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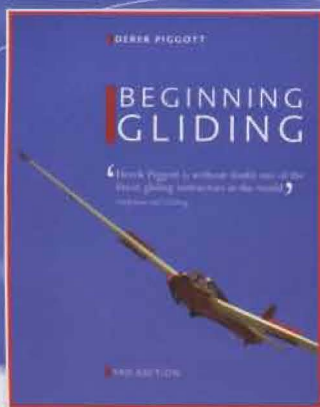


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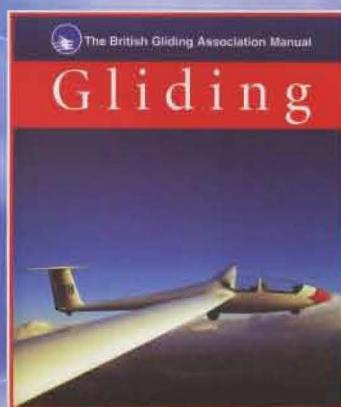
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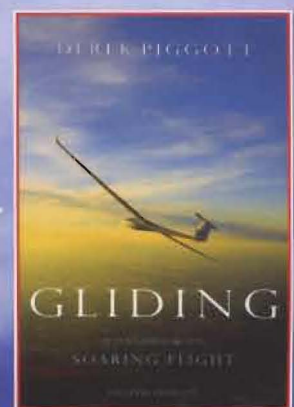
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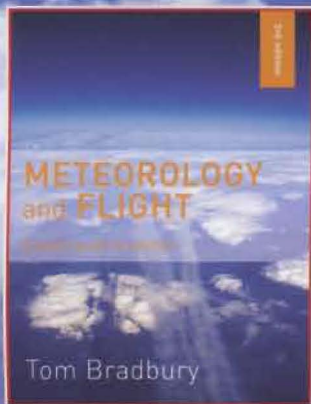
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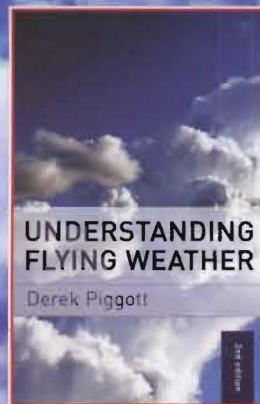
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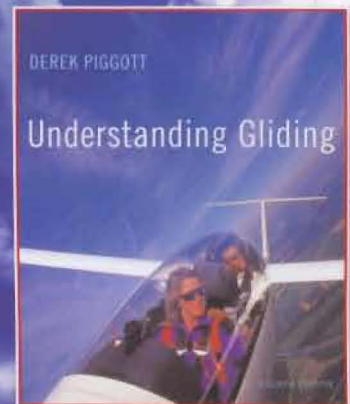
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Sailplane & Gliding

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New Bee joins the swarm



Jochen Ewald tries out the latest in a new breed of soaring aircraft – a “microlight motorglider”, the recently certified Bee MB15

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Best gliding in England?



Neil Moffat describes how an expedition to Carlisle airport allowed him to explore the Lake District from the east – and is planning future trips for when the Helm Wind blows

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Gold stars



Another British team success at the Worlds: **Pete Harvey** offers an overview while **18-Metre gold medallist Phil Jones** describes the race in his class for the title

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EB28 – even bigger wings



Cross an ASH 25 with an Eta and you end up with an EB28. **Ed Downham** tells the story of how his syndicate came to buy the UK's first – and the fun flying they're having in it

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Beyond the familiar



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PHIL Jones, 18-Metre Class World Champion, in his Ventus 2cxt 210. Leigh Wells took the Standard Class Gold, Pete Harvey (Open) and Jez Hood (Standard) secured Bronze, and the Brits won the Team trophy (Photo © Richard Starey Photography)



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Royal Aero Club
and the
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Gliding scholarships

ASPIRING young glider pilots are being invited to further their gliding with the help of the BGA and Royal Aeronautical Society (RAeS) scholarship scheme for 2006.

If you're aged between 15 and 17, in full-time education, and want to learn to fly gliders but have, perhaps, been unable to do so until now because of lack of funds, there are 40 scholarships available to help successful applicants fund their initial training. Applications are welcomed from existing pre-solo club members as well as from those new to the sport. These must be counter-signed by your club CFI and received at the BGA office by September 30.

Pete Stratten, the BGA Chief Executive said: "We are delighted that the Royal Aeronautical Society Centennial Scholarship Fund is generously funding these bursaries for the third year in succession. They recognise the important part gliding has played and continues to play in the development of aviation, not only in the area of technical advances, but also in the individuals involved and their particular skills."

