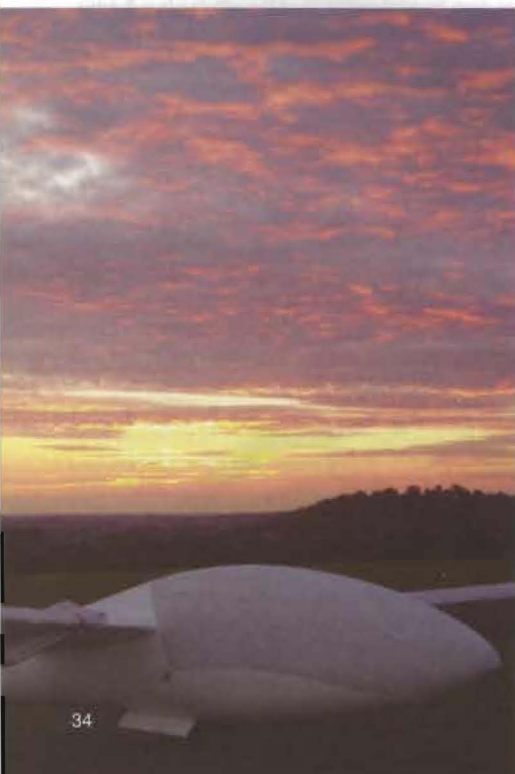
For more news of recent developments in wave flying in Scotland see p20 of the last *Sailplane & Gliding*. For John's account of his 750km in Scottish wave, see the December 2004-January 2005 issue of *S&G*, p28

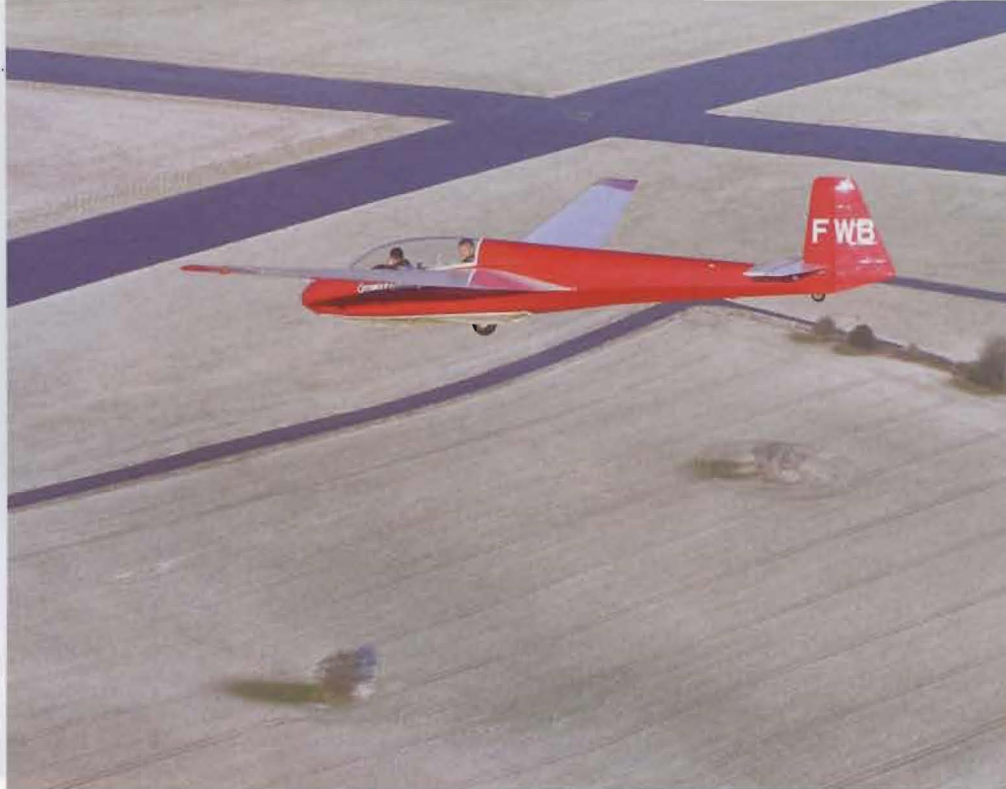




Not a thermal in sight – an

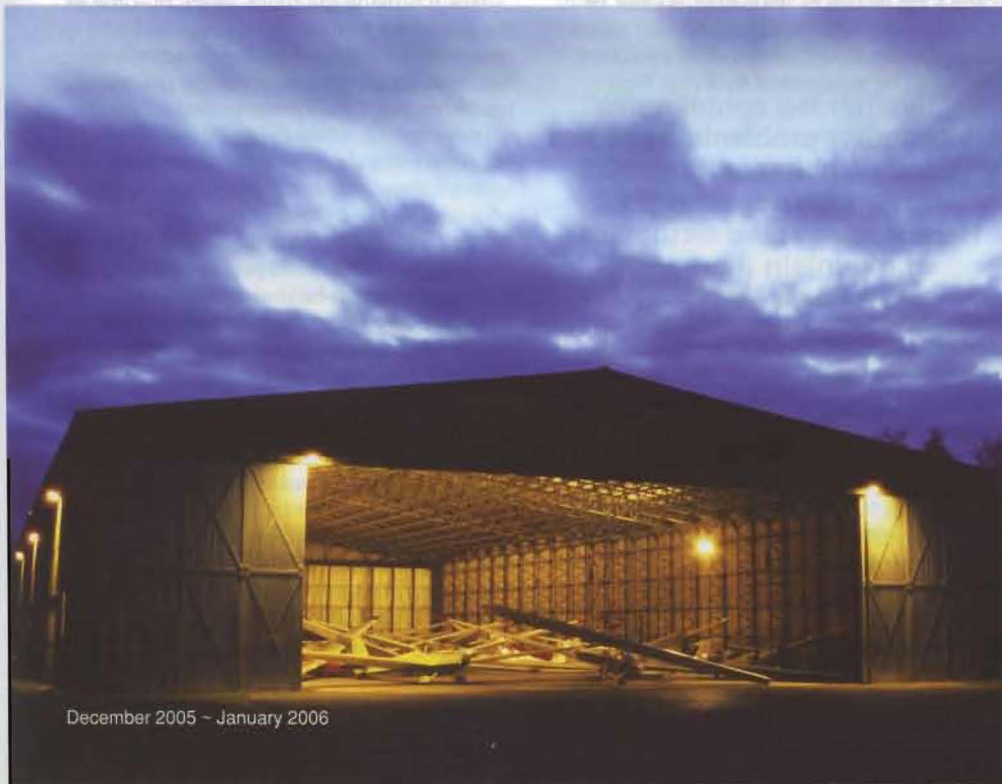
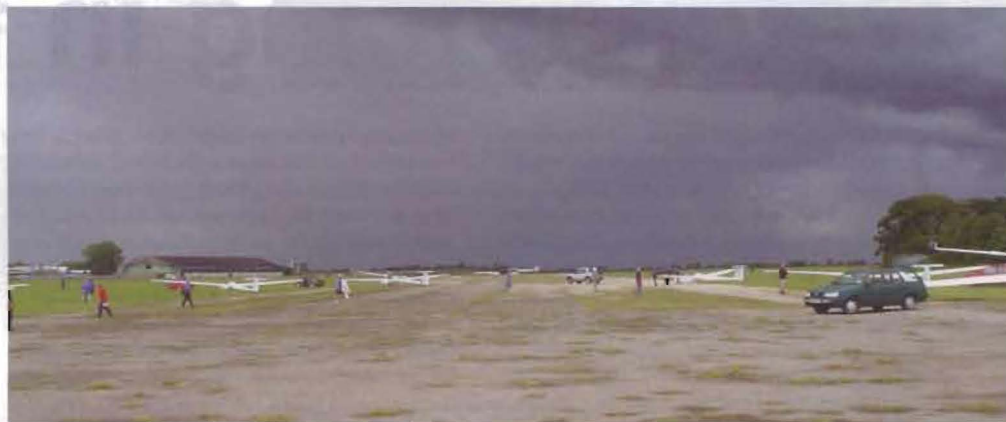
IF YOU would like to see your photos here, please send them to editor@sailplaneandgliding.co.uk As always, our thanks and appreciation to all our contributors. This picture of Al Gillson was taken by Matt Woodiwiss at 10,000ft, just below the local airway. They were flying from Sleaf, in Shropshire. The view to the south-west from overhead Hay-on-Wye at about 6,000ft on October 16, 2005, soaring the primary wave off the Black Mountains. Stephen Cook of Cotswold GC sent us Angela Whitby's photo of the club K-13 enjoying a airing at Aston Down last winter. Stephen is a member of the club. At the Wolds Two-Seater Competition this year. Derek Woodforth took this shot of Pocklington's runway emptying in the face of an oncoming storm. Jack Stephen, whose photos graced our article on Scotland's wave explorers, sent us this photo, taken at 18.30hrs on October 6 at Aston Down. Lasham Gliding Society's Paul Haliday, whose photography you can see several times inside this issue of S&G as well as on the front cover. Alison Randle, the British Gliding Association's new Development Officer, spotted Pegasus FVP on a visit to Midland GC. Part-owner of the club. Craig Lowrie of Southdown GC took this picture of a beautiful sunset at the 18-Metre Nationals at Dunstable this year. He came 7th in the 18-Metre class. Ben Archer took this photograph of former Myrdite Alex Hartland flying Lasham's K-21, 778, in wave above Midland GC's site at The Leas.

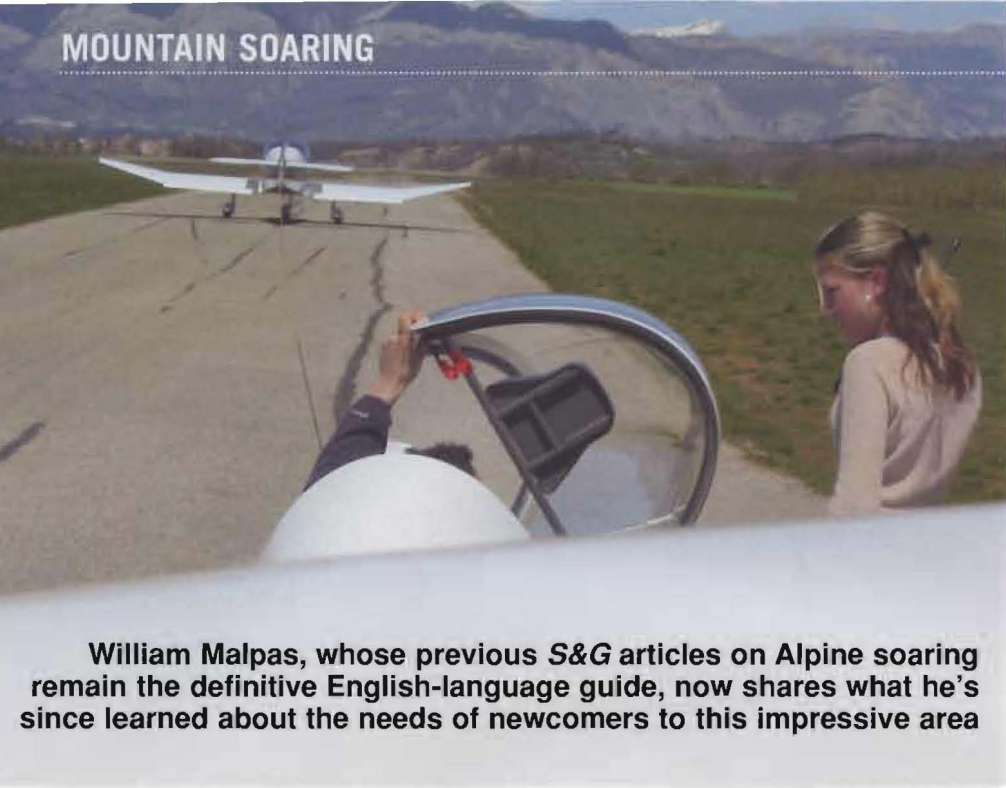




and it's still fun

appreciation go to this issue's contributors, listed clockwise from top left:
 Hampshire, and were the only two gliders to get into the wave that day;
 Black Mountains on a flight from Shobdon (Phil King);
 Angela was P2 in a Falke;
 oncoming shower ("time to clear the grid!") and Dick Skerry sent us it;
 at Aboyne – so even those tireless pilots have to park up, sometimes;
 cover, took this evocative shot of the club's huge hangar;
 member Ann Parry (S&G's indexer) says FVP means "fast and very pretty";
 in the seven-day competition. For full results, see p55 of this S&G;
 The Long Mynd on a Christmas/New Year expedition in 2004-5.





William Malpas, whose previous S&G articles on Alpine soaring remain the definitive English-language guide, now shares what he's since learned about the needs of newcomers to this impressive area

Getting going in the Alps

THIRTY years ago I was a newcomer to the Alps, and so enamoured with the south-east corner of France as to publish a glowing account in *S&G*, in which I promoted the area as a "soaring paradise". Then years later, after an absence of five years, I was back again to discover that a few British pilots had been encouraged by that article to visit the area. Some were delighted and came back regularly. Others found it hard to get going.

Many things were so very different from home. Soaring centres were not run like clubs in the UK: they were gradually evolving into semi-commercial operations providing services to visitors, mainly from Germany. Meteorological conditions were mysterious and it was hard to follow the French pilots, who seemed to fly long distances every day. They rarely climbed to cloudbase and would quickly disappear, not to be seen again until sundown. Although designated landing fields were marked on our maps, the area was daunting compared with England's green and pleasant pastures.

To get going properly two things were needed: access to a good two-seater and an experienced Alpine instructor; and secondly, some written material to study at home to fill in the gaps left by the instructor.

Instructors and two-seaters were (and are still) provided by the national centre at St Auban, and by some of the clubs. This is by far the best way to start in the Alps. However, if the newcomer did not read French or German, there was nothing available in books or magazines.

Virtually nothing existed in the English language on how to fly cross-country

efficiently and safely in the Alps. That is why I wrote the short series *Low-down on the Alps* in *S&G* during 1988-1990 (see the end of this article for page references to articles mentioned and how to get copies – Ed).

The punning title had a serious intent that did not become quite clear in the original series. In a more recent feature, Jacques Noel covered the safety aspects of flying in the mountains much more comprehensively than we had room for 15 years ago. He admits that sometimes it is very easy to fly cross-country in the Alps, staying high and going long distances. However, sooner or later, the newcomer will find himself below the mountain tops. "Some pilots think that safety can be guaranteed by flying high

'Another problem arises when climbing in thermals just above ridge height. Here we are at the birthplace of mountain thermals'

above the ridges. Unfortunately, this is not enough, especially when they don't know the challenges and problems that lie in wait below. Cross-country in the Alps should never be undertaken unless the pilot is fully competent in low-level ridge flying," he says.

When the 1988-90 articles were written, I had only 400 hours in the mountains.

This is very little compared with many French instructors, who fly in the Alps regularly, professionally or otherwise. However, I was careful to concede that I was translating into English theory and practical

advice from French and German sources. In addition, I had the help of Jacques Noel and Jean-Renaud Faliu, both well known to many English pilots.

Fifteen years later, I now have more than 2,000 hours in the mountains and I feel more comfortable in the role. Nevertheless, if I were writing the articles today, I would not change much. There would be a change of emphasis here and there, and I would take advantage of those 15 years during which I have flown cross-country with many pilots, mostly British.

This has made me more aware of some of the particular problems experienced by newcomers in the mountains, whose flying has been predominantly over the plains, problems that I hardly mentioned earlier.

For example, when flying into a zone of improving lift, we have a tendency to reduce speed, either in anticipation of finding the core of a strong thermal, or simply in order to stretch the glide. This is often good practice, but if the habit persists, close to a rock face, it can be dangerous.

The newcomer must not push the habit too far and must maintain adequate airspeed for good responsive control. Conversely, he must also be very quick to increase airspeed drastically when heavy sink is encountered. With very good lift in favourable locations there must be very bad sink elsewhere, compounded perhaps by the usual clutching hands wherever wind blows over mountains. The newcomer, concentrating on other things, is often taken unawares and is too slow in his reaction.

Another problem arises when climbing in thermals just above ridge height. Here we



Far left: launching at Sisteron in the French Alps

Left: the Blayeul, one of the most reliable sources of lift

Above: William Malpas has 2,000 Alpine soaring hours over 15 years

Right: Looking down on the Guache ridge

(Dave Chappell)

(Dave Chappell)

(Pete Stratten)

(Colin McInnes)



are at the birthplace of mountain thermals. They are not all like standard British thermals. They are often very turbulent and very strong but difficult to exploit. Think of them as a series of bubbles of warm air coming up from the gullies where the rock face is eroded by wind and rain. These places are visibly the favourite spot to find them. The trick is to turn instantly away from the rock face as soon as strong lift is felt in the seat of the pants and to turn initially with a steep angle of bank towards the valley. If you wait for your vario to manifest, you will be too late. Even so, you may often lose the first bubble, but if you are in a favourable spot, there will be another bubble following shortly.

Experienced competition pilots have few problems with these bubbles. They are accustomed to reacting quickly and to steeply banked turns, and they are instantly aware of where the core is likely to be. Others sometimes have difficulty in adapting their technique, they have a tendency to circle too long, without re-centring, even if lift is good on one side of the circle but poor on the other. With large wide thermals you may get away with it, but in these bubbles you will certainly fall out the bottom. It is often necessary to re-centre every other turn. This implies that it is also necessary to fly accurately with constant airspeed, in order to give the vario a chance to provide reliable information on where the core is located.

To exploit the conditions most effectively (to make rapid progress), it usually pays to stop the climb when you have enough height to get to the next favourable mountain on your track. If you climb higher

and subsequently float high over the next mountain, you will never know if it is indeed working; you will not have that one to fall back on in case of difficulty. Newcomers cannot resist the temptation to climb high, especially as thermals tend to get easier to work higher up. They also tend to get weaker.

My rule of thumb in deciding where to search for my next climb is very simple:

- Priority number 1: a well-placed and good-looking mountain (see the first of my three S&G articles, *Low-down in the Alps*);
- Priority number 2: gliders circling;
- Priority number 3: cumulus cloud.

'When things get difficult, all essential services go to pot: pilotage becomes inaccurate, decision making panicky, radio messages garbled...'

This does not mean that cumulus clouds are completely ignored. In the early part of the day, they may provide reliable visible evidence that certain areas are beginning to work. However, local to the airfield a more useful indicator will be the reversal of the wind as the valley breeze kicks in.

The valley breeze can only operate when mountain ridges start to convect.

It comes as a surprise to many visitors that winds can vary so much in strength and direction when passing from one valley to another, even without any change in the general meteorological situation. Not only is it necessary to be attentive at the morning

briefing to the forecast gradient winds, but it is also essential to monitor winds throughout the flight. There are many clues. They include movement of cloud shadows, shape of cumulus, drift in thermals, ripples on lakes, smoke, etc.

Knowledge of wind direction is essential information in approaching mountains, but can also be vital in the event of a landout. Accidents during field landings caused by incorrect analysis of wind direction tend to be more serious in small mountain fields than in open country.

There are many different ways things can go wrong and become difficult in the Alps. To compensate, there is often the possibility of parking. When things get difficult, all essential services have a tendency to go to pot. Pilotage becomes inaccurate, decision making panicky, radio messages garbled, navigation becomes poor and so on. All that is needed is a small zone of modest lift. Seize it and park! Have a drink of water, eat your sandwich, take a look at the map, have a chat with someone sensible. Make a plan based on measured distances rather than distances hurriedly estimated. And when you have calmed down, execute it, even if it is only a glide to a known landing area or, better still, to the home airfield.

There are now more British visitors to the Alps than there were 15 years ago. We are beginning to build up our own corps of pilots and instructors who know their way around and who can pass on experience to others. The result is that many more now go home with happy memories and publish euphoric accounts in S&G. If those old articles have contributed to their pleasure,



A schematic like this is used to mark topographical charts with features such as soarable ridges and landing areas. Download the full one, for illustrative purposes only, from www.sailplaneandgliding.co.uk (Steve Longland)

Much more to aim for...

After only a year as a glider pilot, Anna Brain decided to try an expedition to the Alps

even only slightly, so much the better. Finally, here is an anecdote. My early experiences in the French Alps were annual visits with a Parisian gliding club to Aspres-sur-Buech. Our instructor was Roger Biagi, who had been an instructor at the French national centre at St Auban and one of the small group of pilots who had "invented" the French Alps. After two visits I asked him if he thought it reasonable for me to enter the annual Vinon competition. He asked me for my map of the Southern Alps, took out a blue pencil and marked a number of mountains. He said, yes, certainly I could enter, but he did not want to hear of me on any mountain other than the ones marked! I entered, flew carefully along his blue markers and survived. However, he had forgotten to mark the Blayeul (one of the best and most reliable of them all)! I would see distant gliders flying, even climbing, on the Blayeul, but I never went there myself. It was out of bounds.

The first thing they do on arrival is mark their maps with the airfields, landing fields, and the mountain ridges that can be expected to work then the valley breezes blow.

Experienced free spirits may well feel that following well-worn routes by such a form of remote control is not quite the right way to explore the Alps. However, it is a good way to start, because it confirms the theory summarised in the first of the old articles. This article attempted very briefly to describe how favourable mountains appear, and how they are oriented relative to each other, to the sun, and to the prevailing winds. There are a number of factors, sometimes conflicting, to take into account.

The newcomer discovers for himself all the theory conveniently condensed into these blue-pencil marks, and when it works, confidence in the underlying logic is established. It is then only a small step for him to start plotting his own routes and to start exploring new areas in the vast soaring paradise that is the Alpine chain stretching from south-east France via Switzerland and Italy into Austria and beyond.

THE ALPS. Snow-topped peaks and craggy rocks, rivers meandering through lush valleys and lakes sparkling like flawless sapphires. These were the images that flew into my mind on first hearing of a prospective Oxford University Gliding Club (OUGC) trip to Sisteron in south-east France. Perhaps it was my sense of adventure, a childhood wasted soaking up films like *The Sound of Music*, or perhaps just sheer madness that inspired me to go despite my having merely one year of gliding experience.

OUGC, affiliated to Windrushers GC, Bicester, has been my gliding base since my first flight 12 months ago and is where I went solo this summer. Even though early in my gliding career, I have been fortunate to have experienced some soaring, though mostly with an instructor, and competitive flying in the Bicester Regionals.

I therefore sailed for France full with the knowledge that a huge challenge lay ahead of me. I did not intend to go solo. I did hope, however, to fulfil my desire to soar amongst some of the most spectacular scenery on the planet. Equally, I was determined to throw myself off the proverbial cliff and begin the steep learning curve of Alpine glider handling and cross-country navigation.

Of course, the adrenaline junkie in me also hoped to get its fix.

The first day was filled with promise and anticipation. Ground temperatures were nearing 30°C and cloudbase high enough to whisper a promise of long-distance travel. An unfortunate consequence of the desire to get airborne, the absence of "pee-bags" was to prove a pressing issue. I have failed to find a reference to such an emergency in Piggott, but I am reliably informed that leather flying



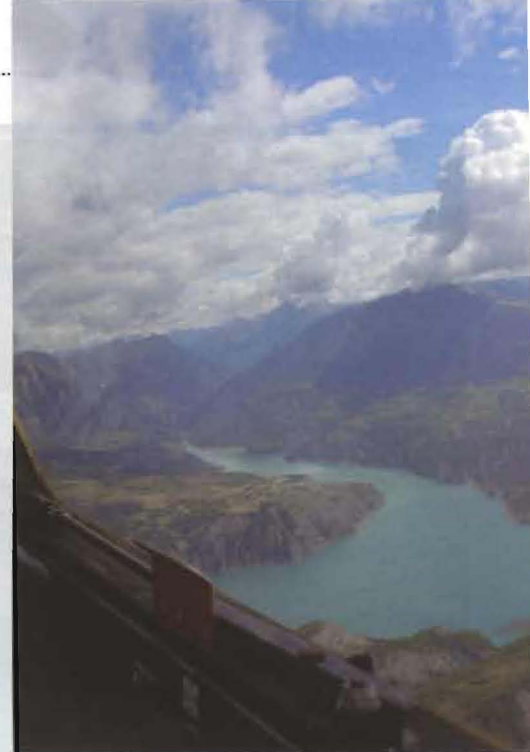
Soaring close to the rock face (Olly Peters)

Bringing you the best of S&G...

You can download William Malpas' other articles and the schematic (see above) free for your own use at www.sailplaneandgliding.co.uk Or if your S&G archive goes back far enough, they are:

- Les enfants du Paradis*: December-January 1975, p264
- Low-down on the Alps, 1*: April-May 1988, p66
- Low-down on the Alps, 2*: April-May 1989, p79
- Low-down on the Alps, 3*: December-January 1989, p284

Fly safely, have fun, by Jacques Noel, appeared in the February-March 2003 issue, p34. This issue can be bought from the BGA (0116 253 1051/www.gliding.co.uk)



Above left and bottom right: Anna in the Alps. "I feel my flying has benefited enormously and I have something inspirational to aim for," she says (Pete Stratten)
 Above right: Lush valleys and sparkling sapphire lakes were among Anna's expectations of Alpine views and her photo shows that she was not disappointed (Anna Brain)

gloves are not a watertight solution...
 After day one, we were plagued with thunderstorms, torrential rain and miserably grey clouds for the best part of a week. This tale could have been a very tragic one indeed had the weather not improved markedly in the second week. After all, there's only so much monopoly, movies and Merlot one can take in a house full of bored Tom Cruise wannabes.

When I finally got airborne, the mountains did not disappoint. Each had its own unique character and it wasn't difficult to learn their names. The local ridges developed a strange sense of familiarity and were comforting to return to but, although the white of the glaciers and snow could be seen in the distance, the weather was still not good enough to permit a closer look. (Mont Blanc will have to wait for another year!).

Even though this was frustrating for the experienced pilots, who knew where it was possible to go, the fact that I was unable to venture deep into the mountains did not destroy my imaginings. In fact, were it not for my extensive collection of photographs I would not believe my memories of the crystal blue lakes or majestically soaring eagles (although I would, admittedly, have appreciably more friends!).

Apart from the views, it is easy to see why the Alps are so attractive to glider pilots; the challenges are so much more intense, the rewards so much more fulfilling. All must be considered simultaneously: glider handling; careful lookout (some Alpine pilots seem to make up their own rules!); constant assessment and prediction of the rapidly changing weather conditions; navigation; and, most of all, forward planning. I found myself exhilarated by the powerful lift that hugs close to the mountains and my heart raced like a hunted dove in the sink.

Fear, though, can be a numbingly dangerous emotion here. I found my reluctance to bank the glider when close to the rocks led to the potentially dangerous mistake of ruddering my turns.

Even allowing for unforeseen setbacks, such as the poor first week's weather and the loss of an instructor to ill health, I found my flying progress slower than I had hoped. Despite trying hard, I couldn't successfully divide my attention between all of the tasks above. I had felt confident manoeuvring a glider in the UK but in the mountains I could not rely on the horizon to control attitude and speed, and my ears seemed to be tuned to solely to the bleeps of the vario, missing vital air movement speed clues.

Having a patient, experienced instructor in the back to point out mistakes such as these enabled me to gradually iron out such flaws. My instructors took the burden of the cognitive activities, allowing me to focus on one individual skill at a time. I absorbed their gems of wisdom and by the end of the trip I was beginning to feel and respond to lift before the instrumentation caught up. Flying here certainly made me realise how important it is to trust your instructor.

Flying with French instructors was certainly an experience. Confusingly, there seemed to be no declaration of who was in control and despite claims to speak English, there were inevitably some language clashes. I think one could be forgiven for a slight hesitation in responding to the cry of: "more bonks, more bonks", especially when said instructor had previously offered to "elp apply the sun cream"!

Sisteron club itself was an excellent base for our Alpine gliding adventures. It exudes a friendly and relaxed atmosphere though safety occupies a reassuringly important place. All pilots are required to have a flight

check and a card system ensures everyone gets home at night. However, the staff were laid back enough to hire out a twin astir without forewarning that the electric vario was broken. Having your co-pilot bleep at you while you fly is a little off-putting.

On reflection, despite reservations expressed to me by fellow pilots, I can't regret going on such a challenging trip so early in my gliding career. Perhaps I was unable to venture as deep and as far as those with more experience but I feel my flying has benefited enormously and understand that I have something inspirational, something magical, something far more to aim for.

On departing I was struck by the thought that if the great poet WH Davis had had the opportunity to glide, his poetry would surely have taken a slightly different path:

"What is this life if, full of care
 We have not time to swoop and dare;
 No time to glide beneath the clouds
 And soar as long as lift allows?"



Time to

At the start of a new year, most of us make a resolution or two. Debb Evans challenges you with five ideas to make 2006 fulfilling and fun

1. Improve your qualifications as a pilot

Decide right now that 2006 will be the year. Finish your Bronze certificate, start planning when and how to get your Silver height or Diamond distance. Based on where you are with your gliding development, carefully consider "what's next?" perhaps talk it over with your CFI or another instructor and plan to take that next step.

Ben Dorrington from Cleveland GC had quite a 2005, getting his Gold height with a climb to FL180. "I had been watching the weather all week; most of the time the lift was no better than 1kt. All of a sudden I realised this was my first solo flight in stable wave. I got to FL100 and put the oxygen on, daunting but the sense of achievement at this point was great. It was amazing to climb into the second system, and the lift got better. Only when I got to FL140 did I think it was possible, Gold height achieved in just over three hours at an average climb of 1.6kts! The satisfaction of getting all of the variables right makes up for a lot of non-soaring days!

If you've already got your full quotient of gliding "bling" then think laterally. Consider becoming an instructor, or upping your rating to Assistant or Full. Or if that's not up your street, perhaps look at converting to a new glider. The most experienced pilots I know say they learn something with every flight. Decide what you want to learn next, plan for it and do it.

2. Introduce someone new to the sport

As I've been talking to other pilots for S&G's "Why I Glide" series, they were, more often than not, introduced to the sport by a friend who was already involved. You could be the person to start somebody off on a life long love of thermals, wave and ridge. Have a think about the people you know - family members, colleagues, and friends. I truly believe we all know at least one person we could bring down the club for a trial lesson.

Bannerdown member Merv Ridout is known for the number of people he brings down to fly. He's invited hundreds during the club's trial lesson evenings, and quite a few more just by talking the sport up. He says it's simple: "When you do something nice you want to share it and have others experience the same joy - the key is to speak well about the sport and why you enjoy it, and always wear branded clothing."

That's true enough - Merv admitted to me he had about two dozen shirts with the Bannerdown logo, and he says when they



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Paul Hildray



Debb Evans, left, asks you to decide on a New Year's resolution for your gliding and share it with us (debbevans1@aol.com). What about learning a new skill? Saltby, below, is somewhere aerobatics is taught. Or maybe you could try (right) visiting a neighbouring club?



Ben Dorrington

get tatty he orders more and uses the old ones for work! Perhaps even give a trial lesson for Christmas. The recipient may not end up a lifelong pilot, but if you don't try, you'll never know.

3. Visit a neighbouring club

Here's a fun resolution most people can do. Why not try visiting a nearby club? In 2005 I flew at three different sites, and found it extremely beneficial.

At my home site of Keevil, one friendly face we often see is that of John Attaway from neighbouring Wyvern (Upavon). He comes over to see old friends and foster good relations between the clubs: "It's good to socialise and see a different operation, especially when another club has some new technology you'd like to see at work. I also visit Bannerdown because I truly believe it's good to fly at different sites so I can broaden my experience, and I do encourage other pilots to do the same."

Now lots of clubs run great expeditions to other sites, and we all know how much most pilots enjoy popping to another site for a good party, but how often have you ever been to your nearest neighbours for a day? You'll build bridges, make new friends, have fun and broaden your experience base.

4. Learn a new gliding skill

Gliding can be like a lot of things in life if we let it – it stagnates. We become focused on what's right in front of us, already known. Sometimes we run at things so quickly, we miss the fun of the journey then decide the destination wasn't worth the fuss, pack up and go home. I'm talking about glider pilot burnout. I'm sure many of you have seen it or experienced it. It's when

a pilot gets hurry sickness – they want this badge or that badge, and before the summer's over, they've achieved all their goals and one or two more besides, and they're left wondering: "What's next?" At this point, gliding can lose its challenge and people walk away. So this year, set goals and try to achieve them, but don't feel a burning need to go from Bronze to Gold in a season. Instead, think laterally and rather than chasing every badge the BGA can provide, think about a new gliding skill. Learn aerobatics or cloud flying or try different types of soaring – wave, ridge, dolphining etc. Perhaps look into motorglider flying, or competitions. If you only ever have winch launches, try to solo aerotow, or vice versa.

Mark Erlund, a aerobatics instructor at Buckminster GC, Saltby, wholeheartedly recommends having a go. "It gives pilots confidence in new attitudes, understanding the limits of a glider and staying in control rather than panicking! There are also great opportunities to compete at all levels. Any pilot with a Bronze or better should give it a try – you'll never look at the horizon in the same way again!" And if your own club doesn't have the facilities, there are plenty of places like Buckminster that run courses. Go on: turn 2006 upside down!

5. Do something ground-based for your club

Finally, don't make your whole gliding year about your own flying. Think of the team it takes to get you into the sky, and give something back. It doesn't have to be huge, perhaps just a few hours to help with an MT or maintenance project. Most clubs would welcome help to organise a function. Or maybe you could learn an airfield skill – winch driving, retrieving or log keeping.

Nationally, the BGA is always keen to find volunteers with specific skills and time to get involved; perhaps you contribute here?

When Clive Micklewright first joined the Black Mountains GC at Talgarth he was struck by two things: the fantastic, friendly, welcoming people – and the toilets. He vowed that if he got involved members would always have a nice bit of "proper" toilet roll! With a great new hangar, office, clubhouse and toilets, Clive is right at the sharp end: "I am the shadowy character who can be seen late at night creeping round the clubhouse, making sure there is enough tea and coffee, emptying the bins and of course checking there is enough bog paper. I also make sure there are enough chocolate bars, drinks and pot noodles to keep everyone happy. I like to try to ensure that everything is in place for the club to run as smoothly as possible." Now they sound like mundane sort of tasks but not so, says Clive: "What do I get out of it? Pleasure knowing that as far as possible everything's in place so that all can get on with the important stuff: flying." A club's success is down to the efforts of the faithful. Resolve to be one of them this year.

My money where my mouth is...

Okay, I've thrown down the gauntlet, and challenged you to set yourself a gliding resolution for 2006. My words aren't empty. I truly believe you will have a richer year if you embrace one of these ideas, or perhaps even all of them. To prove it, I am pledging here and now, in print, to do my utmost to achieve each of the things I've suggested. I'll keep you posted, and hope you'll do the same, and let us know what you make of it. Between us, we can make 2006 the year of personal gliding achievement.

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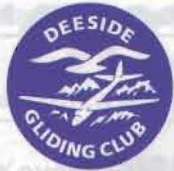
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From Primary to Ventus

Charlie Kovac (right) is an honorary life member of Lasham Gliding Society. For decades he has been a stalwart instructor, creating hundreds of pilots and dozens of instructors. From being catapulted off the ground in pre-war Yugoslavia as a teenager, to spinning over Hampshire, he tells Debb Evans why he glides

How did you start gliding?

As a schoolboy I joined ATC, as you might call it, in Yugoslavia, it belonged to the Air Force and they used to take us to a place in Skopje for gliding. They'd pick us up at five in the morning from school and delegate jobs – we had to cook our own meals and some of us would get training on the glider. The glider was very old fashioned, stick heavy, and first they'd show you what to do and then with three people on each side with elastic you'd do a bungy launch. And all I remember them saying to me was "Don't do anything", so I froze, then they'd throw us and we'd jump about 20 yards. It lasted a few seconds I think, but I never stopped talking about my first solo for months. It was very frightening because you sit on that thing and there's nothing underneath, no sides at all. Then you get put on to the winch and that was terrifying. I daredn't look down, there was nothing, no instruments, but that's how I got my A and B Badges.

And then the war stopped that?

Yes, there was no Air Force then. I was in a guerrilla war fighting the Germans. I don't want to go into it but it was quite terrifying. I came out in Italy and joined the British Army as part of the police force because I speak six languages and I was in Naples and they needed someone to deal with all the different nationalities. When the war finished I was demobbed in Kinloss and then settled in England.

How did you get back into gliding?

I met a German *au pair* girl, Lucy, and we married in 1950. Now with a family to support I was working seven days a week in a radio and television business, and my wife said that was too much and I should do something else. I said the only thing I wanted to do was gliding and she said: "Oh, that's fine, lets go and do it". So we went and joined at Dunstable because I had a friend who flew there and my wife has regretted it ever since.

Was it different to flying in Skopje?

Oh much different. I did my A, B and C badges at Dunstable, then my same friend, Dave wanted to go and see another club, so we came to Lasham in 1964 and I joined and that was it. It'll be 42 years in January.

What was the attraction of gliding?

Well, at Skopje, it was terrifying but it only lasted a few seconds and it was so exciting too, plus there was no time for anything to go wrong really. Then when I started here we flew T-21s and Prefects and watched the designs gradually develop into the modern gliders. I remember the first K-13s and Capstan, they weren't any good for spinning. But it's the friends, the people that make it.

How long before you instructed?

Oh it wasn't very long, about a year or two. The CFI decided he wanted me to join an instructors' course many years ago. I think if you have a background in something then learn to teach you get good results. A lot of instructors here have been through my hands, and if you're good at it I think the results show. Seeing people become good instructors is very rewarding, it means you've done a good job. Whatever I do I do thoroughly, no question about it and I don't miss a trick, and that makes them very safe, I believe strongly in that. And they go ahead and teach others the same things. I like seeing people become good competition pilots, I've never really been competition minded, I don't believe I need to prove anything to anyone. I fly cross-country and have owned my own gliders. First glider I bought was a Skylark 4 and I had it for 14 years, then Astir for 13 years and Ventus



I had for 13 years, but I sold it because age is going to stop me I'm afraid and I'm going to stop instructing this December. But I'll still fly; I'll carry on for a while.

What about memorable flights?

I had many. Skylark 4 in the early days – I had a lot of lovely experiences, I went to 21,500ft when no one else did and forgot to switch the barograph on – I didn't know I was going to go that high. Another time I went to do 500km in the Skylark 4 and on the way back everything was spot on till I got to RAF Benson and there was a curtain, a sea breeze front, and Derek said you may as well land in Booker and I'll send someone to pick you up and I did. Six hours flying and I didn't finish 500km.

What's your idea of a perfect flight?

If everything goes as you want it. Jumping from Skylark 4 to Astir, I test flew the Astir and on the first flight I did 300km. My partners were waiting here because I was doing the test flight and I did 300km.

I bet you were popular...

No I wasn't but they said take as long as you like and I took it literally! But I think Ventus for travelling around is much better aircraft. Although I had motor I only used it twice in 13 years. So it was a waste of money putting the engine on but I didn't land out.

If a brand new trainee asked you for advice, what would say?

Learn the sport, you will enjoy it much more when you get all the safety factors and fly properly. It's a lovely sport. It's nice to fly, peace and quiet and you can travel across the country and it will cost you nothing. Like most sport you have elements of excitement, flying in thermals, climbing up and travelling across the country, no noise no engine, just using outside energy. And of course then you need to come down and tell somebody what you've done.

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The huge learning curve



ONE OF the many reasons I do gliding, writes *Kim Tipple* (above), is that I enjoy the learning process. For me this never stops. In all sports you have to keep competing at higher levels if you want to improve. So when the opportunity arose to fly in the Europeans in Finland this year I jumped at the chance.

A big problem for me is consistency over many days of competition. Steve Jones said before I went: "Stay with the gaggle and do nothing stupid and you will be somewhere close at the end of the comp!" It is so true but so difficult to achieve. I think experience and spending time in the air is the key. I tend to have the reputation for pushing a little too hard at times, typically when it is blue or spread out. I have often paid the price, diving into the scrub while others behind just slow up a little and assess things carefully. Pete Harvey kept telling me in Finland to slow up, which I think has finally sunk in (till next time!).

Bubble technique

Pete and Russell Cheetham have an incredible ability to centre quickly. I thought this part of my flying was OK, but in Finland I seemed to spend all my time staring up at N1 and E2 in plan form – if only by 20ft or so. After the umpteenth time being outbubbled by Pete in the thermals in the Open Nationals I called him on the radio and said: "You're going to have to teach me that!" and got the understandable reply: "B*gger off, I'm not teaching you anything!" Charming, I thought, but ah well, nice try. I think Pete in particular has a very subtle and acute feel for thermal dynamics. This may come from our hang-gliding days when you really do gain a tremendous feel for the core. Climbing is, I believe, of the utmost importance to going fast and cannot be practised enough. So get out there in a two-seater and swap controls. See who gets the best average.

Running

One thing that really stood out, certainly in Finland,

was the off-track angle we flew just to connect with a new line of energy. Sometimes we were up to 70° off or even more! Of course if the line is totally obvious that's fair enough but it wasn't that clear for me. It was just amazing how (as we were team flying) Pete and Russ seemed to work these fantastic runs! Typically we would start late and more or less catch the lead gaggle by the first turn, or at least Pete and Russ would. I'd be hanging on to their tails desperately. With the huge performance of 26.5 metres and 750kg available using these lines of lift is just awesome, gently easing back in the lift and cruising at 80-90kt. Although these gliders require great force sometimes they still respond to the gentle touch and the stick gives huge feedback with all that stuff stuck out in the breeze.

Final glide

Don't know how to describe these in the Open Class, apart from "butt clenching"! They look truly horrific but as Pete says you do just have to believe the numbers. In Finland it was even worse with two million hectares of trees and lakes as the only cop-out option! So we tended to be quite conservative and give ourselves sensible margins, typically on a glide of 50km 1,000ft over on 4kt MacCready. Again, experience is the key and I was always amazed how at say 20km and the field in sight I would still be holding back as others piled in under me with taps open screaming in for the finish. I lost a couple of minutes here day after day and clearly need to practise this.

So then I took my newly learned skills to the Open Class Nationals at Lasham. After 16 days of uninterrupted flying surely our luck couldn't continue but with David Masson predicting northerlies for the week things were looking quite promising. We ended up flying a straight seven days, which with Finland's 16, made 23 days of competitive flying. Exactly what you need to improve. The Nationals tasks added up to 2,800km. Director Colin Short was determined to beat Terry Joint's previous record if only by 10km. The days that stood out for me were Day 2, 668km, and Day 5, 300km.

Day 2 took us north to Tuxford power station, back south to Cambridge, west to Ledbury and home to Lasham. With a small depression in the North Sea the trip north promised to be a difficult slog into an ever-increasing northerly: 18-20kt at Tuxford with the added problem of spreadout. It was with great relief that we finally managed to turn south and head for Cambridge. The third leg, going west, involved cruising up the cloudstreet into wind then crossing to the next in zigzag fashion. Further west towards the Severn and the Malverns, the airmass, being nearer the high pressure,

dried out somewhat and became a little blue in places. The wind, a hindrance for so long, began to decrease rapidly and so the final run downwind from Ledbury, where we were expecting a good tailwind proved to be just 7kt (Sod's Law!). Anyway, it proved to be fairly straightforward and Swindon at 5,500ft proved to be enough to get in at 6.30pm.

Day 5 to Honiton proved a real challenge. The forecast was reasonable with a small chance of spreadout. The high moisture content was quite evident on the start line and we were going to have to get going early as the spreadout was already considerable. Taking 3kt seemed to be the order of the day until we reached the area between Salisbury and Blandford where there was a thick layer of stratus. Now was the time to ease back on the stick: 60kt glides and dumping ballast. We were going to have to take almost any lift going, being now in survival mode! I cruised over Blandford at about 1,000ft, just enough to reach the north-west facing ridge to the north. I arrived there amongst a very colourful array of paragliders. I was going to have to park and wait for the next cycle of sunshine to arrive.

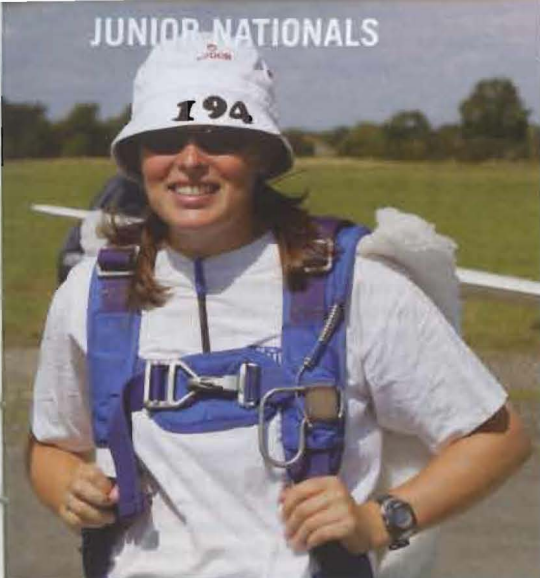
My new-found patience paid off big time. There was a thermal marked by the lead gaggle in the sunshine to the north but I doubted I could reach it with enough height to connect so I just cruised up and down the ridge. The day was never going to be a true race and just getting round could be a result. Sure enough, within 10 minutes the sunshine arrived and up we went back into the game. I was now half a thermal behind the lead gaggle but in touch. The area between Yeovil and Honiton was fairly straightforward with regular cumulus and sunshine stretching down into Devon.