The RAeS's Centennial Scholarship Fund commemorates the centenary of the Wright Brothers' first powered flight, on December 17, 1903. A major contributor to the Wrights' success was a lengthy series of trials, which they undertook with full-scale gliders in the two years before December 1903. This enabled them to gain a satisfactory standard of piloting skills and, most importantly, produced the information to develop a satisfactory method of aircraft control. In making this award from the fund, the RAeS recognises the important part gliding has played in aviation history and the promise it brings to the younger pilot today.

For more information, ask your CFI or see www.gliding.co.uk/juniors



Mike Fox

Future of the UK glider fleet

THE future certification of gliders in the UK was the subject of a meeting at Gatwick in June between representatives of the British Gliding Association, UK Civil Aviation Authority (CAA), Department for Transport (DfT) and the European Aviation Safety Agency (EASA).

Gliders in the UK currently operate under an exemption to the European Union's regulation on aircraft certification ("Part 21"), which has already been applied in every other EU country. The UK is in a unique position in the EU because prior to the creation of EASA its glider fleet had not been state regulated.

So the purpose of June's meeting was to discuss how best to implement a transition towards compliance with Part 21.

This is scheduled to be fully implemented

by March 2007 for gliders registered in the UK after September 28, 2003; the timescale for gliders that pre-date that has yet to be finalised but the proposals suggest some time in 2008.

"The BGA's goal in all this is to minimise the impact of new regulation on the owners and operators of UK gliders," said Chief Executive Pete Stratten, who – along with BGA Regulatory Group Chairman David Roberts and BGA Chief Technical Officer Jim Hammerton – was one of the BGA's three-strong negotiating team at the meeting.

Detailed proposals from June's meeting were being considered by the BGA's Executive Committee as this issue of *S&G* went to press. More news as it emerges will appear at www.gliding.co.uk, in the BGA newsletter and in *S&G*.

Staff changes at the BGA office

In the first half of 2006, the BGA has said farewell to three members of office staff, with thanks for all their hard work over many years, and welcomed two new ones. Administrator Colin Childs (seven years' service) and Accounts Manager Jackie Sylvester (five years' service) have moved on to new jobs while administrator Gail Burgess (17 years' service) will enjoy a well-earned retirement, for which she was presented with a watch. "Our thanks go to Gail, Colin and Jackie for everything they did to make the office run smoothly, and we wish them all the best for the future," says BGA Chief Executive Pete Stratten. Meanwhile, Terry Eato (terry@gliding.co.uk) steps into a new role at the BGA as Technical Administrator while Trish Springthorpe (trish@gliding.co.uk) joins as the new Accounts Manager. Contact details for BGA staff can be found at www.gliding.co.uk/contactus/bgaoffice.htm. Pictured below from left are Colin, Jackie, Gail, Terry and Trish



Well done, winners

CONGRATULATIONS to the following pilots for their excellent results in BGA-rated regional and national competitions so far this season:

Overseas Championships:

1	8586	Mike Young
2	8356	Kim Tipple
3	8335	Eric Soubrier

Booker Regionals:

1	3327	David Watt
2	3319	Jim White
3	3272	Mark Davis

Bidford Regionals & Turbo Comp:

1	5114	Rod Witter
2	4991	Justin Wills/Barry Walker
3	4845	Jon Wand

And for the UK's superb Worlds results – two Golds, two Bronzes and Team Cup – see p28

Transponders: gliding needs you to act now

The UK's CAA is proposing that ALL aircraft must be fitted with a transponder to fly in all types of airspace within the UK. Carr Withall, the chairman of the BGA's Airspace Committee, warns that these proposals will affect every glider pilot and owner and will impose considerable extra cost on our sport. He urges you to please read the following short article and download and respond to the consultation document from the CAA website before August 29

THE UK Civil Aviation Authority (CAA) has issued a proposal to amend the Air Navigation Order 2005 "for the purpose of improving the technical interoperability of all aircraft in UK airspace." Despite the bland title, the subject of the proposal is the fitting of transponders into all aircraft, including gliders.

The full document (which is, formally, a Partial Regulatory Impact Assessment) can be found at www.caa.co.uk/dapconsultations together with the response document.

It is very comprehensive and detailed and is worth reading.

Following a mid-air collision over India in 1996, ICAO (the International Civil Aviation Organisation) proposed that every aeroplane be equipped with an altitude reporting transponder by January 2003. Note that this ICAO recommendation referred only to aeroplanes, not to all aircraft.