On the return I started to hear the Club Class on the radio in various states of distress with many planking it around the Blandford area. The spreadout was still there so again it was going to be challenging. Meeting up with Russell north of Blandford we decided to share the stress and flew together. I am not sure if I will ever get used to the performance of the Nimbus 4 but it is truly amazing to glide into a hopeless-looking piece of sky and just keep going and going. After some debate we elected to take the southern route back, just north of the Bourne-mouth zone, where there were some very small patches of sunshine. The alternative was the ridges east of Compton but there the spreadout was very thick indeed. Drifting over Blandford at about 1,500ft we spotted a big wing some 500ft higher 7-8km away. Could we reach him? It looked unlikely but with no other option we ease back to 50kt and just count the Club Class gliders in the fields below. As we get nearer we see it is Peter Sheard in V1, who has been flying superbly all week. Alas, as we get there the thermal yields less than a knot and we are forced into making for the next area of sun. Now at 800ft AGL, well into turbo country, I can see all we need is 1,000ft or so to reach a couple of well-developed clouds south of Salisbury. I have often found flying turbo gliders that turning on the fuel seems to revive the vario! This is exactly what happened: the 302 suddenly chirped into life. 3kts solid. Big relief! On to Chilbolton for the final 5kt climb and home. End of a fabulous, interesting and challenging day.

Thanks to Lasham for faultless organisation and to Colin Short for superb directorship. Many, many thanks to David Innes for allowing me the use of his big bird, 176, and to Bob Bickers, who made my life very easy all week and made me feel very relaxed. Then to Pete and Russ for all their massive support and help, always willing to impart their great knowledge especially at the Europeans. Then again to my dad for helping to lug the glider to the far-off extremes of Europe and to Tim (red wine) Newport-Peace for crewing in Finland.



Pete Paterson finishing at the Open Class Nationals this year. For full results, see p55 (Photos: Paul Haliday)



Not just toys for boys

THERE were seven women pilots in the Junior Nationals at Windrushers GC, from August 21-29, 2005, compared with five last year and four in 2003. Seen clockwise from top left, they were: Claire Alston, LS7 (Alto); Liz Eddie, DG-101, pictured preparing for flight with her father, Al Eddie (Pete Masson); Hannah Hay, LS4 (Alto); Rachel Hine, LS4 (Pete Masson); Kate Woods, LS4 (Pete Masson); Amelia Nash, K-23 (Alto); and Emma Salisbury, Discus (Nick Kelly). They faced a competitive field: the eventual top three arrived at Bicester direct from the Junior Worlds. The Junior Nationals was won by this year's Standard Class Junior Worlds Bronze medallist Andy May; John Roberts from the Junior Worlds Club Class Team placed second in the Junior Nationals for the second year in a row; while Mark Parker, 2005 Standard Class Junior World Champion, was third in this year's Nationals



Junior Nationals, Windrushers GC, Bicester, August 21-29, 2005

Pilot	Glider	Total	Day 1	Day 2	Day 3	Day 4	Day 5	Day 6
1 Andy MAY	LS8 (15m)	4396	7/956	1/1000	12/386	21/654	3/958	4/442
2 John ROBERTS	Std Cirrus	4361	17/802	6/884	16/378	2/815	1/1000	1/482
3 Mark PARKER	Std Cirrus	4305	4/969	2/958	8/415	3/808	16/748	10/407
4 Ian MACARTHUR	LS4	4188	3/974	3/941	10/404	9/729	4/957	35/183
5 James EWENCE	Std Cirrus	4085	1/1000	7/866	7/419	7/750	24/657	11/393
6 Tom SMITH	LS8 (15m)	4082	21/776	4/913	28/353	1/953	2/971	39/116
7 Tim WEBB	Discus (w)	3866	5/962	20/690	26/361	31/548	12/854	3/451
8 George GREEN	Discus	3757	11/882	15/773	30/349	4/772	6/908	42/73
9 Jim WILSON	ASW 20	3723	2/978	16/754	4/473	29/556	21/694	25/268
10 Ed GARNER	DG-100/101	3703	12/859	9/841	19/368	34/514	18/708	8/413
11 Tom BRENTON	LS6 (15m)	3696	10/898	33/543	5/437	17/700	19/697	7/421
12 Jamie DENTON	Discus (w)	3636	24/752	18/700	33/344	10/723	10/872	27/245
13 Dave BRAY	LS6 (15m)	3625	23/755	28/597	1/505	15/707	9/884	37/177
14 Shaun McLAUGHLIN	Std Cirrus	3617	6/959	23/648	18/376	30/551	5/914	38/169
15 Mike COLLETT	ASW 27a&b	3606	18/788	5/902	21/367	23/622	33/572	17/355
16 Jon MEYER	LS4	3597	9/907	10/840	13/384	6/752	31/606	40/108
17 Alastair HARRISON	Std Cirrus	3586	14/828	21/672	21/367	32/545	14/808	14/366
18 Ollie PETERS	Duo Discus	3569	22/774	8/865	25/364	18/673	20/696	34/197
19 Simon BERKELJON	Discus	3531	13/849	18/700	2/486	44/434	11/859	31/203
20 Simon BARKER	ASW 28	3519	25/743	13/797	24/365	16/706	41/445	2/463
21 Will CHAPPEL	LS4	3416	27/687	29/589	31/348	5/754	15/757	22/281
22 H NITHIANDARAJAH	LS6 (15m-)	3389	26/689	14/793	14/383	20/660	38/499	15/365
23 Michael PETTICAN	ASW 20b&c	3368	32/650	24/637	34/341	14/712	22/693	20/335
24 Pete DAVEY	Discus (w)	3345	33/562	38/479	41/278	11/722	7/894	9/410
25 Mark SZYMKOWICZ	DG-600 18m	3343	16/806	34/542	45/204	24/616	13/824	18/351
26 Mark BROWN	Std Cirrus	3286	19/785	11/804	9/405	19/662	27/630	45/0
27 Phillip SCHARTAU	Discus (w)	3264	29/670	31/568	17/377	12/721	36/503	5/425
28 Nick SMITH	Mini Nimbus	3230	28/671	22/652	43/272	8/732	34/513	12/390
29 Ed FOXON	ASH25 256	3142	39/280	27/626	39/316	25/613	8/885	6/422
30 Kate WOODS	LS4	3066	30/666	30/577	21/367	26/586	32/598	24/272
31 Liz EDDIE	DG-101 CLB	3059	36/504	26/633	3/483	41/467	26/633	19/339
32 Hannah HAY	LS4	3017	42/250	17/711	19/368	27/582	17/729	13/377
33 Charlie TAGG	LS7 (w)	2973	34/560	25/636	32/346	28/573	29/613	27/245
34 Peter HIBBARD	SHK-1	2889	35/544	41/426	15/382	13/713	39/491	21/333
35 Claire ALSTON	LS7	2831	15/807	44/389	38/331	37/495	30/608	32/201
36 Stuart CARMICHAEL	LS3 (15m)	2732	8/948	46/229	37/334	40/473	23/662	41/86
37 Mike WITTON	Std Jantar	2618	20/783	37/485	6/433	43/445	44/246	30/226
38 Andrew LANGTON	Astir CS	2495	45/195	12/799	29/352	22/648	37/501	45/0
39 Alex MAITLAND	Discus	2438	31/660	48/38	35/338	39/488	25/649	26/265
40 David BENNETT	Pegasus CI	2081	38/319	40/455	36/337	46/428	43/266	23/276
41 Tone CLAUDEN	DG-100/101	2033	47/93	42/418	27/354	42/464	40/467	29/237
42 Charlie IANSON	DG-300	1966	48/45	35/490	42/274	35/509	28/620	44/28
43 Rachel HINE	LS4	1905	37/427	32/560	11/403	33/515	48/0	45/0
44 Andy DURSTON	ASW 27a&b	1841	46/151	39/474	40/314	48/35	35/509	16/358
45 Amelia NASH	K-23	1731	39/280	36/489	44/255	47/406	45/118	35/183
46 Shaun MURDOCH	ASW 24 (w)	1663	41/268	45/375	46/57	37/495	42/431	43/37
47 Richard CROCKETT	Astir CS	1067	44/202	47/132	48/0	45/432	46/100	32/201
48 Emma SALISBURY	Discus	928	50/0	43/413	47/14	36/496	47/5	45/0
49 Mark HOLDEN	Std Cirrus	223	43/223	49/0	48/0	49/0	48/0	45/0
50 Tom HOLLOWAY	ASW 20	38	49/38	49/0	48/0	49/0	48/0	45/0



Slickly run, competitive fun

DAY 1 of the 2005 Club Class Nationals was not going well, writes Jay Rebbeck. At 700ft, circling under a flat grey sky well short of Lasham, I'd been drifting in zeroes for half an hour with no obvious chance of climbing on to final glide. With two Cirruses for company and an ever-growing think bubble, I'd been waiting for a patch of sunlight to blow on to the ridge at Kingsclere. Finally cruising over the ridgetop in the sunshine I was lucky enough to climb gently away on to final glide. Moments later Rob Nunn pulled in underneath, missed the bubble and landed on top of the ridge. Squeaking home half an hour after day winner Pete Masson I was 200 points off the lead and 8th for the day, but had salvaged my chances. G Dale and Gordon McDonald, who I'd been with, weren't quite so lucky, landing at the bottom of the ridge.

Lasham task setters aren't renowned for their shyness, and as we marked our maps up with a 500km on Day 2 you couldn't help but feel a bit sorry for Derek Piggott in his Me7. The real test of the day turned out to be some tough conditions at the first TP that came after a 180km slog into a northerly. Most of the 11 landouts fell at that hurdle, with the fastest pilots managing to find a clean way in and out. Low at the upwind turn I joined Ian MacArthur's LS4 in a critical climb that set up our second leg perfectly, drifting 5km downtrack and taking us to cloudbase. For us the second half of the flight was an exceptional run with lots of streeing and strong thermals. Neck and neck with Ian, 60km from home, I made a big diversion to a cloudstreet that took me all the way back to Lasham without turning. Pulling up from 3,000ft below glide I finally crossed the finish line moments before Ian, and we'd both enjoyed a fantastic piece of close-call racing. When the results were posted, Pete Masson had won his second day, pipping me by 4 points. Howard Jones did well to make it home after a complete instrument failure in his Libelle at the last turn. Using his altimeter as a vario for the last 100km he wound up 15th for the day; a great flight under the circumstances, but 200 points lost that would prove decisive at the end of the contest.

Pete Masson made it three wins in a row on Day 3, pushing his DG-101 round 387km at 93km/h. Just short

of Wales before the first TP, conditions were a little tricky and again a good transition into the strong streets on the second leg made the flight. Overall, Rich Hood's chances of a 5th Club Class Nationals win now seemed slim. After a poor first day, he'd now dropped another 240pts. Chatting in the bar, he said he was seemingly off cycle the whole day, always struggling to get high. An uninspired but steady 5th kept me 5th overall.

One of the joys of this year's Club Class was that the strong weather meant there was very little gaggle flying. This was helped by the experienced team flyers of Pete Masson, Rich Hood, Owain Walters, Luke Rebbeck and myself all agreeing to go it alone. This made the gaggles of Day 4 seem quite out of place. With intermittent blue conditions, the late starters did well, making 15 minutes on the first leg. For the next 90 minutes around 20 gliders flew together before the chance came to do anything different. This arose when a large blue gap preceded some excellent-looking clouds near Didcot. When the gaggle stopped in an average-strength climb I pushed hard for the cu. Arriving low and climbing quickly in improving conditions I thought I had lost everyone, but curiously then met up with all the top contenders shortly before final glide. Ian MacArthur won the day, taking 1,000pts at 88km/h.

It was then that we were shocked to hear of Neil Lawson's tragic death. Whilst Neil, a Lasham pilot and great friend of many of the competitors, died in an unrelated accident, losing him had a massive effect on us. For Pete Masson, winning comprehensively after four days paled into insignificance when one of his closest friends died. As we learned at briefing the next day, he pulled out of the contest to help Neil's family and friends, which we understood and appreciated. Neil was an incredibly bright light in gliding and one of the greatest flying enthusiasts ever. I'm guessing he would have been the first to tell the rest of us to carry on with this sport that we all have such a passion for.

The task for the day was a 221km flight taking us to Cerne Abbas, with the Open Class going a little further in the same direction. It turned out to be somewhat optimistic, with huge amounts of spread-out leading to some very long glides that the Club Class struggled to

cross. Around half landed out before Cerne Abbas, with the rest clawing a few kilometres back towards Lasham. A handful of us managed to stay airborne near the turn long enough for conditions to cycle. My brother Luke, Gordon Macdonald and myself all took cloud climbs to 5,500ft near the turn, which enabled us to cross an Open Class sized gap back over Salisbury. Whilst we could hear the Open Class pilots cheerfully extolling the virtues of 28-metres of wingspan we were struggling to squeeze the last few kilometres out of the day. Luke won with 206km, one thermal short of home. I was second 14km behind, and Gordon finished 3rd.

Richard Hood scorched round 300km on Day 6 to win 1,000pts. I couldn't keep up with him and saw him disappear into the distance twice. Talking to him later, it was as if we had flown on different days. When he pushed he got 6kt climbs. When I pushed I got low. For me the day became a familiar salvage job, eventually taking a cloud climb to 7,000ft to get myself back into the race. Despite an equally poor day, Luke was now winning overall, with me 81 points behind. Behind me were Ian MacArthur, Ken Barker and Howard Jones.

The weather forecast for Day 7 was for a good day's racing but Met Man Dave Masson predicted correctly that we would not fly the final weekend. And so, as we sat down for our seventh consecutive day's flying, we were faced with the likelihood that it was the final day with all to play for. Waiting in the start zone for a good line of energy to lead us down the first leg, Luke joined me and we started together. We ran well together all the way to the South Downs, turning the first TP wingtip to wingtip. From here on our flights took very different courses. At the first climb I luckily caught a bubble that Luke missed and gained a few hundred feet. From here the quick cycling nature of the day meant that a small height advantage quickly turned into 1,000ft and whilst I was able to maintain a good speed running at cloudbase, Luke ended up at Alton at 500ft. I went on to have the first day in the whole competition where it all went smoothly, and managed to clock in an actual speed of 106km/h. It was my only day win with 496pts. Meanwhile, as he climbed away from Alton, Luke found himself only a few kilometres from the start line and chose to restart the task. Conditions looked exceptional and the task was only 184km, so he was actually pretty unlucky that the day fell apart. With very few energy lines he was forced to take a few more climbs and came home 21 minutes slower than myself. This was enough for me to take the overall lead.

This was of the most slickly run, hugely competitive and great fun gliding competitions that I've had the privilege to fly. With only 300 points separating the top eight places, it was clear that if any of the top pilots had avoided their worst day performance, they could have won the competition. Having not flown a competition for a few years Luke flew brilliantly to come second. In third place Ian MacArthur put in an exceptional debut performance. Ken Barker was championing at the bit just five points behind Ian. Howard Jones steered his borrowed Libelle into 5th place, with scorch marks removed to have been found on the leading edges. Despite a strong final few days, it took five Club Class Nationals for Rich Hood to relinquish his undefeated title, this time coming 6th. Owain Walters had a great competition, and would have been much higher than 7th but for an early land out on the distance day. Similarly Gee Dale's 8th place would have looked very different but for his misfortune on Day 1. And I think we all guessed that Pete would have won the contest had he chose to continue. But as Dave Draper said to me on the last day: "When you've had a competition that's been this much fun, we're all winners." And I couldn't agree more.

Club Class Nationals: Lasham, August 6-14, 2005

Pilot	Glider	Total	Day 1	Day 2	Day 3	Day 4	Day 5	Day 6	Day 7
1 Jay Rebbeck	Std Cirrus wi	5342	8/624	2/996	5/917	9/931	2/550	10/828	1/496
2 Luke Rebbeck	Std Cirrus wi	5285	3/766	7/899	2/971	14/868	1/585	8/852	17/344
3 Ian MacArthur	LS4	5218	4/726	6/940	8/888	1/1000	15/337	5/896	3/431
4 Ken Barker	Std Cirrus WL	5213	6/671	8/875	4/924	8/960	8/401	3/953	4/429
5 Howard Jones	Std Libelle	5163	5/701	16/764	6/916	2/996	4/467	4/898	5/421
6 Richard Hood	Std Cirrus wi	5162	10/609	5/954	18/761	7/972	5/426	1/1000	2/440
7 Owain Walters	Std Cirrus WL	5068	2/785	9/873	7/901	6/983	22/230	6/891	6/405
8 G Dale	ASW 19a&b	5035	27/405	3/984	3/941	5/985	11/366	2/968	10/386
9 David Draper	Std Cirrus	4822	11/589	4/962	13/860	10/929	21/234	7/853	7/395
10 Mark Brown	Std Cirrus	4729	15/570	12/844	11/868	11/927	13/361	13/801	13/358
11 John Williams	Std Libelle	4457	13/583	15/792	16/812	15/849	6/414	23/640	12/367
12 Russell Francis	LS4	4452	9/613	17/756	20/750	19/812	7/413	15/787	19/321
13 James Ewence	Std Cirrus	4407	7/666	18/728	15/815	13/876	11/366	25/565	8/391
14 Rob Nunn	Std Cirrus	4381	24/420	13/841	10/871	18/820	16/311	12/802	20/316
15 Sunay Shah	DG-100/101	4348	31/131	14/839	12/864	4/994	10/373	9/831	20/316
16 Kay Draper	Std Cirrus	4085	21/489	11/849	19/759	24/726	23/218	21/656	9/388
17 Nils Wedi	LS4	4010	26/408	19/710	17/774	26/696	9/382	18/766	24/274
18 Shaun Lapworth	Grob 102	3955	20/490	28/350	9/879	22/743	14/347	14/791	14/355
19 Matt Sheahan	ASW 19a&b	3901	21/489	22/468	14/817	25/716	18/286	16/770	14/355
20 Peter Masson	DG-100/101	3817	1/821	1/1000	1/1000	2/996	32/0	33/0	31/0
21 Gordon Macdonald	Std Cirrus wi	3812	25/410	10/853	30/0	16/844	3/533	11/826	16/346
22 Alan Baker	Astir CS	3525	16/549	25/398	23/660	21/804	19/253	24/606	25/255
23 Derek Copeland	Std Cirrus	3157	29/323	22/468	21/729	29/664	26/188	27/490	23/295
24 Peter Healy	ASW 19a&b	3130	32/102	27/361	24/640	19/812	24/200	22/645	11/370
25 Clive Thomas	Pegasus	2998	18/500	26/372	27/449	31/574	20/236	26/526	18/341
26 Glyn Bradney	Std Libelle	2967	17/528	20/658	28/416	27/693	31/69	29/405	28/198
27 Mike Tomlinson	LS4	2923	12/588	32/273	26/591	31/574	28/164	28/485	26/248
28 Sarah Platt	LS4	2714	14/571	31/279	30/0	23/736	27/176	19/708	27/244
29 David Williams	Std Libelle	2690	28/391	21/640	22/705	28/681	29/160	31/113	31/0
30 David Bromley	Std Cirrus	2468	30/150	30/285	30/0	12/918	30/144	17/769	28/198
31 Alan Clark	LS4	2404	33/99	33/-67	29/350	17/839	25/194	20/679	22/314
32 Derek Piggott	Me7	2241	23/439	29/310	25/597	30/657	32/0	32/40	28/198
33 Rob Andrewartha	Std Cirrus	1616	19/498	24/435	30/0	33/0	17/297	30/386	31/0

Consistency is the key

WHEN, writes Gary Stingemore, I first heard that Nympsfield was to be the venue for the 2005 Standard Class Nationals, I immediately thought of the picturesque site, wonderful views and the unmistakable smell of sea air... One of the strongest fields for some time had gathered, marvellous!

Day 1: NYM-MERE-FORDINGBRIDGE-ILSLEY-DURSLEY-NYM, 267km: At least three different airmasses, with some good climbs, spreadout and long glides produced a testing first day. Some crucial cloud climbs were required; little did we know this would be the order for a number of the remaining days. The late starters managed to catch up the field due to a good climb near Bath. I didn't see much of the race for the next 80km as I spent most of it either in or above cloud. Just past Thrupton the weather changed into lovely looking cu, which didn't work as advertised, fooling some pilots, in other words, me. Others managed to get high and around the second to last turn, and with the cu starting to work properly a good race home via a control point ensued. Leigh Wells, one of the late starters, was first back and won the day. Andy Davis, who had aerotowed that morning from Hus Bos after presenting the prizes at the Junior Worlds, was strangely subdued - he was just teasing.

Day 2: NYM-BISHOPS CLEEVE-OVERTON-BANBURY-NYM, 293km: Cu popping at briefing and we were told it was going to be blue? It was! Poor climbs up to 2,500ft pre-start didn't bode well, but by the time we had started things had improved slightly. The normal blue day cat-vs-mouse at the start dragged on. The delay probably caused some of the landouts, but we never learn. By Banbury a monster gaggle had formed and the climbs had reduced, the gaggle was the nearest thing to a knife fight in a telephone box. The draw of the ridges near Cheltenham was too much, especially as an occasional cu popped in the valley. The ridges didn't work as the wind was funnelling up the valley and ran parallel, the cu disappeared with the sea air and most of us were in trouble. Those that got back did so with nothing to spare. Most of the landouts were within 5km in the valley - at least the retrieves were short. Very frustrating. A number of the favourites had come to earth, with gliding yet again proving that the margin for error is slight and can be so costly if you get it even slightly wrong. Today's king of the peloton was Richard Johnson.

Day 3: NYM-THRAPSTON-OVERTON-NYM, 371km: The early starters again benefited with conditions deteriorating later in the day. Only two pilots got home.



Brothers Luke (left) and Jay Rebbeck, who came third



Gary Stingemore. For the full results, see p54

The first leg, downwind to Rushden, was excellent, averaging around 120km/h. Turning back west you could see the impending front; oh, how I wished my spoof start 25 minutes earlier had been for real. Around Ilsley the climbs were still good, but approaching the Swindon area thickening cloud had cut off any meaningful climbs, especially with a 15kt westerly. Numerous landouts around the Cirencester area happened in quick succession. The two that got back, Howard Jones and Andy, had taken a cloud climb close to Swindon - by the time most of us had reached that area it had gone - Howard winning the day at 88km/h. The cloud flying debate was re-ignited!

Day 4: NYM-DIDCOT-DEDDINGTON-CHEDWORTH-CHIPPING CAMDEN-NYM, 238km: The one and only AAT in a very stormy westerly. A storm front at the start made nearly everyone start within three minutes, apart from which there was no way anyone was hanging around anyway. A line of energy stretched over the Brize zone enabling a good run into the first sector. This is where the fun started, and I use the word fun sparingly. The showers had turned to thunderstorms, therefore killing off large areas. One pilot, thinking the day wasn't quite difficult enough, managed to lose 2,000ft in cloud after he span - much to the amusement of competitors climbing in different clouds, however, not those in the same one! Andy, Jay and Martyn all managed to get enough height to clip the second zone and glide to the sunshine past the storms and scrape away. With differing speeds they managed to crawl home, Andy winning the day at 54km/h. Another field for the majority: getting tedious, to say the least.

Day 5: NYM-ILSLEY-MARLBOROUGH-FARINGDON-NYM, 181km: Gallows humour was rife at the morning brief. "Another day, another landout..." and that was from the task-setter. It was for all but one, guess who! Guess how! A day of showers and poor climbs ensued, with the biggest decision as we approached the second turn at Marlborough. The whole area was covered by huge showers. Andy pressed hard and got away from 1,000ft at the turn and took it into cloud up to 6,000ft. The rest of us set off a little later and at about 10km flew into heavy rain. However, climbs were found and some formation cloud flying began. Four or five within a few degrees and at differing levels - level referring not only to the height but that of pilot competency. Andy was away and managed to get back into soarable conditions, which got him home. After the turn I came across Mike Young on a small ridge near Swindon, he hadn't been around the turn and was

waiting for 'better' weather. I joined him for about 20 mins with no ASI, the rain from my last climb had disappeared down many an orifice, got bored and landed. After nearly two hours of ridge-top soaring he got away and did another 50km. Respect.

Day 6: NYM-HEYFORD STATION-HONEYBOURNE-NYM, 161km: The line was long and distinguished outside the devil's door to sell your soul; we needed to do something different to compete with Andy. If we thought yesterday was bad... today we started from 2,200ft (cloudbase). The first turn is completely dead. Gaggles forming, wondering how to get in, Andy lands out early, cancel the sale. But alas, the day dies (did it ever get going?). We all land out, with Estone claiming 11 and the rest spread around Oxfordshire. Olly Ward struggles the furthest and wins the day with 118km.

Day 7: NAILSWORTH-CHIPPING CAMDEN-BLENHEIM PALACE-BANBURY-NYM, 189km: Yes, seven days, with a strong westerly wind and blue for most of the task area. Perfect last day weather, deep joy. As we launch we see that wonderfully inspiring sight of sea air coming in. Martyn Wells convinces the director to move the drop zone to an area where it's soarable, which was a no-brainer, you would have thought. The conditions were enough to put even the bravest off starting late. After the first turn we move up a gear, climbs get quite good running into Banbury prior to the last leg home with some welcome clouds showing the way. Once past the turn it's blue and the gaggles form, or the 'brain' as named by Mike. Leave the collective and you're doomed, turning into a single-cell nonentity! However, some do and are rewarded by a good run home, albeit needing to go quite low before hooking a good one. Around the Cirencester area it gets a little tricky, probably the sea air. Most get home, for many the first time since day one. Jay had a good run and won the day, also doing enough to leapfrog Leigh Wells into 3rd overall.

If there was ever a competition that would sway you one way or another on cloud flying, this was it. You either love it or hate it; you think it's fair or unfair. Many differing arguments. I think this is the first competition for many a year where it has made a significant difference to the outcome with people getting back and expanding the points spread. It isn't everybody's cup of tea, but long may it continue.

After a poor first day, Andy Davis (the Standard Class World Champion) ran away with the competition, landing out only the once. The key, as ever, was consistency; that is: he's consistently very, very good.



Father and son Martyn (left) and Leigh Wells: 2nd & 4th

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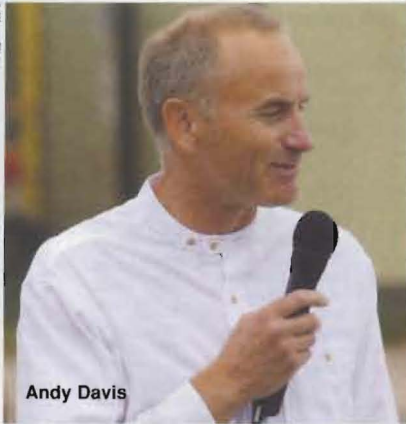


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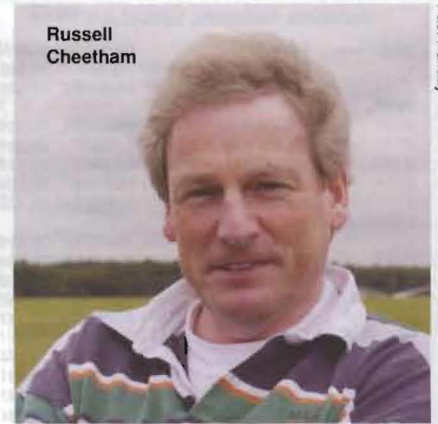
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Andy Davis



Peter Harvey



Russell Cheetham

Provisional ratings

1 P J Harvey	55 J E Roberts	109 J R Taylor	163 D J Miller	217 P M Sheahan	259 P T Healy
2 A J Davis	56 D P Francis	110 N D Tillet	164 M R Dawson	218 J R Warren	260 A A Jenkins
3 R A Cheetham	57 D C Chappell	111 P R Pentecost	165 E W Johnston	219 C D R Tagg	261 W D G Chappel
4 L M Wells	58 S C J Barker	112 T M Mitchell	166 K M Draper	220 G Paul	262 R O'Connor
5 P R Jones	59 Luke Rebbeck	113 R C Sharman	167 D T Bray	221 C M Davey	263 G W Craig
6 J N Rebbeck	60 J P Gilbert	114 W D Inglis	168 J Westwood	222 R Starey	264 A R Hill
7 R S Hood	61 R A King	115 D R Smith	169 M Jerman	223 A Kangurs	265 G McKnight
8 S Crabb	62 C Curtis	116 W Aspland	170 L Hornsey	224 M J Birch	266 R P Garner
9 S G Jones	63 R A Johnson	117 M Jenkins	171 A Wells	225 J Lynas	267 C J Davison
10 M D Wells	64 T J Milner	118 R J Hart	172 T J Willis	226 S J Redman	268 G S Bird
11 C G Starkey	65 S Lapworth	119 G R Green	173 S R Lynn	227 N Hoare	269 A Clark
12 M R Parker	66 J K G Pack	120 D H Gardner	174 N L Clowes	228 I R Cook	270 K Houlihan
13 K B Tipple	67 G N Smith	121 J E Gatfield	175 K J Hartley	229 T J Davies	271 J A Johnston
14 R C May	68 A V Nunn	122 R Maskell	176 Jed Edyvean	230 S P Woolcock	272 J W White
15 D S Watt	69 M L Brown	123 R de Abaffy	177 C R Thomas	231 W J Murray	273 A A Baker
16 J C Meyer	70 P Crabb	124 T J Parker	178 S McLaughlin	232 T Moyes	274 S L Withall
17 M J Young	71 P C Naegell	125 A J Wilson	179 N H Wall	233 D J Langrick	275 H Nithianandarajah
18 P G Sheard	72 L S Hood	126 R Jones	180 N F Goudie	234 T E Rose	276 M J Aldridge
19 R F Thirkell	73 A F Watson	127 P J Masson	181 J W Davidson	235 G D Coppin	277 P W Schartau
20 I MacArthur	74 C J McInnes	128 O Peters	182 L E Tanner	236 P D Kaye	278 J G Arnold
21 A J Barnes	75 M S Armstrong	129 C J Allidis	183 A P C Sampson	237 S Berkeljon	279 D F Bromley
22 A D May	76 M J Jordy	130 R C Bromwich	184 N P Wedi	238 O Ward	280 A C Wallford
23 D Draper	77 F J Davies	131 M T Davenport	185 G C Metcalfe	239 G D Sutherland	281 P O'Donald
24 G M Spreckley	78 P J Stratton	132 S J Waterfall	186 A F Perkins	240 J C Ferguson	282 R L Fox
25 A R Hughes	79 A P Hatton	133 R C Hodge	187 P McLean	241 C G Corbett	283 T Stuart
26 K D Barker	80 P E Rice	134 R J Smith	188 N Garland	242 T R Gaunt	284 M F Cuming
27 P H Rackham	81 J P Simmonds	135 C E Garner	189 M Collett	243 T J Davies	285 A R Harrison
28 H Jones	82 R J Nunn	136 A J Garrity	189 B A Fairston	244 M D White	286 P A Stanley
29 R A Browne	83 M J Smith	137 D S Pitman	191 A Farr	245 M A Thorne	287 A S Miller
30 T J Scott	84 J R Luxton	138 A I Perley	192 B A Birilson	246 J G Allen	288 M G Stringer
31 G P Stingemore	85 M E Newland-Smith	139 Martin Durham	193 J P Gorringer	247 T C Wright	289 C R Smithers
32 D E Findon	86 J D Ewence	140 G D Morris	194 P J Machacek	248 K R Atkinson	290 S Carmichael
33 H A Rebbeck	87 P C Fritche	141 E J Smallbone	195 D D Copeland	249 S A Adlard	291 M A Pettican
34 A J Clarke	88 D A Booth	142 J S Wand	196 A D Hyslop	250 I Reekie	292 J H Russell
35 S J Kelman	89 P F Brice	143 A D Tribe	197 D K McCarthy	251 J Nash	293 P W Copland
36 B Flewett	90 J Williams	144 M Rayner	198 G E McAndrew	252 A D Holmes	294 R A Cole
37 O J Walters	91 P J Kite	145 M R Fox	199 J R Reed	253 M T Davis	295 P D Wright
38 C C Lyttelton	92 N D Smith	146 T J Brenton	200 J R Jeffries	254 G Macdonald	296 S D Codd
39 C P Jeffery	93 M C Costin	147 R J Welford	201 P O Sturley	255 G C Beardsley	297 J Weston
40 M B Jefferyes	94 A R MacGragor	148 P M Shelton	202 A A Darlington	256 R C Ellis	298 A D Piggott
41 K Nicolson	95 T A J Smith	149 A Liran	203 M I Pike	257 D Heslop	299 Z Marczynski
42 J L Whiting	96 P R Stafford-Allen	150 S S Shah	204 R J Large	258 C P Gibson	300 F B Joynes
43 M J Cook	97 I M Evans	151 J D Spencer	205 B D Scougall		
44 M Holden	98 S R Jarvis	152 P R Desmond	206 W T Craig		
45 D R Campbell	99 I P Hicks	153 M A Roberts	207 R J Toon		
46 S R Eil	100 I Craigie	154 P E Baker	208 B F Walker		
47 D W Allison	101 A G Hall	155 G C Alison	209 S Twiss		
48 G G Dale	102 N V Parry	156 J M Denton	210 R Kalin		
49 B L Cooper	103 G K Drury	157 D P Masson	211 D Williams		
50 J M Hood	104 J Ellis	158 B H Penfold	212 A R Harrison		
51 R A Johnson	105 R E Francis	159 A P Moulang	213 T W Slater		
52 C J Lowrie	106 P L Hurd	160 J A Crowhurst	214 D M Byass		
53 J A Tanner	107 I Ashdown	161 K W Payne	215 O H Constable		
54 J N Wilton	108 T J Webb	162 M Tomlinson	216 M C Foreman		

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.glidering.co.uk/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 sometime in December, applications forms for nationals places and FAI licences will be available at www.glidering.co.uk/competitions

THE RACING YEAR: COMPETITION RESULTS

Aerobatic Nationals, Saltby, Jun 16-19

Beginners	Pilot	Glider	Overall %
1	Ron Jubb	DG-303	74.682
2	Howard Whybrow	Pilatus B4	73.525
Sports			
1	Patrick Greer	Pilatus B4	70.211
2	Mark Erlund	Lunak	69.291
3	Brian Griffin	Lunak	62.347
4	Charles Baker	Puchacz	60.961
5	Caroline Bois	Pilatus B4	55.135
Intermediate			
1	Steve Jarvis	Pilatus B4	72.479
2	Graham Saw	Czech Mate	71.666
3	Malcolm Hodgson	Pilatus B4	65.605
4	Mike Newbound	Swift	57.482
5	Paul Watson	Pilatus B4	50.547
Unlimited			
1	Olaf Schmidt	Swift	73.274
*2	Guy Westgate	Fox	71.281
3	Paul Conran	Swift	71.183
4	Andy Cunningham	Fox	50.624
5	Chris Cain	Swift	41.268

* National Champion, 2005 (British Aerobatic Association)

Bicester Regionals, Jul 9-17

Green	Pilot	Glider	Points
1	John ROBERTS	ASW 19	6876
2	Mark HOLDEN	Standard Cirrus	6673
3	Ian CRAIGIE	LS1fw	6658
4	Rangl de ABAFFY	LS4a	5519
5	Ian McARTHUR	LS4	5401
6	Mike TOMLINSON	LS4	5349
7	Martin DURHAM	LS7	5315
8	Adam WOOLLEY	ASW 19	4974
9	Thomas ROSE	Std Libelle w	4589
10	Robert SMITH/ Alun JENKINS	LS4	4525
11	Paul COPLAND	ASW19b	4163
12	Ian SMITH/Micky BOIK	Janus a	4021
13	Tim WHEELER	Std Cirrus	3969
14	John JEFFRIES/ Mike BIRD	K-21	3569
15	Andrew PRESTON	ASW 19	3437
16	John STALEY	LS4wl	3386
17	David WILLIAMS	Std Libelle	3271
18	J Neil KELLY	ASW 15a	3150
19	Steve CODD	Twin Astir	3066
20	John BRADBURY	K-21	2898
21	Dave BULLOCK	K-21	2897
22	David GILL	K-21	2642
23	Dave CORNELIUS/ Alan GARFIELD	K-21	2316
24	Ginge PECK	DG-100	1941
Red			
1	Chris CURTIS	ASW 27b	6476
2	Pete STRATTEN	Ventus c 17.6m	6299
3	Adrian HATTON	LS6c 17.5m	6135
4	Bob SHARMAN	ASW 20bl	6072
5	Terry MITCHELL	Nimbus 3	5858
6	Mike JORDY	Duo Discus	5810
7	Peter BAKER	LS8a 15m	5544
8	Luke HORNSEY	ASW 20	5433
9	Mark SZYMKOVICZ/ Sunay SHAH	DG-600-18wl	5326
10	Richard LARGE	LS8 18m	5243
11	Alan/Wes KANGURS	ASH 25	5234
12	John FERGUSON	Ventus cT17.6m	4933
13	Rory ELLIS	Discus	4922
14	Philip SCHARTAU	Discus w	4705
15	Frank JEYNES/ Mike POPE	Duo Discus	4701
16	Pip BARLEY/ Derek JONES	ASW 27b	4542
17	Al McNAMARA	Discus 2a	4404
18	John GLOSSOP	Discus bT	4403
19	Graham PAUL	Duo Discus	4357
20	Julian HITCHCOCK	Discus b	4317
21	Simon RAMSAY	Discus b	4310
22	Derek WESTWOOD	LS8 18m	4296
23	Oliver PETERS	Discus	4051
24	Tessa/John WHITING	Discus bwf	4026
25	Dave McMANUS	LS8-15	3952
26	Tony LIMB	Discus CS	3733
27	Steven TURNER	ASW 27	3645
28	Stuart LAW	Janus cT	3633
29	Rod WITTER	Duo Discus T	3571
30	Bob STARMER	Discus bTw	3212
31	Paul WHIPP	ASW 24w	2311
32	Jeff LUCK/ Phil DOLLING	Nimbus 2c	2181
33	Andrew BRAY	LS6-15m	2153
34	Alan JENKINS	Discus b	1353

HERE are results for BGA-rated regionals, the UK Mountain Soaring Contest and the Aerobatic Nationals. For BGA-rated nationals see pp47-48 and pp54-55. Results for the non BGA-rated Two-Seater Comp are at www.wolds-gliding.org

Northern Regionals, Jul 23-31

Pilot	Glider	Points
1	John Tanner	ASH 25 1505
2	Tim Milner	Std Cirrus 1418
3	Mike Armstrong	Ventus 2cT/18m 1327
4	Mike Costin	Ventus 2cT/18m 1312
5	John Ellis	Nimbus 3T/25.5m 1263
6	Douglas Gardner	LS3 1219
7	Bob Bromwich	DG- 505M 20m 1211
8	Graham Morris	ASW 27 1186
9	Michael Roberts	Duo Discus 1108
10	Joseph Westwood	LS8 1093
11	James Davidson	Duo Discus 1087
12	Paul Machacek	DG-300 1068
13	Richard Kalin	Nimbus 3/25.5m 1062
14	Tim Davies	Mosquito 1045
15	Guy Corbett	Ventus 2cT/18m 1027
16	Geoff Beardsley	Duo Discus 995
17	Chris Davison	Std Libelle 992
18	John Russell	Ventus 2cT/18m 991
19	Nick Heriz-Smith	Ventus 17.6m 985
20	Brian Stott	LS4 960
21	Richie Toon	ASW 20 939
22	Peter Ryland	DG-400 939
23	Sam St Pierre	DG-200 934
24	Richard Brisbourne	Kestrel 19m 926
25	Paul/Peter O'Donald	Duo Discus T 913
26	Steve Wilkinson	PIK 20 D 883
27	Julian Fack	Duo Discus 883
28	Mark Stevens	DG-1000/20m 879
29	Mark Dickson	Vega 17L 864
30	Mike Witton	Std Jantar 854
31	Brian Griffin	DG-100 814
32	David Bradley	Discus 798
33	Michael Fairman	ASW 19 716
34	John Clark	Std Cirrus 618
35	Mike Tomlinson	LS4 586
36	Mike Pope	Duo Discus T 568
37	Steve Sanderson	Kestrel 19m 433
38	Derek Abbey	Discus 433
39	Peter Clay	Ventus bT 16.6m 0
40	David Ashby	ASW 22/24m 0

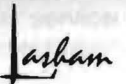
Booker Regionals, Jun 25-Jul 3

Pilot	Glider	Points
1	Dave Watt	Ventus 2a 1621
2	G Dale	ASW19 1468
3	Jack Luxton/ Jan McCoshim	LS8 1397
4	Denis Campbell	Ventus 2CXT 1365
5	Mark Parker/Anna Wells	LS8 1333
6	Oliver Peters	Duo Discus T 1301
7	Andrew Perley	LS8-18 1272
8	Glen Alison	Ventus 2B 1268
9	Ian Craigie	LS1-f 1259
10	Nick Garland/ Andrew Betteley	Discus 1212
11	Howard Jones	Discus 2 1194
12	Richard Starey	ASW 27b 1191
13	Mark Jerman	ASW 28 1126
14	Brian Birkinson	Duo Discus 1105
15	Jim White	ASW 27 1085
16	Tony Hughes	LS6B 1036
17	William Parker	ASW 20c 938
18	Guy Sutherland	Discus 912
19	Geoff Lyons/ Bob Sinden	LS6 804
20	Hannah Hay	LS4 707
21	Ashley Birkbeck	LS7wl 685
22	Stephen Williams	DG300 588
23	Gary Nuttall	Jantar 540
24	Minoo Patel	LS8-18 490
25	Al McNamara/ Pete Sheard	Discus 2a 414
26	Derek Staff	LS4 391
27	Rachel Hine	LS4 333
28	Mark Lavender	ASW19 180
29	Mary Meagher/ Tom Moutrie	Pegase 152
30	Bob Smith/Alun Jenkins	LS4 137
31	Paul Harvey	LS7 WL 85
32	David Williams	Std Libelle 0
33	Jane Moore	Pegase 0
34	Annie Laylee	ASW 24 0
35	Alan Smith/ Daniel Cooper	Discus BT -157

Gransden Regionals, August 20-28

Club	Pilot	Glider	Points
1	John Gilbert	LS3 (15m)	4787
2	Norm Rice	ASW 20	4268
3	Paul Parry	LS4	4126
4	Richard Maskell	Discus	4104
5	Rob Jarvis	ASW 20	4036
6	Leigh Hood	Std Cirrus	3974
7	Neil Goudie	LS4	3940
8	Robbo Roberts	ASW 20 (w)	3736
9	Steve Woolcock	LS7 (w)	3555
10	Toby Wright	Discus (w)	3526
11	Andrew Johnston	DG-200	3390
12	Paul Armstrong	LS4	3067
13	Tony Limb	Discus	3036
14	Jane/Steve Nash	Mosquitob WI	2999
15	Paul Machacek	DG-300	2937
16	Darren Lodge	DG-300	2811
17	David Graham	ASW 20f	2804
18	Julian Bayford/ Steve Foster	ASW 20f	2740
19	Gerald Bass	Pegase	2660
20	Paul Copland	ASW 19a,b	2650
21	Colin Cownden/ Jem Davies	ASW 20	2571
22	Gordon Burkert	ASW 20	2553
23	Derek Coker	PIK20	2456
24	Andrew Preston	ASW 19a,b	2043
25	Simon Armitage	Discus	1956
26	Alan Boyle	Discus	908

Sport	Pilot	Glider	Points
1	John Wilton	ASW 20b,c	5038
2	Sarah Kelman	ASW 28	4983
3	Adrian Hatton	LS6 (15m)	4711
4	Alistair Macgregor	Ventus 2c (18)	4543
5	Chris Curtis	ASW 27a,b	4397
6	Bill Inglis	Ventus 2c (18)	4354
7	Simon Waterfall	Nimbus 3d	4270
8	Rob Welford	LS8 (15m)	4263
9	Ken Payne	ASW 20b,c	4192
10	Graham Drury	LS8 (15m)	4023
11	Basil Fairston	ASW 27a,b	4013
12	Brian Scougall	LS8-18 (18m)	4000
13	Colin Davey	Duo Discus	3725
14	Paul Kaye	LS8 (15m)	3709
15	Andy Holmes	LS8 (15m)	3676
16	Alan Kangurs	ASH 25	3656
17	Colin Smithers	ASH 25	3519
18	Mike Brooks	LS6c (18m)	3493
19	John Ferguson	Ventus C	3382
20	Rod Witter	Duo Discus	3303
21	Graham Thomas	Duo Discus	3274
22	Dennis Heslop	Ventus 2c (15)	3243
23	John Galloway	Discus 2ct	3211
24	John Birch	Duo Discus	3182
25	Bob Grieve	LS8 (15m)	3145
26	Martin White	Nimbus 2,b,c	3070
27	Richard Chapman	Ventus A,b	2980
28	Mike Mee	ASW 27a,b	2946
29	Malcolm Allan	LS8 (15m)	2893
30	Wendy Head	ASW 27a,b	2750
31	John McNamee	Duo Discus	2745
32=	Mark Hawkins	ASW 20bl,cl	2723
32=	Whitehead/Hooson/ Davis	DG-500/505	2723
34	Gwyn Thomas	Nimbus 3	2701
35	Nigel Gough	Lak17a (18m)	2156
36	Tim Wilkinson	Kestrel 22	2141
37	Alan Head	Duo Discus	1993
38	Andrew Watson	ASW 20b (w)	1770

 Lasham Gliding Society

LASHAM REGIONALS 2006

19th - 27th August

Applications are invited to this popular competition. Please apply in writing or by phone with a non-refundable (unless you do not get in) £50 deposit. A ballot for the first 66 entries will be held on the 18th December.