Because of the potential for interference to some radar equipment from the classic 'old' transponders, the UK CAA chose not to implement this ICAO standard.

The introduction of new SSR Mode Select (Mode S) technology ground stations will, though, overcome this problem. All ground stations in the UK will be Mode S equipped by 2011-2012. With this in mind, the CAA is now proposing that transponders be fitted to all aircraft operating in all parts of the UK airspace, not just in "controlled airspace".

The UK is alone in proposing transponder use in ALL airspace.

Because there is not currently a suitable transponder available for unpowered aircraft, there will be a temporary exemption from the proposals for gliders and unpowered aircraft until such a Low Power Self-contained SSR transponder (LPST) is available and proven. There may also be an exemption for training gliders confined to the vicinity of airfields.

The BGA recognises that there are safety benefits to be gained by carrying a transponder when flying in controlled airspace. There should also be little excuse for not obtaining a clearance to fly through Class D or Class C airspace (ATC units are always telling me: "If only your gliders had a transponder"). There

will also be a safety benefit when RAF low flying aircraft and training aircraft are fitted with a Collision Warning System (CWS) but this is some years away yet. **We certainly do not agree that transponders should be required in all UK airspace.** The pan-European airspace body EUROCONTROL states: "where the carriage of a transponder is already required": they are not required in Class E, F or G airspace.

The capital cost of transponders will be not inconsiderable and we believe that the annual cost of checking the transponder may well be considerably higher than the estimate given in the CAA proposal document. Owners will also need to purchase a licence for the transponder. Apart from the cost, there are still many significant unanswered practical questions: the positioning of the aerial is important and still has to be considered by glider manufacturers; installations will have to be performance checked and certified; the possible radiation

risk to pilots has to be considered; and so on.

What is happening in other European states? Other European countries are introducing Mode S to aircraft

operating under VFR rules. Germany, which has six times more gliders than the UK, is mandating transponders only in controlled airspace and in what are known as TMZs (Transponder Mandatory Zones). TMZs are zones covering less busy airports. France is applying the requirement in 2009 in the North east part of France (where Mode S radar is installed), again only in controlled airspace and TMZs. This requirement will extend to the rest of France, again only in controlled airspace, when the roll-out of Mode S ground radars is complete.

Please download the CAA document from www.caa.co.uk/dapconsultations and read it. When you have read the document, we urge you to respond, either as a club or as an individual, before the August 29 deadline.

The BGA will be formulating their response and this will be published on its website - www.gliding.co.uk - by July 31.

It will be helpful if any individual, BGA club or gliding business responses are copied to the BGA at office@gliding.co.uk for information.

THE CAA is reminding pilots to avoid infringing Temporary Restricted Airspace, just days after a Red Arrows display at Kemble was halted due to an intruding aircraft (untraced as S&G went to press). One of the easiest ways to check on temporary restricted airspace, says the CAA, is by calling the freephone Aeronautical Information Services (AIS) on 0500 354 802. For the press release, visit www.caa.co.uk and click on "latest CAA news".

NOMINATIONS are being invited for the Ann Welch Memorial Award for instruction in air sports. Ann, an Air Transport Auxiliary Pilot during WW2, was a dedicated instructor, an international figure in gliding and eminent in the British Hang-gliding and Paragliding Association and the British Microlight Aircraft Association. The award is open to all BGA, BHPA and BMAA instructors, and also to non-instructors, whose activity has made a significant contribution to education and training in their air sport. This will normally be in flying instruction but, exceptionally, may include proven aids in associated subjects such as navigation and meteorology. Nomination forms can be downloaded at www.gliding.co.uk; proposals for BGA nominations should be sent to Diana King (tel 01926 332713, fax 01926 335206 or secretary@royalaeroclub.org) by October 31.

REVISED Class D Control Zones (CTRs) and Control Areas (CTAs) for Bristol and Cardiff will be introduced on 31 August. The lateral limits of the current Control Zones will remain unchanged but their upper limits will be increased. The current Yeovilton North and South Areas of Intense Aerial Activity (AIAA) will be amalgamated to form a single Yeovilton AIAA. Details of changes were due to be published in Aeronautical Information Circular (AIC) 96/2006 (Yellow 217) on 20 July 2006 and in AIRAC 9/2006. Note that the 1:500000 'Southern England and Wales' chart (edition 32), published on March 16, does not incorporate the changes, which will be on 1:250000 Aeronautical Charts 'England South' (Sheet 8) and 'The West and South Wales' (Sheet 7) in February and August 2007 respectively.