LASHAM GLIDING SOCIETY
LASHAM AIRFIELD
ALTON HAMPSHIRE GU34 5SS
Tel: 01256 384 900

Eastern Regionals, Tibenham, Aug 6-14

	Pilot	Glider	Points
1	Simon Barker	ASW 28	3797
2	Leigh Hood	LS8-18 (18m)	3621
3	Peter Stafford-Allen	Ventus 2b,	3619
4	Ray Hart	Nimbus 2,b,c	3373
5	Jane / Steve Nash	Mosquito	3372
6	Allan Garrity	Lak17a (18m)	3305
7	Norman Clowes	ASW 20 C	3058
8	Robbo Roberts	ASW 20 (w)	2994
9	Charlie Tagg	LS7 (w)	2854
10	Martin White	Nimbus 2,b,c	2740
11	Andrew/Keith Hill	Janus C(retr)	2670
12	Steve Codd	Nimbus 2,b,c	2612
13	John Norman	ASW 24	2491
14	Rangi De Abaffy	LS4	2405
15	Edd Weaver	Astir Cs	2399
16	Damien Dyer	ASW 15	2350
17	Terry Moyes	Duo Discus	2282
18	Tim Parker/Neil Kelly	Pegasus	2255
19	Simon Armitage	Discus	2180
20	Gwyn Thomas	Nimbus 3 (25	2079
21	James Dean	SHK-1	2057
22	Tess/John Whiting	Discus Bwl	1939
23	Tim/Paul Edmunds	Janus A,b	1754
24	Darren Lodge	DG-300	1428
25	Mark Rogers	Discus Cs	1163
26	Tony Blanchard	ASW 20f	872

Lasham Regionals, Jul 23-31

Class A	Pilot	Glider	Points
1	Alistair NUNN	LS6 18m	1037
2	Paul KITE	Nimbus 3	988
3	John TAYLOR	LS6 C 17.6m	832
4	Tim PARKER	ASH 25	806
5	Ed SMALLBONE	ASW 20	805
6	Tony MOULANG	Duo Discus T	778
7	Chris LYTTLETON	ASW 27	741
8	Dave McCARTHY	Duo Discus T	694
9	Jeff WARREN	ASW 28-18 E	682
10	Ralph JONES	Nimbus 4	608
11	Chris GIBSON	ASW 20 C 16.5m	604
12	Paul STANLEY	Duo Discus	565
13	Peter BAKER	LS8a	507
14	Pete PATERSON	LS8a	484
15	Peter JONES	Nimbus 3DT	460
16	Chris MAREN	Ventus 2CXT	402
17	Alan ECKTON	Discus B	398
18	Nicki MARCHANT	LS6 C 15m	379
19	Steven BROOKER	Ventus CT	378
20	John BELL	LS8 15m	375
21	Chris LEWIS	Ventus 2 18m	375
22	Peter HAMBLIN	Ventus C 17.6m	369
23	Zenon MARCYNISKI	Ventus C CXT	348
24	Hugh KINDELL	Duo Discus T	303
25	Simon KRONFELD	Discus 2B	291
26	Julian HITCHCOCK	DG-500 20m	164
27	Geoff PAYNE	ASW27B	78
28	Hemraj		
	NITHIANDARAJAH	LS6 B w/	63
	John WHITE	Ventus A w/	-35

Class B	Pilot	Glider	Points
1	Shaun LAPWORTH	Std Cirrus	498
2	John SIMMONDS	Discus	488
3	Rob JARVIS	ASW 20	471
4	Stefan-Georg HUNGER	Std Libelle	462
5	Mark DAVENPORT	Discus	462
6	Martin RAYNER	ASW 20 15m	459
7	Tobias STUMPF	Std Libelle w/	457
8	Clive THOMAS	Pegase	457
9	Derek COPELAND	Std Cirrus	440
10	Jerry PACK	Astir CS	426
11	Norman PARRY	LS4	422
12	Jane NASH	Mosquito	406
13	Gareth BIRD	Discus A	403
14	Derek PIGGOTT	Me7	390
15	Mik GARWOOD	Janus A	372
16	Dave WILLIAMS	Std Libelle	355
17	Ayala LIRAN	Std Cirrus	348
18	Gordon BURKERT	ASW 20	294
19	John HOOLAHAN	ASW 20	286
20	Paul HARVEY	LS7 w/	224
21	Matt SHEAHAN	Std Cirrus	203
22	Mike RUBIN	Discus b	150
23	Robert BOTTOMLEY	Discus bt	113
24	Michael TRUELOVE	Astir CS	48
25	Edmund MASON	Mosquito	19
26	Richard BRADLEY	DG-300	6
27	Michael VICKERY	Mosquito	3
28	Eamonn HEALY	ASW 19	3
29	Ann LAYLEE	ASW 24 w/	1
30	Andy LINCOLN	Discus	0
31	Bob JOHNSON	G103 Twin II	0
32	Dave BOWTELL	DG-101 Club	0

LOTS OF volunteers work hard nationally and locally so we can enjoy our sport. John Wilton (right) is the Competitions Committee member who compiles the BGA pilot ratings list



UK Mountain Soaring Competition Aboyne, Sep 4-10

	Pilot	Glider	Points
1	Peter Gray	DG-202/17m	2427
2	John Ellis	Nimbus 3T/25.5m	2407
3	Roy Wilson	Ventus 2cT/18m	2297
4	John Williams	LS 8/18m	2138
5	Mark Jerman	ASW 28	1920
6	James Davidson	ASH 25	1899
7	Robert Tait	Astir CS 77	1776
8	Phil King	LS 8/18m	1538
9	Dave Latimer	Discus	1484
10	Arthur Docherty	ASW 20bl	1472
11	Dickie Feakes	ASH 25E	1449
12	Duncan Mackay	Duo Discus	835
13	Simon Ramsay	Discus	826
14	Steve Thompson	Duo Discus T	785
15	Julia Sutton	LAK 17/18m	532
16	Stuart Naylor	LS 7 WL	355
17	Peter Ryland	DG-400/17	339
18	Bruce Duncan	ASW 19	122
19	Malcolm Hodgson	Pilatus B4	36
20	Sam St Pierre/ Mike Wood	DG-200	3

Dunstable Regionals, Aug 20-28

Blue	Pilot	Glider	Points
1	Jerry Pack	Astir CS	4074
2	Martin Smith	LS4	3881
3	Peter Hicks	LS4	3769
4	Melissa Jenkins	LS4	3744
5	Robin Hodge	ASW 20	3631
6	Ayala Liran	Std Cirrus	3543
7	David Miller	ASW 20	3444
8	Andrew Sampson	LS4	3432
9	John Jeffries	K-21	3398
10	Graham Paul	Std Cirrus	3387
11	Malcolm Birch	Libelle	3297
12	Craig /Sinclair	LS4	3084
13	Alan Harrison	ASW 24w	2857
14	Derek Copeland	Std Cirrus	2660
15	David Williams	Libelle	2615
16	Tom Beckwith	Discus B	2518
17	Paul Whipp	ASW 24w	2230
18	Richard Lodge	Std Cirrus	2219
19	Sorace /Greer	LS4	2209
20	Graham Pursey	ASW 24	2207
21	Joe Walsh	ASW 20	2063
22	Thomas Rose	Libelle (w)	1929
23	David Brown	ASW 19b	1859
24	Alan McKillen	ASW 20	1850
25	Cattle /Sharpe	ASW 19b	1642
26	Peter Denman	DG-200	1602
27	James Slater	Discus B	1566
28	Miles /Broadbridge	Astir CS	1282
29	Kieran Commins	ASW 19b	1273
30	Cornelius /Garfield	K-21	1090
31	Thomas Deane	Discus Bw	427
Red			
1	Robert King	ASW 27b	4397
2	Mark Newland Smith	ASW 28	4248
3	Nick Tillet	ASW 27b	4201
4	Paul Rackham	LS7	4120
5	John Spencer	LS8	4101
6	Steve Lynn	ASW 27b	4036
7	John Reed	Discus B	3976
8	Nick Hoare	LS8-15	3946
9	Ian Reekie	LS8-18	3820
10	Trevor Stuart	ASW 27b	3632
11	Rob Brimfield	ASW 24w	3604
12	Bill Craig	ASW 27b	3436
13	Justin Craig	LS8	3136
14	Dave Starer	Duo Discus	2971
15	John /Beardsley	Duo Discus	2906
16	Francis Russell	LS6-18W	2706
17	Simon Edwards	Ventus 2CT	2049
18	Geoff Glazebrook	LS6	1890
19	Errol Drew	ASW 20	1788
20	Paul Candler	LS7w/	1574
21	Ted Coles	LS8-18	1050
22	James Kellerman	ASW 27b	987
23	Trevor Nash	Glasflugel	870

Bidford ("Turbo") Regionals, Jun 18-26

Position	Pilot	Glider	Points
1	John TANNER / Rose JOHNSON	ASW 19bw	5233
2	David FINDON	Nimbus 4DT	5166
3	Iain EVANS	LS8T/18m	4955
4	Bill INGLIS	Ventus 2cT/18m	4902
5	Craig LOWRIE	DG-800/18m	4811
6	Jon WAND	ASH 26E	4497
7	Ralph JONES/ S MARRIOTT	Nimbus 4DM	4462
8	Barry WALKER/Justin WILLS /Andy DAVIS	Duo Discus T	4447
9	Andrew FARR	Discus bT	4440
10	Simon TWISS	Ventus 2cxt/18m	4388
11	Bill MURRAY	Ventus 2cT/18m	4284
12	Mike THORNE	Discus bTw	4275
13	Rory O'CONOR	DG-800/18m	4092
14	Rob JARVIS	ASW 20	4035
15	Dick COLE	Ventus 2cT/18m	3904
16	Frank JEYNES	Ventus 2cxt/18m	3852
17	Derek PIGGOTT/ R STARMER	Duo Discus T	3779
18	Z GOUDIE	Discus bT	3715
19	Ian COOK	Ventus 2cT/18m	3705
20	Rod WITTER	Ventus 2cT/15m	3581
21	Chris MORRIS	Ventus 2cT/18m	3572
22	Terry SLATER	Nimbus 3DT	3476
23	Mike POPE	Ventus 2cT/18m	3411
24	Mike COSTIN	Ventus 2cT/18m	3389
25	Alistair COOK	Ventus ct/17.6m	3027
26	Malcolm LASSON	LS8T/18m	2855
27	Julian HITCHCOCK	LS8/15m	2806
28	Alan BROADBIDGE	Nimbus 3DT	2693
29	Gordon BURKETT	ASW 20	2243
30	Ted COLES	DG-800/18m	2133
31	Kevin HOOK	DG-400/17m	1887
32	Roger WILSON	Ventus bT/16.6m	1296
33	Chris NICHOLAS / Jon MEYER	LAK17/15mw	1230

Inter-Services, Honington, Jul 23-31

Open	Pilot	Glider	Points
1	John Gilbert	LS3 (15m)	1311
2	Colin McInnes	Duo Discus	1304
3	Nick Smith	Ventus 2c (18)	1144
4	Angus Watson	Ash25 (25.6m)	1139
5	Paul Rice	ASW 20	1121
6	Simon Waterfall	Nimbus 3d	1100
7	Alan Tribe	DG-1000	1088
8	Brian Penfold	Nimbus 2a	1018
9	Anna Wells	LS8 (15m)	997
10	Paul Mclean	Ventus 2c(18)	980
11	Philip Sturley	Ash26	968
12	Oscar Constable	Janus C (retr)	907
13	Terry Moyes	Duo Discus	901
14	Kevin Atkinson	Duo Discus	891
15	Daz Smith	Discus (w)	844
16	Andy Miller	ASW 20l	815
17	Peter Stafford-Allen	Ventus A,b	811
18	Robbo Roberts	ASW 20w	774
19	Pip Barley	ASW 27a,b	772
20	Critchlow/Pilgrim	Janus C	761
21	Trip Rogers	Discus (w)	717
22	Tochi Marwaha	LS8-18 (18m)	710
23	Don Johnstone	ASW 17	691
24	Gaz Baker	Discus (w)	641
25=	Martin Aldridge	Nimbus 3d	585
25=	Andy Farr	Discus	585
27	Luke Hornsey	ASW 20	579
28	Del Ley	Duo Discus	574
29	Trev Cook	LS6c (17.5m)	572
30	Peter Kingwill	Discus	493
31	Dave Fidler	Discus (w)	488
32	Andy Dursden	ASW 27a,b	484
33	Dj Graham	ASW 20f	435
34	Graham French	Discus	380
35	Paul Moslin	Discus	318
36	Stu Duncan	Discus	271
37	Oly Peters	Duo Discus	240
38	Emma Saltsbury	Discus	122
Sport			
1	D'arcy/Platt	LS4	689
2	Terry Mitchell	K-21	572
3	Pete Desmond	DG-202 (15m)	546
4	Andy Hyslop	K-21	545
5	Tim Davies	ASW 15	497
6	Paul Wright	LS4	429
7=	Bod Blanchard	K-21	421
7=	Paul Jessop	SZD 51 Junior	421
9	Bernd Vermeulen	K-21	392
10	Ray Walker	LS7	390
11	Marcus Rowson	Astir Cs	389
12	Matt Beasley	SZD 51 Junior	27
13	Steve Saunders	Astir Cs	0

Overseas Championships

Ocana, Spain – May 23-Jun 3

Pilot	Glider	Total	Day 1	Day 2	Day 3	Day 4	Day 5	Day 6	Day 7	Day 8	Day 9
1 Pete Harvey	Nimbus 4	8188	2/631	2/993	3/668	4/874	3/976	4/959	1/1000	1/887	1/1000
2 Russell Cheetham	ASW 22bl	8059	1/678	4/963	4/867	3/897	2/993	12/903	2/987	3/881	6/890
3 Mike Young	Discus 2 & 2	7679	8/543	1/1000	1/1000	1/1000	12/845	18/840	5/839	13/733	7/879
4 Eric Heinonen	Ventus 2c (18)	7541	3/623	12/902	12/805	7/836	1/1000	10/917	8/783	2/886	21/789
5 Richard Browne	LS8 (15m)	7467	6/580	23/803	8/823	2/947	7/911	26/805	3/854	6/770	2/974
6 David Findon	Nimbus 4d	7235	5/583	8/931	22/735	19/744	5/917	13/898	4/846	9/756	15/825
7 Gary Stingemore	LS8 (15m)	7231	15/512	14/878	7/827	8/835	8/895	16/842	8/783	16/717	4/942
8 Sylvain Gerbaud	ASW 27a,b	7038	4/591	3/965	11/810	39/522	20/785	6/944	15/754	7/769	5/898
9 Mark Holden	Discus	6959	23/459	5/943	19/755	17/753	9/877	7/938	14/756	21/683	18/795
10 Stephen Ell	LS8 (15m)	6872	25/442	27/770	18/764	5/852	4/918	15/874	26/640	29/641	3/971
11 John Whiting	Discus (w)	6732	17/509	9/915	19/755	14/775	10/857	38/637	18/742	8/759	23/783
12 Rose Johnson	ASW 19wl	6716	7/555	21/835	2/877	6/840	14/838	44/311	6/827	4/795	11/838
13 Frank Davies	LS6 (15m)	6690	13/517	22/818	33/587	12/807	18/811	21/817	16/752	14/722	10/859
14 Inaki Ulibarri	Duo Discus	6675	27/437	23/803	21/749	30/638	17/821	3/976	22/709	10/749	19/793
15 John Roberts	LS4	6647	18/508	6/942	17/772	43/344	6/913	14/893	13/758	25/680	12/837
16 Daz Smith	Discus (w)	6602	26/441	34/679	14/789	18/746	15/837	9/928	17/749	22/682	24/751
17 Marcel Soler	Discus 2 & 2	6547	29/434	18/858	5/851	15/767	11/777	16/842	12/772	40/550	29/696
18 Sprechley/tanner	LS8 (15m)	6391	40/336	16/870	26/674	27/651	19/786	1/1000	27/624	38/585	9/865
19 Richard Johnson	ASW 28	6334	45/0	11/911	10/814	20/723	16/834	23/810	21/713	11/745	22/784
20 Evans / Waterfall	Nimbus 3d	6312	10/530	17/861	40/271	22/717	23/762	8/932	25/650	15/719	8/870
21 Mark Jerman	ASW 28	6267	14/515	25/793	9/817	28/642	26/737	29/783	23/679	18/706	36/595
22 Lemmy Tanner	LS8-18 (18m)	6222	35/395	28/761	31/617	10/829	27/715	5/947	34/542	33/625	20/791
23 Bill Inglis	Ventus 2c (15)	6163	16/510	26/778	24/726	11/818	11/846	43/355	28/609	16/717	16/804
24 Mannie McLaughlan	LS4	6071	21/490	20/840	29/649	42/414	22/769	19/832	8/783	30/637	32/657
25 Alan Blinks	LS4	6008	30/426	13/889	16/781	28/642	24/757	27/789	38/492	28/646	37/586
26 Rebbeck / Craigie	LS8 (15m)	5840	12/519	42/280	6/846	24/677	13/844	41/503	19/737	36/605	14/829
27 Phil Jeffery	LS8 (15m)	5806	22/488	10/914	15/788	40/509	29/689	45/293	32/549	5/772	16/804
28 Jon Wand	ASH 26	5653	33/403	38/605	25/685	36/571	28/693	22/812	37/510	32/632	26/742
29 Jorg Hermann	LS3 (15m)	5644	11/528	31/705	37/451	9/832	41/270	25/807	24/665	12/737	34/649
30 Jorge Madrigal	ASW 24 (w)	5359	39/342	19/849	30/636	33/608	35/529	36/669	31/558	35/608	40/560
31 Miguel Yebenes	Std. Cirrus	5354	37/354	35/636	23/729	25/676	40/305	33/704	7/797	37/591	39/562
32 Jorge Arias Fiera	DG-200	5340	24/444	29/714	13/792	26/672	39/328	28/787	11/779	43/170	33/654
33 Steve Olander	Ventus 2c(18)	5318	34/402	44/136	28/650	21/719	31/682	34/685	36/525	22/682	12/837
34 Tony World	ASW 27a,b	5244	28/436	36/619	39/296	32/623	29/689	23/810	40/473	31/634	31/664
35 Rooij / Vd Zwain	Duo Discus	5206	19/499	15/872	41/777	31/625	44/0	2/981	20/718	19/691	25/743
36 Frank Jaynes	Ventus 2c (18)	5100	19/499	30/713	42/773	23/698	36/515	37/665	35/530	20/685	27/722
37 Chris Luton	ASW 28	5012	41/267	36/619	32/604	35/581	33/603	32/738	41/425	22/682	41/493
38 Shaun Lapworth	Discus 2 & 2	4932	31/423	43/250	27/660	16/756	43/247	31/745	29/586	34/619	35/646
39 Andrew Reid	Ventus A,b	4930	41/267	32/702	38/426	41/496	34/599	35/683	33/547	41/493	28/717
40 David Innes	Nimbus 4	4791	38/345	39/527	36/542	38/550	38/463	40/523	39/480	27/671	30/690
41 Mike Pope	Ventus 2c (18)	4426	41/267	40/482	35/545	34/587	37/514	39/542	43/349	39/575	38/565
42 Ray Payne	ASW 27a,b	3708	31/423	41/407	34/578	13/799	25/743	30/758	44/0	44/0	44/0
43 Steven Turner	ASW 27a,b	3645	41/267	45/0	44/0	36/571	32/667	42/417	30/569	26/677	42/477
44 Freitas / Dias	DG-300	3560	36/369	33/683	43/61	44/102	41/270	20/819	42/420	42/412	43/424
45 Crabb/goudie	LS8 (15m)	2389	9/539	6/942	44/0	45/0	44/0	11/908	44/0	44/0	44/0



RESULTS here are for BGA-rated nationals; see also p47 and p48. For the provisional ratings list, see p51 and for the 2006 comps calendar, see p4 (updates to both at www.glidering.co.uk).

Photographs on these two pages:
 Above: Juniors winner Andy May at Bicester (Atto)
 Opposite top: Terry Mitchell, Lasham (Paul Holiday)
 Opposite: 942 finishing at the Juniors (Atto)
 Opposite below: Steve Jones (Paul Holiday)

Standard Class Nationals

Nympsfield, Aug 20-28

Pilot	Glider	Total	Day 1	Day 2	Day 3	Day 4	Day 5	Day 6	Day 7
1 Andy Davis	Discus 2 (w)	4142	18/695	2/990	2/996	1/500	1/220	32/38	5/703
2 Martyn Wells	LS8 (15m)	4037	3/862	6/966	10/894	2/494	17/97	15/64	8/660
3 Jay Rebbeck	LS8 (15m)	3949	2/876	30/729	19/876	3/480	21/90	5/84	1/814
4 Leigh Wells	LS8 (15m)	3842	1/882	6/966	12/887	4/226	3/154	2/89	14/638
5 Mike Young	Discus 2 (w)	3735	9/798	4/976	29/813	27/146	4/141	3/87	3/774
6 David Draper	LS8 (15m)	3658	13/731	3/978	28/825	21/160	7/112	10/65	2/787
7 Howard Jones	Discus 2 (w)	3651	5/837	18/758	1/1000	10/188	12/101	10/65	6/702
8 Henry Rebbeck	LS8 (15m)	3632	10/794	8/951	20/875	6/208	26/87	9/69	10/648
9 Phil Jeffery	LS8 (15m)	3460	23/671	13/899	18/878	5/214	7/112	7/81	17/605
10 John Whiting	Discus (w)	3429	24/666	5/975	8/898	36/61	19/94	25/55	7/680
11 Stephen Ell	LS8 (15m)	3399	7/807	25/736	22/867	24/156	6/122	15/64	11/647
12 Richard Johnson	ASW 28	3396	22/678	1/1000	17/880	31/104	31/75	10/65	18/594
13 Gary Stingemore	LS8 (15m)	3385	6/808	24/738	9/896	30/124	5/125	25/55	13/639
14 Luke Rebbeck	LS8 (15m)	3377	12/767	22/744	20/875	9/189	21/90	31/52	8/660
15 Jez Hood	LS8 (15m)	3268	29/552	23/739	3/931	19/164	29/79	8/72	4/731
16 Bob Thirkell	ASW 28	3258	14/718	15/760	3/931	12/179	38/57	17/57	23/556
17 Wayne Aspland	LS8 (15m)	3209	8/799	9/943	12/887	11/181	36/62	40/66	31/403
18 Chris Alldis	LS8 (15m)	3205	16/704	29/730	12/887	22/159	10/107	20/56	22/562
19 Dan Pitman	LS8 (15m)	3195	17/699	25/736	5/904	28/140	21/90	20/56	20/570
20 David Booth	LS8 (15m)	3144	19/694	11/924	16/881	25/148	30/78	36/24	32/395
21 Ed Johnston	ASW 28	3103	15/707	34/718	6/900	7/206	2/155	20/56	33/361
22 Nick Wall	LS8 (15m)	3046	28/569	32/728	27/829	18/167	24/89	25/55	16/609
23 Paul Fritche	LS8 (15m)	3011	4/852	21/746	35/773	14/175	9/109	20/56	37/300
24 Russ Francis	LS8 (15m)	2981	34/468	14/870	31/798	35/80	32/68	20/56	12/641
25 Derren Francis	LS8 (15m)	2933	11/772	12/914	6/900	34/86	13/99	5/84	38/78
26 Guy Sutherland	Discus (w)	2895	26/629	32/728	36/748	13/177	37/59	25/55	28/499
27 Martin Durham	LS7	2874	20/689	35/706	37/728	17/168	20/93	39/25	26/515
28 Oly Ward	Discus 2 (w)	2849	31/526	38/549	15/884	14/175	35/66	1/94	24/555
29 John Arnold	Discus (w)	2843	21/682	25/736	32/796	20/161	18/96	33/33	35/339
30 Andy Smith	ASW 28	2811	27/625	37/620	38/679	25/148	15/98	25/55	19/586
31 Jan Mccoshim	LS8 (15m)	2703	38/161	10/935	30/805	16/172	24/89	10/65	30/476
32 Iain Evans	LS8 (15m)	2702	36/201	20/756	23/863	8/192	32/68	17/57	21/565
33 Chris Luton	ASW 28	2675	33/470	36/701	26/850	38/59	28/82	34/29	29/484
34 Jerry Langrick	LS8 (15m)	2601	30/546	30/729	33/785	32/92	11/103	35/26	36/320
35 Ian Ashdown	LS8 (15m)	2588	25/664	16/759	11/892	29/130	17/86	17/57	39/0
36 Mark Davis	Discus (w)	2551	35/309	18/758	23/863	23/157	34/67	34/343	34/343
37 Mark Jerman	ASW 28	2386	39/81	16/759	34/779	36/61	13/99	4/85	25/522
38 Jack Stephen	LS8 (15m)	2177	37/191	39/424	23/863	33/88	39/46	10/65	27/500
39 Jack Lutton	LS8 (15m)	1963	32/482	28/733	39/39	39/0	15/98	37/0	15/611
40 Peter O'donald	LS7	0	40/0	40/0	40/0	40/0	40/0	37/0	39/0

15-Metre Class Nationals

Honington, Jul 23-31

Pilot	Glider	Total	Day 1	Day 2	Day 3	Day 4
1 Steve Jones	Ventus 2a,b	2167	3/465	1/867	1/466	3/369
2 Chris Starkey	ASW 27a,b	2079	1/503	7/756	12/389	1/431
3 Leigh Wells	Ventus 2a,b	1997	5/453	5/762	5/415	4/367
4 Dave Watt	Ventus 2a,b	1961	2/474	9/738	14/377	2/372
5 Martyn Wells	LS8 (15m)	1942	8/433	9/738	7/404	4/367
6 Tony Hughes	LS6 (15m)	1824	16/390	12/709	17/373	15/352
7 Howard Jones	Discus	1769	21/374	19/639	11/390	9/366
8 Al Clarke	LS8 (15m)	1765	22/368	25/591	3/439	4/367
9 Keith Nicolson	LS8 (15m)	1732	24/334	20/633	6/406	12/359
10 Matt Cook	ASW 27a,b	1708	10/411	5/762	24/211	22/324
11 Bruce Cooper	ASW 27a,b	1706	4/463	29/485	10/391	4/367
12 Dave Chappell	LS8 (15m)	1700	36/199	8/750	9/394	13/357
13 Tim Scott	ASW 27a,b	1672	29/282	17/673	21/351	9/366
14 Rob Nunn	LS8 (15m)	1625	40/84	2/782	8/403	14/356
15 Derren Francis	LS8 (15m)	1612	39/106	13/708	2/446	15/352
16 Roy Pentecost	LS6 (15m)	1579	7/437	14/704		



Open Class Nationals Lasham, Aug 6-14

Pilot	Glider	Total	Day 1	Day 2	Day 3	Day 4	Day 5	Day 6	Day 7
1 Peter Harvey	Nimbus 4 (E)	6244	2/842	1/1000	2/962	2/997	2/991	10/826	1/626
2 Kim Tipple	Nimbus 4 (E)	6112	1/843	3/973	6/918	3/977	3/984	8/832	3/585
3 Peter Sheard	Nimbus 4 (E)	6053	3/809	6/923	3/955	15/821	3/984	1/1000	6/561
4 Russell Cheetham	ASW 22bl (E)	5858	9/721	4/939	1/1000	7/888	5/978	7/838	11/494
5 Stephen Jones	Nimbus 4 (E)	5848	23/447	2/996	4/950	1/1000	1/1000	6/839	2/616
6 Chris Lyttelton	ASH 25	5609	4/797	9/831	12/824	9/880	9/823	2/958	10/496
7 David Findon	Nimbus 4d (E)	5542	6/761	10/817	7/890	6/916	8/837	9/828	12/493
8 Jed Edyvean	Nimbus 3	5396	13/654	7/909	8/876	5/936	23/597	3/937	14/487
9 John Tanner	ASH 25	5139	7/753	5/931	5/930	8/885	26/282	12/787	4/571
10 Angus Watson	ASH 25	5117	14/626	15/770	20/668	18/794	7/853	4/908	9/498
11 Alistair Nunn	Nimbus 3	5003	16/616	14/808	14/802	12/867	20/626	14/760	7/524
12 Terry Mitchell	ASH 25 (E)	4932	5/775	17/767	21/662	13/859	18/661	17/718	13/490
13 Ralph Jones	Nimbus 4 (E)	4908	24/437	11/811	11/830	4/961	10/821	24/480	5/568
14 Richard Smith	Nimbus 3d (E)	4878	10/707	8/880	9/864	11/868	24/492	20/593	15/474
15 Mike Jefferyes	LS8-18	4576	12/670	13/809	23/595	22/754	19/637	18/690	21/421
16 Ken Hartley	Nimbus 3	4498	8/729	23/395	10/835	16/811	13/775	25/450	8/503
17 John Gorringe	ASH 25	4493	11/703	20/537	15/777	17/796	12/789	16/723	28/168
18 Terry Slater	Nimbus 3d (E)	4451	18/556	19/735	17/773	21/766	14/704	12/787	29/130
19 Martin Pike	Ventus 2c (E)	4429	25/423	21/514	16/776	28/551	6/857	5/857	16/451
20 Richard Kain	Nimbus 3	4376	15/618	11/811	19/733	14/825	22/600	23/485	25/304
21 Ian Cook	Ventus 2c (E)	3959	19/547	27/209	18/768	18/794	17/675	22/533	20/433
22 Zenon Marczyński	Ventus CxT (E)	3813	30/21	18/747	25/529	24/724	15/681	19/674	19/437
23 John Giddins	ASW 22	3756	17/570	25/259	30/254	23/727	11/814	15/747	22/385
24 John Glossop	Nimbus 3d (E)	3637	22/451	15/770	13/813	10/876	25/298	30/169	27/260
25 Colin Smithers	ASH 25 (E)	3304	27/317	30/86	22/660	20/791	29/184	11/825	17/441
26 Ian Molesworth	Nimbus 3 (E)	2833	20/532	29/122	24/573	25/682	28/196	28/288	18/440
27 Pete Paterson	LS8-18	2792	26/398	26/245	27/443	26/603	27/261	21/542	26/300
28 Steve Jobar	Nimbus 2b	2713	28/231	24/330	28/379	29/327	16/678	26/428	23/340
29 David Gardiner	Nimbus 3	2200	21/469	28/180	29/304	30/304	21/610	27/333	30/0
30 Rod Witter	Duo Discus (E)	1903	29/219	22/467	26/466	27/583	31/436	29/287	24/317
31 David Byass	ASW 22bl	0	31/0	31/0	31/0	31/0	30/0	31/0	30/0



The results of the team vote, from which teams will be selected for the 2006 World Championships in Sweden and France, are: **18 Metre Class:** 1) P Jones 2) S Jones 3) J Hood 4) R May 5) B Thirkell 6) D Masson; **15 Metre Class:** 1) S Jones [pictured above] 2) L Wells 3) D Watt 4) C Starkey 5) M Wells 6) T Scott; **Open Class:** 1) P Harvey 2) R Cheetham 3) K Tipple 4) S Jones 5) P Sheard 6) J Tanner; **Standard Class:** 1) A Davis 2) L Wells 3) M Young 4) J Hood 5) J Rebbeck 6) M Wells; **Club Class:** 1) P Masson 2) J Rebbeck 3) R Hood 4) L Rebbeck 5) O Walters 6) I MacArthur (photo: Paul Haliday)

18-Metre Class Nationals Dunstable, Jul 9-17

Pilot	Glider	Total	Day 1	Day 2	Day 3	Day 4	Day 5	Day 6	Day 7
1 Robin May	LS8-18	5896	12/759	4/915	1/1000	4/908	13/556	6/780	2/978
2 Bob Thirkell	ASW 28-18	5527	4/843	9/805	5/741	14/791	4/622	13/725	1/1000
3 Paul Rackham	LS6	5435	2/910	3/950	19/602	12/799	6/605	24/617	5/952
4 Gary Stingemore	LS8-18	5388	10/762	12/780	18/615	1/1000	19/516	2/839	10/876
5 Mike Jefferyes	LS8b	5263	26/377	1/1000	15/656	8/869	2/640	5/807	7/914
6 Denis Campbell	Ventus 2CXT	5258	18/736	26/397	2/960	11/821	5/611	7/773	4/960
7 Craig Lowrie	DG-800b	5125	21/702	14/775	9/705	6/902	21/485	17/670	8/886
8 Graham Smith	LS8-18	5101	1/958	28/393	10/681	10/823	8/596	3/821	15/829
9 Paul Fritchie	LS8-18	5089	13/758	12/780	6/738	17/704	22/481	16/688	6/940
10 Peter Hurd	LS6c	5053	15/755	7/841	14/658	9/832	24/423	19/665	9/879
11 Andrew Hall	LS6c	5048	3/864	2/990	8/718	24/394	1/652	18/669	20/761
12 Matthew Cook	Ventus 2C	4907	8/796	2/90	3/891	5/906	15/531	4/813	3/970
13 Bill Inglis	Ventus 2CT	4901	20/711	11/781	4/783	19/567	11/559	9/760	22/740
14 Kay Draper	LS8-18	4856	15/755	6/859	21/554	16/710	9/565	22/634	18/779
15 Brian Birlison	Ventus 2C	4726	11/760	16/762	20/589	20/551	14/533	10/744	17/787
16 Dave Byass	LS8-18	4700	23/445	15/769	26/519	2/961	25/412	12/730	12/864
17 Howard Jones	Discus 2	4652	27/323	21/705	16/634	7/885	3/632	8/763	23/710
18 Frank Davies	LS6	4556	25/397	17/734	25/524	12/799	12/558	14/692	13/852
19 David Booth	LS8	4539	9/772	5/913	23/532	26/189	18/522	11/742	11/869
20 Alan Tribe	LS8	4455	4/843	19/717	11/676	28/128	17/525	1/860	24/706
21 Ian Ashdown	ASW 20FL	4363	14/757	20/711	28/0	3/930	20/487	23/628	14/850
22 Iain Evans	LS8-18t	4345	7/797	22/694	7/730	27/182	23/480	15/691	19/771
23 Chris Allidis	LS8-18	4265	6/816	24/598	22/542	18/579	10/564	26/470	25/696
24 John Spencer	LS8-18	4197	22/476	8/812	27/443	22/500	7/601	25/542	16/823
25 Jim White	ASW 27	3719	24/415	10/792	13/662	25/218	27/227	20/649	21/756
26 Robert King	ASW 27	3668	19/729	18/731	17/631	23/407	15/531	21/639	DNF/0
27 Jerry Langrick	LS8	2726	17/754	25/528	24/531	21/543	26/370	DNF/0	DNF/0
28 Oliver Ward	Discus 2B	2056	28/246	26/397	12/675	15/738	DNF/0	DNF/0	DNF/0
29 Colin Watt	Ventus C	667	29/0	23/667	28/0	DNF/0	DNF/0	DNF/0	DNF/0

Club news



Bronze legs for (left to right) Eddie Streeter, Ken Ellis and recently-solo Matt Waters, aged 16, at Channel

Anglia (Wattisham)

WE have had a good year despite winch and retrieve problems. Thanks to the work of our maintenance team these seem to have been overcome. The club has been well represented at competitions; James Dean came 23rd in the regionals flying an SHK, Ed Weaver came 15th in the Eastern Regionals flying an Astir, Gwyn Thomas came 22nd in the Regionals. Earlier Gwyn showed that big wings are not essential, flying the SHK from Wattisham (Suffolk) to Wales – and back! Ed Black has soloed and Bob Luff has re-soloed. Our Essex University members have returned in force.

Michael Powell

Aquila (Hinton-in-the-Hedges)

THE club gained some valuable publicity with articles on Stuart Johnson going solo on his 16th birthday, towed by his father Bob in the Pawnee and the club's announcement of a 20% discount on all trial lessons for Open Days in September. The weather was tremendous with the club flying members of the public from early in the morning to dusk. Competition pilots have been competing in The Midland Interclub League, Regional and National competitions with some successes. During August two Silver distances were recorded with Jamie Wingfield Strafford completing his 50km to Lasham in the K-6 and Nick Tarbox logging an out and return to Aston Down in the clubs Astir Louise Walker and Stuart Johnson achieved Bronze legs.

Karrol Smulovic

Bannerdown (Keevil)

IT has been a busy autumn so far in Wiltshire. We have two members working hard to get their Basic Instructor ratings, and a crop of newly solo pilots preparing for a Bronze course to be run over the winter. The plasma winch cable continues to be a success and as we wait for two more cables to arrive, and we've put aluminium rollers on our Skylaunch. A group of members enjoyed the wave at Talgarth recently and another is preparing to try out the Mynd. Our AGM has been moved to November in line with RAF Lyneham's financial year, see our website if you fancy joining us.

Debb Hackett

Bath, Wilts and North Dorset (The Park)

weather has not permitted the flying we would like, but we can congratulate Colin Field, who joined in May as a cadet, on going solo before returning to school in September. Colin spent every opportunity during his school holidays cajoling instructors to fly him. Michael Schlotter completed his basic instructor course and checks in just a few weeks. Mark Hawkins and Alistair MacGregor enjoyed their week in the Gransden Regionals. Mike Edwards organised a good midweek flying day in late August. A few members with turbo gliders declared quite long distances and proved the advantages of an engine. It is good to see people taking advantage of flying and meeting friends.

Jan Smith

Black Mountains (Talgarth)

OUR August Task Week was great and the Hangar Band in fine form at the opening night barbeque. With thermal and wave tasks set, all had fun although a logger failure deprived Mike Codd of his Silver distance on a difficult day and Geoff King missed his Gold distance by 13km! Many of us soared up and down the main ridge at 7,500ft in a brisk south easterly confirming that Talgarth has soarable wave in every wind direction. Not many clubs can claim that! A borrowed Silene is now on site for advanced cross-country training with resident CFI Don Puttock. The committee is putting the finishing touches to the 5-year strategy and we look forward to presenting it to the membership later this year.

Robbie Robertson

Booker (Wycome Air Park)

THERE have been several changes. We have a new CFI as Andy Henderson is taking over from Matt Cook. We also have a new Chairman, Jack Luxton, and treasurer Gary Nutall. Sharp-eyed readers may have noticed a tug advertised for sale recently; this is because we now also have two privately owned tugs available for club use. This will give us six tugs available on the busiest of days. Our traditional autumn expedition to Aboyne has given more than usual cross-country flying, a Gold height claim for John Herman and a Diamond claim to Roland Wales. Twenty-five members took part in the three-week expedition. The new committee is looking at all aspects of the operation in a bid to contain costs. Roger Neal

Borders (Milfield)

WAVE has been producing notable results. Richard Abercrombie in his ASW 15 has done his first 100km triangle, also completing his Silver. On September 18 Kevin Charlton managed five hours in wave and newly solo pilot Brian Cosgrove completed his second Bronze leg and Silver height. On September 24, Richard Gamlin soloed, watched by already-solo daughter Ema.



Aquila's youngest member, Stuart Johnston, on his first solo on his 16th birthday (Robert Cronk)

On October 5, Tom Farquhar soloed. Two wave week visitors from Husbands Bosworth, Barry Toulson and Peter Davies, made Gold height. Other visitors enjoyed October 7. when wave bore all to heights above 9,000ft. Robert Tatlow managed Gold height in his Janus C but landed out. Our new Motor Falke SF25c has arrived, ferried from Germany by Jochen Meyer.

Len Dent

Bowland Forest (Chipping)

we entered two aircraft in the Pocklington two-seater comp again this year. No trophies were taken but everyone had a very enjoyable week. Mike Blocksidge gained his 50km, Henry Stott attained his five hours on the same day and his wife Yvonne has now joined as a full flying member. Phil Atkinson managed to attain his 300km Diamond goal in his K-6, in spite of a 20-knot headwind from Alton to Hus Bos. Phil also sent Kevin Bates on his first solo. Nigel Dickenson is now a Basic Instructor and Martin Cooper is Assistant rated. A new plasma cable has been fitted to the winch and a retrieve winch is being trialled. Watch this space!

Phil Punt/Tracey Joseph

Bristol & Glos (Nympsfield)

DOUG Jones celebrated 60 years of solo gliding by organising a party to also mark the 50th anniversary of the purchase of Nympsfield airfield. Power has been supplied to most of our trailer line to run dehumidifiers. An enjoyable exped. to Sutton Bank produced two Diamond height claims and two Golds. Tim Alan has started a Solo2Silver scheme to help pre-Silver pilots progress. A new marketing person is being sought. Mobile direction signs are to be installed. Martin Talbot has been cleared as a tug pilot, Dan Welch has done a BI course and 100km diploma. Mike Dixon and Fred Ballard have done BI courses. Gavin Wrigley left after a successful summer season but don't forget we fly all winter in ridge and wave.

Bernard Smyth

Buckminster (Saltby)

SALTBY had a great 2005 with growth in aerobatics, motorgliding and cross-country flying. The cross-country ladder saw a record 20 pilots competing and was won by Paul Machacek, followed by Mark Etherington and Dave Prosolek. Following club expeditions to Milfield and Portmoak, Mark Erlund is leading the height gain trophy, but the wave season is still young! The 1940s evening was a huge success and the members' hangar is nearly completed thanks to Mike Cook. Stuart Beaumont and Joan Pybus have soloed in motorgliders, Micky Greenhill has clocked up 500 hours tugging, and we have two new 18m turbos on the way. We continue to be open 364 days of the year and all are welcome.

Chris Davison

Burn (Burn)

THE Regional Development Agency has outline planning permission to develop our airfield for the European



Anglia's Emma Palmer took this atmospheric photo of an autumn winch launch

Spallation Source Project subject to various conditions, including our relocation. Alastair Mackenzie gave a very professional presentation to the club about the significant progress he and his team have made in locating and acquiring a new site. There is still a long way to go but we are united in the aim of ensuring our survival. Following the article in S&G we are planning a trial using plasma rope on our winch. Congratulations to John Firth and John Ravenscroft on their solo flights, the latter on his 16th birthday, and also to Mike Howey, who completed Gold with Gold height at Aboyne.

George Goodenough

Cairngorm (Feshiebridge)

AFTER six years Andy Carter hands over as CFI to Bill Longstaff. We thank Andy for his hard work and dedication, and extend our best wishes to Bill. On our wave weeks, we enjoyed meeting old friends from Southdown, Oxford, Sleep, Halton, Portmoak, and RAF Fulmar. On the second week there were some cross-countries. Congratulations to Stuart Naylor (Diamond height), with the best climb award going to George Crawford (24,100ft ASL). Thanks to tug pilot Ian Carruthers for the superb launch service, Maggie and Louise for catering, and Andy Farr and John Whyte for looking after the clubhouse/bar. We shall be flying over the winter on weekends and maybe the odd weekday by arrangement. Check us out at www.glidering.org

Chris Fiorentini

Cambridge (Gransden Lodge)

CONGRATULATIONS to Sarah Kelman on her Bronze medal in the women's world championships. We also have new solos: Steve Edwards, Bill Keen, and Phil Davis – well done. Many thanks to Gavin Goudie for his work as instructor, committee member and tug driver. Sadly, re-location takes him 70km northwest. Work will also deprive us of Phil Jones as he heads out 127.7km on a course of 210. We wish both of them well. CUGC had a successful trip to Ontur in



Dorset GC's newly soloed Ben Johnson (second from right, wearing a big smile) and his instructors (from left) John Swayles, Carol Marshall, and Gerry Cox

December 2005 ~ January 2006



Bursary cadet Matt Leadham after going solo at Cranwell, being congratulated by Bob Fox

September flying with the Spreckleys for some cross-country coaching. As winter draws on, we are having our annual airfield tidy-up. Expeditions are planned for Portmoak and Sutton Bank. We are now on winter opening times of Wednesdays, Fridays and weekends.

Paul Harvey

Channel (Waldershare)

AFTER turbulent times we have a new chairman, Simon Waters. Many new members have joined, some as a result of television cameras. Meridian TV featured Channel GC on their evening news when Matt Waters (16) became the third generation of his family to fly solo in gliders. Proud parents Simon and Liz were joined by Matt's grandfather, Tony, for celebrations. Other solos and re-solos were Nigel Shepherd, "Mac" McGowan and Fred Rutterford; Bronze legs for Eddie Streeter, Ken Ellis and Matt Waters, thanks to instructors John Reeves, Stafford Lintott and Bob Shalcrass. Of particular note are the efforts of Stafford Lintott who has worked virtually non-stop every weekend this year and continuously during the club's "Gliding Week".

Nigel Shepherd

Chilterns Centre (RAF Halton)

CONGRATULATIONS to James Tucker on going solo and to Ross Mann on completing Silver. Nick Aram and Colin McInnes had a fantastic time in Germany with a day win and 4th overall. With Chris McPartlin and Adam Jux to assist, Colin came 2nd in the ISRGC at RAF Honington. Other Chilterns pilots' comps results included 12th in the 15-Metre Nationals, 4th in the ISRGC Sports Class and 8th in the 'Red' Class at Bicester. We welcome new OIC Roger Davies, as Colin McInnes takes on CFI-ship. We say a fond farewell to Terry Lacey, who has been CFI, OIC, Engineering Officer, Full Cat, BGA and CAA SLMG Instructor – we wish him and Marion well for life in Spain.

Andy Hyslop

Cleavelands (Dishforth)

AT our 'Winter Draws On' dinner, we celebrated Henry Pantin's 40 years of gliding. Henry is a dedicated club member, and a safe and competent wave pilot, mostly flying his beloved Pilatus, 678. He holds the thankless post of Field Treasurer, but his enthusiasm never wavers. The 'Brat Pack' (Michael Desmond, Emma Salisbury and Ben Dorrington) have all converted to the Ventus. Our American member, Spencer Prou, has gone solo, and Fred Brown has completed his Bronze. The early autumn wave has resulted in a Gold height for Ben Dorrington, and we are hoping Santa will bring some Diamond heights over our Christmas Wave Camp.

Polly Whitehead

Cotswold (Aston Down)

HOLIDAY courses are over and we have had at least eight new solos. During summer evenings we have flown a number of groups, including one for a 50th birthday surprise. Many thanks Richard Seiry who has

organised three visits for his friends, family and work-mates this year alone. Congratulations to Alistair Harrison on his performance in the Juniors and to Olly Ward in the Standards which included a day win. Alistair and Robin Birch have BI ratings. The club's autumn visit to Portmoak was spoiled by rain and southerly winds. Much to the amusement of his nearest and dearest your scribe has finally achieved his 300km, and farmers are mopping their brows, going "Phew".

Frank Birlison

Cranwell (RAF GSA)

FAREWELL Chris Franklin, outgoing OIC, many thanks for all your hard work on behalf of the club, come back and see us soon. Secondly, welcome to Mike Hale incoming OIC who has taken over the reins and is working very hard behind the scenes. The weather has not been kind this year with many of the best soaring days during the week. Well done to Matt Leadham and Laurence Wilkinson, our two bursary cadets, who went solo within a couple of days of each other.

Zeb Zamo

Deeside (Aboyne)

OUR visitor season kicked-off with the UK Mountain Soaring Championship, won by Pete Gray (Camphill) with John Ellis (Sutton Bank) runner-up. The mix of autumn weather, has brought the usual crop of Gold and Diamond heights and good cross-country flights; notable being an 839km by Jack Stephen featuring a remote finish 10km offshore Rattray Head. Well done to Roy Wilson and Jack for second and third respectively in the National Ladder. Tom Hansford achieved his Silver distance. Martin Johnstone has soloed with a Silver height; James Addison has re-soloed, while Bob Duntorne has his Bronze, 39 years after getting his A and B certificates. He even had it entered on his original certificate, rumoured to be made of parchment.

Mary-Rose Smith

Derby & Lincs (Camphill)

CONGRATULATIONS to Peter Gray for winning the Mountain Soaring Championship at Aboyne, and to our team of Jonathan Thorpe, John Klunder, Nigel Howes, and Mike Armstrong, who came third in the Inter Club League final at Bicester. Expeditions have just returned from Aboyne and Milfield with tales of magnificent high wave flights and teeth rattling turbulence. Badge claims are three Diamond heights, a Gold and a Silver height. We are sorry to report the deaths of two longstanding members (see p61). We shall miss both Peter Rivers and Ron Farnell, and extend our sympathy to their families.

Dave Salmon

Please send news to editor@sailplaneandgliding.co.uk or Helen Evans, c/o BGA, Kimberley House, Vaughan Way, Leicester LE1 4SE to arrive by **December 6** for the next issue (later deadlines at www.glidering.co.uk)



Photos from BGA clubs, clockwise from top left: one of BDFA chairman Steve Derwin's three landouts from **Portmoak**; **Portsmouth Naval's** K-21 flown by P1 Keith Walton and Andy Hepburn. The photos are by Andy Paine, from the tug flown by Kevin Hillswith: **New Falke** lands at **Borders**, having been flown from Germany by Jochen Meyer (Richard Abercrombie); **Windrushers'** new chairman was pleased to see a good turnout on an autumnal Saturday (Alan Jenkins); Chris Ward being congratulated by CFI Alan McKillen after soloing at **Ulster**; T-49 Capstan soars **Talgarth's** south-east wave, taken at 7,500ft by Robbie Robertson from his ASW 20, 464; **Wyvern's** Satpriya Marwaha with her instructor and father Tochi Marwaha after her first solo at Upavon; Syndicate members Richard Large and Chris Simpson with the first DG-1000T in the UK, at **Hus Bos**



Dorset (Eyes Field)

THE grass on our re-seeded area is fully usable, and makes a big difference when we are launching from the North end with a crosswind. Our winch replacement engine is still being worked on. Tony Honnor has his Bronze, and can't wait for next year's soaring season, when no doubt he will rapidly polish off his Silver in his beautifully refurbished Skylark 3. Well done. Tony's is the third glider to be refurbished at our club recently. The other two are a Skylark 4, and a Dart 17WR, which I believe is one of only two WR versions in existence. We have had a good input of trial flights this year, but are in need of an influx of new ab initios to train.

Colin Weyman

Essex (North Weald/Ridgewell)

CONGRATULATIONS to Dave Hertzberg on passing his Full Instructor rating and Bob Cassels his Assistant rating, to Tom Fowles, Eoin Cassels and Malcolm Eley on completing Bronzes and to Sam Fournaise and Huluk Yildiz on going solo. It's been a great season at Ridgewell with a number of cross-country and badge flights. Our east-west runway has proved a boon. It is with great regret that we report the death in a flying accident of Peter Manley. Peter's skills as an engineer and wood craftsman will be sorely missed and the club extends its deepest sympathies to his wife Marion and all his family (see p61).

Peter Perry

Essex & Suffolk (Wormingford)

CONGRATULATIONS to Jim Whyte on his first solo and John Kelk on his five hours (Silver completion) on a challenging day. John Gilbert Jr. added to his first at the Honington Regionals winning the Gransden Regionals with Paul Rice 2nd and 'Robbo' Roberts 8th. At the Juniors George Green was 8th and Tom Brenton 11th. Our typical cross-country flights range out to the north and west, and it was refreshing to note an Eastbourne O/R by John Gilbert Jr (LS3) and Tom Brenton (LS6) in September. A new Duo Discus Turbo has arrived and clocked up a goodly number of hours with syndicate owners. The weather deflated the inter-club in our region, let's hope next year's weather is kinder.

Bob Godden

Fenland (RAF Marham)

CONGRATULATIONS Jon Oakley for two Bronze legs. Congrats as well to Paul McLean who has qualified as a tuggie, attracting Fenlands first noise complaint in the process. Not to be out done by the little Chippy, Sid visited with Shipdam's Pawnee and Christine Boughen was so attracted that she was wowed by Timmy's Janus to take to the air on a rare exploit. Marham's recent Track day allowed us to earn more money offering bored Ferrari drivers trial lessons. Rick Bartlett has had his first outing with 638. Bob Boughen is back solo. Timmy is also very nearly our next Half-Cat. Oh and not forgetting our victorious team that returned from Tibenham after retaining the Anglia Cup by winning a Rock-Paper-Scissors competition!

Graham French

Four Counties (RAF Wittering)

THE move to RAF Wittering is complete and we have taken up permanent residence in our new home. We are now almost starting from scratch, rebuilding all the club facilities and looking to expand our member base, but things are looking up. We are benefiting from a steady influx of new service members, our new hangar is complete and housing all our aircraft, and a K-21 will be arriving within the next few weeks to help us fly more students and cover our other two-seater as we head into the C of A season. Our sincere thanks go to all those members who have helped the club through the difficult times. For more information please visit our website at www.fourcountiesglidingclub.co.uk

Peter Davey

Highland (Easterton)

WE have finished our clubhouse, officially opened by Dennis Shepherd, our longest standing member. Robert Tait came 7th in the mountain soaring championships at Aboyne in his trusty Astir (HSE). Billy Fisher then flew HSE to 21,000ft for his Diamond height and his five hours completing his Silver. It is well deserved for all Billy's work keeping Fulmar's club and fleet airborne. Kevin Dullaghan got his five hours on the same day; Alan Stewart has soloed and Helen Chalmers re-soloed, well done to all. As I finished work last night I looked at a beautiful wave bar and a glider flew along it just to prove it was working! Feel free to visit us for flying without airspace restrictions and enjoy beautiful views.

Roy Scothern

Kent (Challock)

WE can look back on a very successful summer. The club Task Week proved again a great success, one of the best ways to introduce and enhance the skills of cross-country flying. The summer also saw us providing the chance for disabled and disadvantaged children from all over the county experience the thrill of gliding, thanks to the British Airways charity Highlight. We flew over 130 children from 20 schools, associations and clubs across Kent and look forward to a repeat next year. As many head for sunnier climes, hibernate or brave our cold, blustery airfields, we will be as busy as usual, with winter soaring over the Garden of England. Keep up to date at www.kent-gliding-club.co.uk

Darren N Palmer

Lasham Gliding Society

LASHAM has added another Robin, a cable retrieve winch will be delivered shortly and a plastic winch rope is being tried to give us higher launches. Dave Dripps has installed a coffee machine into the bus, a welcome addition in cold weather. Mark Lapicki, Richard Amlot, Roger Minors and Oliver Pasinios all went solo during five-day courses, instructed by D'Arcy Hogan and Bob Johnson. We sadly lost Frank Irving, past Chairman of the BGA Technical Committee, President of Imperial College GC, and BGA representative on the OSTIV Sailplane Development Panel. His scientific contribution to world gliding will never be surpassed (see p61).

We also greatly miss Neil Lawson (see p11, last issue) whose wonderful photos reflected his love of gliding, and send our sincere condolences to their families.

Tony Segal

London (Dunstable)

DOUBLE congratulations to 19-year-old Andy May, winning the Junior Nationals and securing Bronze in the Junior Worlds, and to Bob King on winning the Red class in the Dunstable Regionals in August. Thanks to Trevor Mills, interesting lecture subjects have been arranged for winter. Our 75th Anniversary dinner-dance is due to take place in November. Our hill will be popular, as treasurer Mark Burton has announced free flying in club gliders to all members this winter. We sadly report the death of Terry Perkins, the former workshop manager, who was cheerful and always ready to help anybody. Our sincere condolences to his family.

Geoff Moore

Mendip (Halesland)

CONGRATULATIONS this time go to Mark Pritchard who not only feeds us at weekends but also still made time to get in his first solo. Lawrie Penrose also deserves a pat on the back for having re-soloed. Linda Thomson won £32,000 on the *Who Wants to be a Millionaire?* show due to be screened on November 19 (my input as *phone a friend* was not required).

Keith Simmons

Midland (The Long Mynd)

AT last the Mynd has won the Inter-Club League, at Bicester. Congrats to Dave d'Arcy, Dave Jones and

Johnny Roberts, who also won the Bicester regionals but had better watch out because mum Helen is right behind, making sure wisecracking club members have paid homage on the way. Sarah Platt has done well on the competition scene, a most suitable memorial to Alison, and well done to Claire Couzens, who has re-soloed. With the DG-505 back soon it can only improve! The experience of Competition Enterprise strongly influenced our Task week planning. Solid weather forecasting and a much wider range of challenges were just some of the benefits. Nick Heriz took on task setting, the weather was good again and Dominic Haughton won convincingly.

Roland Bailey

Nene Valley (Upwood)

CONGRATULATIONS to Steve Ingram who has soloed. During our task week we flew all nine days covering 1,608kms and 212hrs 28 mins. Notable achievements were Dave Mansfield and Brian Palmer (100km diploma, Pt1), and a Silver height for Grahame Wiltshire. Landouts - we had a few but all returned in time to enjoy a very high standard meal supplied by six volunteers, mainly wives or social committee. We again had the delights of wave one afternoon and into the evening, many late-launching pilots enjoying this. Work continues on the K-7/13 conversion.

Dave Mansfield

North Wales (Llantisillio)

AUTUMN is upon us and for North Wales the season has seen moderate progress for a small club. The number of launches has risen by 46 and trial lessons were up by 16. This points us the right direction and every launch counts. Congratulations to Paul Hurst on his BI rating. Tony Cummins had a successful visit to Sutton Bank with his Skylark 2, getting cleared for aerotowing for the first time. Congratulations are also due to John Farley, who has gained his motorglider licence. So we now don our thermal vests and woollen hats and switch into ridge and wave mode, with luck, and hope the winter days are kind to us.

Brian Williams

Nottingham University (Cranwell)

WE moved from Four Counties to Cranwell in May, and thank Four Counties for all their support. We started flying at Cranwell immediately, enjoying the weather with a great turnout for the Inter-Club. The main summer event was the Inter-Universities Task Week, co-hosted with DUGC at Sutton Bank. Everyone enjoyed it, flew as much as they wanted and got to mix with other clubs. We also attended the Club Class at Lasham and the Juniors at Bicester. Congratulations to two newly solo members, we also hope to get a few more people solo before winter sets in. A massive number of new members joined up in Freshers' week.

Rosie Homer

Oxford (Weston on the Green)

HEARTY congratulations to Jeanfre Fachon for soloing and Anke Passfeld and David Shackleton for re-soloing. A group of OGC members enjoyed Cairngorm wave at Feshiebridge. George TMB Crawford dazzled everybody with another Diamond height with an inspired climb in secondary wave to 24,000ft. We had a wonderful time and would like to thank all the members of Cairngorm for a warm and friendly welcome and taking such good care of us. Back home, our CFI, Martin (Baldrick) Hastings, devised a 'cunning plan' to reduce the amount of lost winch strops with a personal avalanche rescue system that he uses ski-ing. We are trialling the system and, if successful, will post further details.

Simon Walker

Peterborough & Spalding (Crowland)

OUR last flying week was a success with all days soarable. Our cadet Andy Dodson went solo and

Club news



Michael Pozerskis after going solo, pictured with his instructor Roy Spreckley at **The Soaring Centre**

Ant Halifax finished his Bronze and Cross-country Endorsement. Silvia Sharman got her Silver height and Matt Bell has two Bronze legs. Congratulations to all of them. Nick White has acquired a half share in a beautiful Cirrus and Joan Pybus is busy training for her PPL. Our chairman has returned from his native Austria after sampling the delights of mountain soaring in a new DG-1000. A club expedition is a distinct possibility next year. We are off on our yearly Aboyne trip shortly.

Robert Theil

Portsmouth Naval (Lee-On-Solent)

THE unusually good weather of early autumn has offered small compensation for the passing of summer. It has been a disappointing season for long distance flights from Lee, although Mike Wood, Nick Lambert, Peter Baker and Fran Aitken have all gained their Silvers. Further afield, the RNGSA expedition to Minden, Nevada had more success with pilots claiming four Diamond heights, two Diamond goals and a Diamond distance. Those who remained behind are in awe of the tales of 15k thermals to 18,000ft. Away from the Diamond Mine, we ran a successful second summer course with eight students achieving first solos. Roy Gaunt paid a welcome return visit to run a completion course for our new Assistant Rated Instructors.

Steve Morgan

Rattlesden (Rattlesden)

THIS has been the year of type conversions; with 13 people flying different gliders including an LAK 12, DG-300, DG-1000 and Discuses. In June Kevin King re-soloed, in August Jeff Needles soloed on aerotow and in September Paul Roche soloed with an hour's soaring flight the following day! In August Karen Wright gained her Bronze Badge and in September Cathy Page and David Salvage got their Cross-country Endorsements. Tony Barlett became an assistant rated instructor and Bod Blanchard got his full rating. Congratulations, all. It was with great sadness that the club heard of the death of Pete Manley; a frequent member of the Wednesday group, he will be greatly missed. Visitors are always welcome here, so why not come and see us?

Helen Page

Scottish (Portmoak)

OUR chairman, John Williams went for a fast 500km at 150km/h (see p31). John, Kevin Hook and Colin Hamilton ran a great cross-country course with several members completing first field landings and a couple managing Silver distances. Steve Derwin, chairman of the British Disabled Flying Association, landed out three times during the week. Other achievements include: Mike Jolly and David Brown (solo), Keith Morgan (Silver height), Sant Cervantes (316km at 94km/h), John Dunnington (Gold height and Silver distance), Iain Duncan (Silver distance and Duration), Allie Noel (Silver duration and Cross-country Endorsement), Mike Cartney (Silver distance), and well done to Edinburgh University GC, winning the 2005 Inter-Uni Competition.

Ian Easson

Shenington (Edgehill)

GEOFF and Annette Purcell are our newest instructors. Gary Brightman, stalwart tug pilot, is once again willing to sit in the back of your glider. Congratulations to Nick Maltby, Paul Welton, Phil Wragg, Dave Godwin, Mark Dalton, Mark Lacey and Terry Bloomfield for going solo this summer. Shenington will carry on throughout the winter with a seven day a week operation, weather permitting. Concrete runways help.

Mary Meagher

South London Gliding Centre (Kenley)

PETER Poole (mainstay of the Surrey Hills GC for 18 years, as Club Manager, CFI, resident instructor and maintainer of our gliding fleet) is standing down at the end of October, but is not giving up entirely. Our club dinner in December will be a valedictory dinner for him. In his place as club manager and staff instructor we welcome Mick Hughes, who has been at the Soaring Centre for the past few years. Mick is no stranger to Kenley, having started gliding here. As winter approaches we welcome anyone who wants to stay current by winch from our south London tarmac when their fields are waterlogged. Remember we fly only on weekdays.

Peter Bolton

Southdown (Parham)

ANTILIO Tarazone has soloed, Roisin O'Neill Ellis completed her Silver, Jim Tucker flew his 300km and Dave Blunden became the first from Parham to pass his 'Skills' test for the NPPL. Graham Foster, Ian Symms and John Rayner qualified as Basic Instructors. The BGA marketing seminar at The Park gave us useful ideas and Southdown joined with East Sussex to demonstrate the Flight Simulator at the Shoreham Air Show. Many thanks to Jeff Weston for organizing this. Guy Westgate dazzled the audience with his aerobatic display, and we taught the basics on the simulator. Visitors may admire our brand new five-star kitchens, the pride and joy of our Facilities Manager Jim Allin.

Peter J Holloway

Staffordshire (Seighford)

MEMBERS have just returned from Sutton Bank. Congratulations to Paul Cooper who attained Gold height to complete his Gold. Glyn Yates and Louise O'Grady were climbing well but had to stop with no oxygen. Thanks Paul Cooper for arranging the trip, and Yorkshire GC for their hospitality. We have reduced the size of our field. The southern corner is no longer available and is fenced off – the main east-west run remains unchanged. Glyn Yates and Louise O'Grady are soon to depart for Down Under – we wish them all the best. Thanks to Graham Burton for keeping ground equipment in good order, and his recent work on the tractor. Our website is at www.staffordshiregliding.co.uk

Paul (Barney) Crump

Stratford on Avon (Snitterfield)

THE club AGM is scheduled for October 27 when a number of significant amendments to club rules and administration were due to be discussed for adoption. The year to date has been very encouraging with improvements in many flying statistics over 2004 and positive measures to counter predicted shortfall. Congratulations to Sharon Kerby, Phil Pickett, Lee Ingram and David Searle on Gold heights at Sutton Bank in May, now confirmed, plus Richard Ellis and Paul McAuley's Silvers. Phil Pickett, our resident instructor has Gold Badge and Diamond distance with Lee Ingram getting his Gold Badge and Diamond goal. Rob Barlow has his Silver, with duration and height.

Harry Williams

The Soaring Centre (Hus Bos)

CONGRATULATIONS Ben Langrick and Michael Pozerskis who both went solo. John Castle completed his Silver Badge, Simon Ramsay completed his Gold



Ben Langrick after his first solo at **The Soaring Centre, Husbands Bosworth**, earlier this year

Badge and Diamond height, and Barney Toulson got his Gold height. Peter Andrews completed his NPPL SLMG just before his 74th birthday. Thanks to Mick Hughes for his excellent work as our staff instructor, and Pauline, our cleaner, who is also leaving us. There have been successful trips to Milfield and Aboyne. The club bonfire night and fireworks were held on November 5 and the annual dinner and awards presentation evening will be on November 26. The club now has a launch-point bus. The BGA has confirmed that they will be operating at Hus Bos for another year.

Siobhan Crabb

Ulster (Bellarena)

THE club's 75th anniversary celebrations were marked by a successful Friday evening in September. Almost 200 guests attended the dinner, including many of the pilots involved in the Portrush air display that same weekend. Oldest guest was honorary member James McLeod, now in his 93rd year. Chairman Jay Nethercott read James's original letter of application from 1933. The flying entertainment included an aerobatic display plus free-fall parachutists! Two members deserve recognition for making the night a success – Jay Nethercott and Finbar Cochrane. The club fielded a formation of two tugs each towing a two-seat glider followed by two motorgliders as part of the airshow on both Saturday and Sunday. Congratulations to two recent soloists, Chris Ward and Warren Cannon.

Seamus Doran

Vintage Glider Club

WE got much flying at the National Rally at Challock (our thanks to the Kent club for their organisation), the Camphill Rally and the Slingsby Rally at Sutton Bank. The Booker Group have finished recovering Graham Saw's Lunak and a Kite 2a. Our 33rd International Rally at Eggersdorf also had good weather, and 108 entries. The best performance was Werner Tschorn's 217km in a Weihe. Jiri Lenik soared a Hols de Teufel for 1hr 50mins and climbed 1,000m. The International Vintage Sailplane Meet at Elmira also had great weather. Seen for the first time was Bob Gaines' Kite 1, which came from Ted Hull via Sir John Allison, a TG1 (Cinema) and the H17a built by John Lee. The 34th International VGC Rally will be at Angouleme from August 12 to 19, with a preceding Rendezvous at Angers.

Chris Wills

Welland (Lyveden)

A LARGER venue for the 50th Anniversary Annual Dinner Dance in November has been extended to include previous retired members and the tickets have been sold out. Our existing retired membership has been repairing the caravan roof ravaged by the gales earlier in the year and club flying has been quietly and steadily active. Some members have been putting the finishing touches to positions on the club ladder, others continuing their training, and others flying for just fun. One small group has just returned from an uneventful week at Sutton Bank while another smaller group is



On August 20, **Wyvern's Martin Hardy**, who has three Diamonds twice (in wood then in glass) completed 2,000 gliding hours. He was in his SHK, EGC – which on the same flight completed 2,000 airframe hours

preparing to visit Aboyne. A neighbourly flying visit to Four Counties GC, now 20km away at Wittering, has been reciprocated and periodic microlight and glider drop-ins continue to spread the reputation of Lisa's Kitchen.

Strzeb

Windrushers (Bicester)

WINDRUSHERS has had a fantastic end to the season – a summer that saw us host four very successful contests including the Junior Nationals and Bicester Regionals. Flying achievements include Ben Rees' first solo and Diamond distance by Mike Pettican. OUGC's Marco would have got his 50km had he not forgotten his logger (better luck next time Marco). Our resident aerobatic pilot Jamie Allen has been doing displays throughout the summer, and recently went with Miff to introduce some local school children to our club. Sadly our fantastic chairman Roger Crouch has decided to step down in order to free up his time a bit more. Alan Jenkins will replace Roger. Many thanks to both for their time – both past and to come!

Rachel Brewin

Wyvern (Upavon)

SOME members have noticed an unusual flying pattern by Martin Hardy and John Williams' SHK-1. Martin has announced reaching 2,000 hours in both his personal gliding log book and that of their wooden glider on the same flight. Congratulations to 16-year-old Satpriya Marwaha, on going solo in August, and to Will Chappel in the Junior Nationals at Bicester, achieving a 5th place on Day 4, and to Graham Marshall on his conversion to single-seaters. The QinetiQ Graduate Airmanship programme finally started in September with gliding and motorgliding. We have agreed to equip the Skylaunch winch with Dyneema Ultra High Molecular Weight Polyethylene cables and hope the cost will be offset by the increased life, reduced wear and tear on the winch and higher, smoother launches.

Andy Gibson

Yorkshire (Sutton Bank)

CONGRATULATIONS to Alex May who has her five hours and her Silver and now gets to fly Dad's Discus! George Rowden has a Cross-country Endorsement and Silver height and Martyn Johnson Gold height. Howard Marshall has gone solo. Visitors had the best of our wave with Sid Smith and Graham Morris getting Diamond heights and Alison Mulder and Alison Moss their Gold heights. Don't forget that if Scotland is too far we are always ready to welcome visitors to take advantage of our wave and ridge during the winter.

Marian Stanley

S&C's thanks to Debb Evans for again editing Club News down from the 9,000 words submitted to the 6,500 we had space for, and season's greetings to all club news contributors from us both. Your hard work for your clubs is appreciated



Frank Irving – Imperial College, Lasham

FRANK Irving (1925-2005), who died in September, was one of the leading characters in the gliding club at Lasham and known nationally and internationally for his immense contribution to the technical side of the sport. After getting an Honours degree in engineering at Liverpool University, Frank (pictured above at Lasham's 50th anniversary celebrations) joined the Empire Test Pilots School as an observer during WW2 and flew in Lancasters and Mosquitos. He became a lecturer and subsequently senior lecturer in the aeronautics department at Imperial College, London, which brought him into contact with the Imperial College GC. He became an instructor and very active in the national and international bodies providing leadership in gliding technology, including OSTIV, the international scientific and technical organisation for gliding. Between 1954 and 2001 he presented 21 papers to OSTIV Congresses. His first, *Total Energy Variometers*, arose because he had invented a total energy probe that became the secret weapon of the British Gliding Team at the World Gliding Championships. In 1981 he won the diploma for best technical paper at the OSTIV congress at Paderborn. He was a member of the OSTIV Sailplane Development Panel from 1963 and contributed to safety by assisting in formulating certification requirements for gliders. On the Technical Committee of the BGA (which he joined in 1950) and as its chairman for 25 years, his contribution to the technical side of gliding was extensive. He became President of the Imperial College club in 1969, resigning 30 years later when his health began to fail. He was the author of three books on gliding techniques and technology, which have been sold and read worldwide; his last: *The Paths of Soaring Flight*, was published in 1999. 'I suppose I was lucky,' he wrote, 'in coming into aviation when Supersonics was fashionable and gliding had a lot of development still to come'. He was a crew member of the British team in World Gliding Championships, including the world-winning team at the championship in Madrid in 1952. He and Lorne Welch made the first flight in a two-seater across the English Channel. Frank's duty was navigation and the pair covered 250 miles, fetching up in a field near Louvain, Belgium, and securing a place in the Guinness Book of Records. On top of all this international achievement, he was also a great character. As warden of Imperial College's Beit hall of residence, he successfully guided student behaviour along the fine line between discipline and freedom. His lectures in aerodynamics and aircraft stability kept the students amused and interested, not least because of their highly original 'Frankisms' – new

words, such as: 'dumbfeated', as in, 'the pilot was utterly dumbfeated'; or choice descriptions: a flight deck was a 'glittering array of shining knobs and levers presented for the amusement of the pilot'. One of Frank's students queried a low mark received for producing a wrong answer, despite accurate calculations; fixing him with gimlet stare, Frank said: "you can stand among the glowing embers and explain your interesting philosophy to the grieving widows and orphans as they prostrate themselves by the wreckage". He had exacting standards: longitudinal static stability of passenger-carrying aircraft was too vital to get wrong. Frank was a wise man who wore his wisdom lightly and his sense of humour was only just below the surface no matter what he was doing. He will not be forgotten and provides a shining example to future generations.

Afandi Darlington

Ron Farnell – Derby & Lincs

RON Farnell, a veteran of the Glider Pilot Regiment, had many stories to tell of those days. Just a few years ago he had a quadrapal bypass operation, yet nine months later flew Silver distance. He came to national television fame just over three years ago when he bailed out of our K-18 after a control problem. He was typically phlegmatic about it: when people arrived at the crash site expecting the worst as his chute was not seen to open (it had), he was sitting eating his sandwiches. He also passed on some good advice, as after leaving the glider he could not find the ripcord; remembering what he had read in one of Derek Piggott's books, he looked down, saw it, and pulled. Although visited by the Caterpillar Club, he was unable to become a member as it was not an Irvin chute.

Dave Salmon

Peter Manley – Essex, Deeside

PETER, a de Havilland trained engineer, joined Essex GC in 1975 and was also a life member of Deeside – often the first to launch and the last to land. He went solo in 1976, bought a share in an Oly 463 and did Silver Distance in 1977. In 1986 he climbed to 28,600ft, a club single-seat record. He became an instructor in 1987 and many people say how much they owe to his teaching. He was the most accomplished soaring pilot at EGC, often staying airborne while others considered conditions unsoarable. Peter did 4,183 hours of gliding, but spent far more time in the workshop, repairing or rebuilding just about anything, nearly always to benefit others, not himself. North Weald workshop became almost a second home where, as Club Technical Officer, he led and inspired a team of willing helpers for many years. He worked tirelessly and cheerfully to maintain our fleet. He had a heart of gold and helped many club members maintain their gliders. Peter held all three Diamonds, which he completed in 1985, and at the BGA's 1999 AGM he was awarded the BGA Diploma for his services to gliding. Peter packed more into his 74 years than many of us could achieve in 100. He will be sorely missed by all those who were lucky enough to have known and worked with him, and our very sincere condolences go to his wife Marion and all his family.

Mike Jeffries/Ralph Hawtree

Peter Rivers – Derby & Lincs

PETER Rivers died in hospital after being knocked down by a car near his home. He had always been involved in aviation, being an aerospace stress engineer. He had been gliding for many years and in his early days flew in competitions. Although not solo for some time he still enjoyed a flight in a two-seater and remained a good soaring pilot. He was often seen around the launchpoint welcoming visitors, and explaining gliding to them.

Dave Salmon

Charles Webb – Shropshire, Staffordshire

CHARLES Webb died on June 11, 2005, just a month after his last flight, soaring locally for two hours in the

K-21. Despite his illness and forthcoming operation, Charles was still enthusiastic for gliding after the 62 years and 15,000 launches since his first flight – a solo bungee with the ATC in the dark days of 1943. He was an ATC instructor at Meir until 1962, then transferred to the newly formed Staffordshire club. Such was his presence and commitment over so long, particularly as CFI during the difficult period at the moorland site at Morridge, that it is difficult to imagine the club without Charles. In 1987 a heart attack caused his retirement from work and instructing, but opened up much more time for personal flying, mainly in his Open Cirrus with the Shropshire Soaring Group at Sleaf. There he completed Gold, and was a meticulous treasurer for many years. His funeral was a real celebration of his life and there was more laughter than tears, as I'm sure he would have wanted. It began with a deeply moving service and we emerged to a brilliant soaring sky where his Open Cirrus was towed past by the Shropshire Soaring Group Chipmunk. We gathered afterwards at Seighford, and many guests were flown in the K-13s. It was a very special funeral – but then Charles was a very special person, as are Ella and his children Diane, Mike and Nick and their partners, who had remained at his bedside throughout the ten days he spent in hospital. His passing is the end of an era and he will be greatly missed. He was utterly reliable, vastly experienced but completely unpretentious, and simply one of the nicest people to spend a day with. The world is a much better place because of Charles and he'll live on fondly in our memories.

Peter Gill

Richard Winter – Portsmouth Naval

RICHARD Winter's life was tragically and unexpectedly cut short at the age of 44 by a heart attack whilst playing squash on August 30. Richard, having done a PPL for the challenge of it, joined Fleetlands Flying Association at former HMS Daedalus, where he flew many hours in their Piper Warrior and relatively soon took over as chair of the club. Portsmouth Naval GC is on the same airfield and after having to hold or go round for these gliders, he decided to go for a trial lesson on August 19, 2000, with DCFI John Hale. He soloed just three days later in the same K-13, before flying the K-8 just two days after that. He soon became a key player in the club and before long was itching to start tugging. Even to the day he died, having flown helicopters, a Harvard, Yak 50 and 52, he still maintained his favourite aircraft was the supermunk. If ever you woke up in the morning to see a perfect gliding day, all you had to do was give Richard a call and he would rush down to tow you into the sky before returning to work and mutter some excuse to his boss! His colleagues certainly knew where to find him when he wasn't at his desk! Richard accrued some 30 hours in gliders and 500 hours power. The other aircraft dear to Richard's heart was G-LYAK, a syndicated Yak 52, and he personally funded a prize for the best student on each gliding course, by taking them flying in 'his toy'. Richard touched the hearts and lives of many people, reflected in the huge number of people at his funeral. He was a true friend and will be greatly missed by us all.

Andy Durston



No	Pilot	Club (place of flight)	Date
DIAMOND BADGE			
701	Alan Redington	Culdrose (Jaca)	3.7.05
702	James Ewence	Yorkshire	7.8.05
703	Brian Taylor	Dartmoor (Fuentemilanos)	11.6.05
704	George Goodenough	Burn (Fuentemilanos)	13.8.05
705	Mark Brown	Fulmar	7.8.05

Diamond distance

1-1035	Alan Redington	Culdrose (Jaca)	3.7.05
1-1036	Michael Rubin	Lasham	7.8.05
1-1037	Philip Pickett	Stratford on Avon	7.8.05
1-1038	John Appleford	Wyvern	8.8.05
1-1039	James Ewence	Yorkshire	7.8.05
1-1040	Richard Whitaker	Lasham	7.8.05
1-1041	Stuart Law	London	8.8.05
1-1042	Brian Taylor	Dartmoor (Fuentemilanos)	11.6.05
1-1043	George Goodenough	Burn (Fuentemilanos)	13.8.05
1-1044	Mark Brown	Fulmar	7.8.05

Diamond goal

2-3075	Michael Schlotter	Bath & Wilts	7.8.05
2-3076	Julian Bane	Cambridge	7.8.05
2-3077	Mark Joyce	Bath & Wilts	7.8.05
2-3097	Will Chappel	Wyvern	16.7.05
2-3098	Carole Shepherd	Oxford	7.8.05
2-3099	John Rogers	Shenington	7.8.05
2-3100	Dave Paffett	Lasham	8.8.05
2-3101	Alan Garfield	London	7.8.05
2-3102	Andy Bray	Oxford	8.8.05
2-3103	Stephen Williams	Booker	7.8.05
2-3104	Lee Ingram	Stratford	7.8.05
2-3105	Dean Penny	Cornish (Jaca)	10.7.05
2-3106	Frederick Tucker	Southdown	8.8.05
2-3107	Frank Birlison	Cotswold	7.8.05
2-3108	William Murray	Cambridge	7.8.05
2-3109	Melissa Jenkins	London	21.8.05
2-3110	Daryl Burton	Shenington	7.8.05
2-3111	Ayala Liran	Shalbourne	21.8.05
2-3112	Bill Bullimore	Cambridge	8.8.05

Diamond height

3-1643	Andrew Bates	Edinburgh Uni (Portmoak)	21.7.05
3-1644	Donald Mackenzie	Derby & Lincs (Aboyne)	29.8.05
3-1645	Simon Ramsay	Soaring Centre (Aboyne)	29.8.05

GOLD BADGE

2382	John Rogers	Shenington	7.8.05
2383	Dave Paffett	Lasham	8.8.05
2384	Alan Redington	Culdrose	13.5.04
2385	Lee Ingram	Stratford on Avon	7.8.05
2386	Frank Birlison	Cotswold	7.8.05
2387	Bill Bullimore	Cambridge	8.8.05
2388	Simon Ramsay	Soaring Centre (Aboyne)	29.8.05

Gold height

Lee Ingram	Stratford on Avon	26.5.05
John Dunnington	SGU	7.8.05
Simon Ramsay	Soaring Centre	29.8.05

Gold distance

Alex Stanford	Soaring Ctre (Chauvigny)	13.7.05
Michael Schlottery	Bath & Wilts	7.8.05
Julian Bane	Cambridge	7.8.05
Mark Joyce	Bath & Wilts	7.8.05
Will Chappel	Wyvern	16.7.05
Carole Shepherd	Oxford	7.8.05
John Rogers	Shenington	7.8.05

Dave Paffett	Lasham	8.8.05
Alan Garfield	London	7.8.05
Andy Bray/Oxford (Bicester)		8.8.05
Stephen Williams	Booker	7.8.05
Lee Ingram	Stratford on Avon	7.8.05
Dean Penny	Cornish (Jaca)	10.7.05
Frank Birlison	Cotswold	7.8.05
William Murray	Cambridge	7.8.05
Melissa Jenkins	London	21.8.05
Daryl Burton	Shenington	7.8.05
Ayala Liran	Shalbourne	21.8.05
Bill Bullimore	Cambridge	8.8.05

SILVER BADGE

11548	Martin Jewell	Essex	16.7.05
11549	Katherine Woods	Cambridge	16.7.05
11550	David Bennett	London	7.8.05
11551	Melissa Jenkins	London	17.7.05
11552	Matt Woodliss	Shropshire Soaring	17.7.05
11553	Michael Brooks	Buckminster	2.8.05
11554	Timothy Maw	Bristol & Glos	29.5.05
11555	Michael Walker	Burn	3.7.05
11556	Andrew Batty	York	3.7.05
11557	Karl Zatorski	Burn	16.7.05
11558	Iain Roberts	Needwood Forest	3.7.05
11559	Barry Douglas	York	16.7.05
11560	John Herman	Booker	16.7.05
11561	Ian Harris	Bannerdown	10.7.05
11562	Geroge Rizk	Buckminster	22.6.05
11563	Maciez Handke	Cambridge	7.8.05
11564	Will Ellis	Essex & Suffolk	3.8.05
11565	Graham Smith	Southdown	7.8.05
11566	Mark Sanders	Midland	8.8.05
11567	Stephen Swani	Southdown	16.7.05
11568	Valerie Phillips	East Sussex	16.7.05
11569	Andrew Salisbury	Shenington	7.8.05
11570	Richard Noble	Burn	11.8.05
11571	Mark Thomas	South Wales	16.7.05
11572	Alexandra May	Yorkshire	7.8.05
11573	Andrew Mugleston	Devon & Somerset	3.8.05
11574	Paul McAuley	Stratford on Avon	7.8.05

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11575	Robert Hines	South Wales	7.8.05
11576	Oliver Bosanko	Windrushers	15.7.05
11577	Philippe Garang	Bristol & Glos	7.8.05
11578	Peter Baker	Portsmouth Naval	20.8.05
11579	Hugh Smith	Lasham	21.8.05
11580	Stephen Briggs	Wrekin	21.8.05
11581	Richard Robins	South Wales	7.8.05
11582	Mirren Turnbull	Kent	21.5.05
11583	John Kelk	Essex & Suffolk	17.8.05
11584	Steven Roberts	Sherington	20.8.05
11585	Richard Ellis	Stratford on Avon	23.8.05
11586	John Castle	Soaring Centre	7.8.05
11587	Janice Phillips	South Wales	7.8.05
11588	Alex Phillips	Lasham	2.9.05
11589	Franceska Aitken	Portsmouth Naval	20.8.05
11590	Gregory Rybak	Shalbourne	17.7.05
11591	Neil Moffat	Lakes	7.8.05
11592	Richard Abercrombie	Borders	7.9.05
11593	Aki Pakarinen	Lasham	7.9.05
11594	James Paine	Kent	2.9.05
11595	Iain Duncan	SGU	13.8.05
11596	John Dunnington	SGU	18.9.05

BGA CROSS-COUNTRY DIPLOMA

968	Michael Walker	Burn	3.7.05
969	Barry Douglas	York	16.7.05
970	David Mansfield	Nene Valley	2.8.05
971	Simon Harris	Wrekin	3.7.05
972	Colin Logue	Wrekin	3.7.05
973	Nicholas Tarbox	Aquila	7.8.05
974	Eugene Lambert	Cotswold	8.8.05
975	David Trowse	Yorkshire	17.8.05
976	Brian Palmer	Nene Valley	7.8.05
977	Stephen Gibson	Wolds	2.9.05
978	Chris Prideaux	Buckminster	16.7.05
979	John Castle	Soaring Centre	17.8.05
980	Robin Davenport	Cotswold	2.9.05
981	Noel Kerr	Newark & Notts	2.9.05
982	Richard Abercrombie	Borders	7.9.05
983	James Paine	Kent	2.9.05

AEROBATIC BADGE

Std Kwn	Andrew Sawicki	Lasham	21.9.05
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Accident/incident summaries by Dave Wright

AIRCRAFT				DATE		PILOT(S)		
Ref	Type	BGA No	Damage	Time	Place	Age	Injury	P1 Hours
049	SZD Puchacz5113		None	09-May-05 1441	Camphill	-	None	4299

During an instructor refresher course P1 pulled a simulated cable break at about 350ft. The glider was recovered and landed normally but meanwhile the cable drifted in the freshening crosswind and fell across caravans, damaging a parked car. Allowing more layoff for drift would have reduced the problem.

050	LS8	4676	Minor	18-May-05 1430	Upavon	47	None	242
-----	-----	------	-------	-------------------	--------	----	------	-----

As the circuit and the airfield was busy with training traffic the experienced pilot decided to land in the undershoot area to stay out of the way. During his circuit and approach he allowed the glider to go too far downwind and get too low. The glider stalled about one metre above the ground and landed heavily.

051	DG-200	-	None	-May-05 1530	Incident Rpt	62	None	480
-----	--------	---	------	-----------------	--------------	----	------	-----

After a negative pushover during soaring a restriction in the range of aileron movement became apparent. Flight aileron was unaffected, but there was limited movement to the left. The pilot flew the glider back to the airfield, making minimal control movements. A rigging aid had dropped into the fuselage and restricted movement of the control.

052	DG-505	4946	Substantial	10-Jun-05 2105	Long Mynd	69	None	500
						-	None	0.3

On a trial lesson flight the pilot chose to land on a marked grass strip flanked with heather that led towards the rigging area. He noticed sheep adjacent to the landing area but decided they posed no risk. However, as the glider flared several sheep moved across the runway and one was hit by the glider, which then violently groundlooped.

053	K-21	2887	Minor	22-May-05 1505	Burn	67	None	2806
						14	None	0

The instructor had taken over control during a turbulent crosswind approach. After a normal landing he applied wheel brake and, as the speed reduced the glider started to turn into wind, towards the winch, which was parked at the side of the runway. Despite his best efforts the glider's wing hit the winch and ran off the runway.

054	LS6 and K-13-		None	-May-05 1405	Incident Rpt	37	None	467
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The LS6 had been previously winch launched to a height of 1,100ft and had climbed to 1,700ft and the pilot thought he was well above other traffic as he crossed the airfield. However, a K-13 had an "optimal" launch as the LS6 sunk to 1,500ft and only the actions of an alert P2, who pushed forward, narrowly avoiding a catastrophic collision.

055	Std Cirrus	-	None	-Apr-05	Incident Rpt	26	None	600
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After a full briefing the experienced pilot took his first flight on type. The winch acceleration was brisk and, despite his briefing, he pushed the stick fully forward to stop the nose rising too rapidly. This exacerbated the situation and control was not regained until the tailplane became unstalled.

056	Falke Motorglider	G-BTWC	Minor	14-Jun-05 1540	Bicester	44	None	16
						53	None	-

After new brake shoes had been fitted and tested okay the motorglider was parked for about five weeks before it flew again. P1 commented on how sharp the the brakes seemed since they'd been maintained. After landing, while being taxied slowly, there was a metallic clonk and next time the brakes were gently applied the aircraft tipped on its nose.

057	Std Jantar	2152	Substantial	11-Jun-05	Stone Easton	33	None	102
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During a competition cross-country flight the pilot had to make a field landing. The field was short grass and apparently very suitable but the glider hit a rut or hole causing the undercarriage to collapse. The glider rotated around the right wing, substantially damaging the fuselage.

058	ASW 15	-	None	-Apr-05	Incident Rpt	71	None	252
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During the final approach only one airbrake extended. The pilot did not realise this but thought the handling felt odd and landed safely. Inspection showed that a hotelier had not been properly closed. The pilot believes he missed the checks because of the side effects of medication. Asymmetric brakes were also missed by the launch crew.

059	Not Applicable	-	None	-May-05	Incident Rpt	75	Serious	-
-----	-------------------	---	------	---------	--------------	----	---------	---

The club member was helping untangle the winch cable, feeding it onto the drum while another person was manually turning the drum. The wire suddenly took his hand to the drum trapping his finger between the drum and wire. The finger was later found to be broken.



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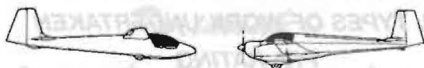
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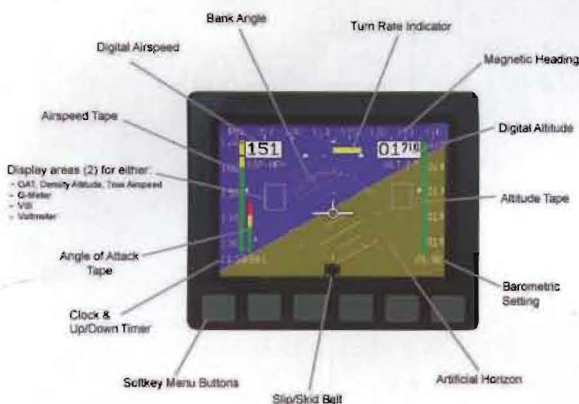
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