FROM October, employers, premises owners and outdoor event organisers must undertake fire safety risk assessments. Sports clubs are covered within the new regulations as small to medium places of assembly. The Department for Communities and Local Government is developing guidance to help: www.communities.gov.uk/index.asp?id=1162101

THE next S&G plans to review the very well-received safety presentations that BGA Safety Committee chairman Kevin Moloney will be offering to give at BGA clubs again this autumn and winter.

THE date for the next BGA Chairmen's Conference has been set as Saturday, October 28 and chairmen have been invited to offer input about the event to the BGA Development Team.

The winner of the BGA 1000 Club Lottery for June 2006 was Eric Smith (£33.50), with runners-up Stephen Hill and GE Wick (each £16.75). The July winner was Dick Dixon (£33.25) with runners-up James Tait and W Pottinger (each £16.62).

Tug upsets

I FOUND John Marriott's piece on tug upsets (*How to deal with tug emergencies*, June-July 2006, p28) very clear and informative, and it explained to me some of what happened during my one experience of this out of 10,500 tows. I am sure that if current pilots adhere to his advice there will be fewer incidents of this nature.

Nobody likes to go round "pulling the bung" on anybody who gets a bit out of position, since in almost all cases they rectify the situation without further ado. My rule of thumb was to accept higher stick loads up to the point where the end stop was reached, then release if any pitch change ensued. This seemed to work, as I only once had to dump someone despite reaching the stop on many occasions. Having read John's advice, though, I think I would be reacting a little earlier if I were towing these days.

However, the real reason for my letter is to point out another scenario, which John did not mention. Firstly, whatever our tolerance level, we will frequently end up with the glider still on tow and the abnormal loads eliminated. We breathe a sigh of relief and relax back to flying a normal tow once more. This is the time to check where the glider is located, and if he is not where he should be – trouble is coming.

In my own incident, the glider was still very high and had lost sight of the tug. In trying to find it he had increased airspeed and was overtaking it, and when this didn't work he assumed he was on his own. When the rope snapped tight again, the effect on the tug was an instantaneous change of attitude from horizontal to vertical.

Shutting the throttle became the top priority, I assure you, followed by cable release and avoiding the ground. Only then could I remove all the spare ropes and rubbish that had catapulted from behind the rear seat and were now covering me.

I will not go into all the obvious issues concerning weak links, pilot training, back-release tension, etc, but I will add that this was a dual tow with the glider on the short rope performing the excursion, so the symptoms were clouded a little by the correctly positioned glider on the long rope. It was also 25 years ago, and I already had 160 dual tows in my logbook.

Secondly, this is not the only way to arrive at a tug up-ending event. I was actually involved in one only last year in Europe, while lurking in the back of a friend's ASH 25, and in this case the tug pilot was even luckier to escape than I had been because we were much lower. Like many accidents, there was a combination of factors, but the net result was a failure to lock the airbrakes after "all out" was given.

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 **August 15**

Our article in the June-July 2006 issue of S&G about dealing with tug emergencies (p28) attracted plenty of comment – see this page for some of the feedback

The BGA aerotowing guidance notes, from which this article was taken, are now available for download via the association's website at www.gliding.co.uk

Photo: Charlie Jordan



They duly sucked out unnoticed while flying over the upwind hedge, making the rate of climb rather less than normal.

The tug pilot was quick to diagnose the problem, and started shouting over the radio – this is a BAD idea since he should have continued to a safe height first – we were climbing okay. (Fortunately for him this is actually what happened because his voice was distorted and not in our language).

The upset came when the airbrakes were slammed shut – the tug simply disappeared, and before the P1 could react – a nasty jerk on the rope. The acceleration and height gain were all that was needed to cause the upset on this occasion, and once again we had a slack rope for a while. Do we teach people to close the airbrakes slowly in this situation nowadays? What do we teach tug pilots to do if the glider brakes come open? I am a bit out of touch, having operated a motorglider from a farm strip for the last 20 years.

Colin Wray, DUNSTABLE, Beds

BGA Chief Tug Pilot John Marriott replies: Colin makes a number of good points about tug upsets, the dangers of loose objects in the cockpit, dual tows and the use of short ropes. Many of these are covered in more depth in the full, recently published aerotowing guidance notes available for download at www.gliding.co.uk. His last point, about closing airbrakes on a glider on tow, having found them open after take-off, is an interesting one, which I have passed it on to the Chairman of the BGA Instructor's Committee for his consideration

Upset about the tug

I FOUND the tug emergencies article to be full of good advice, and well illustrated, with excellent photographs. However, I was surprised to see a photograph of what looks like a Robin tug taking off on tow with full flap (p28). I can only assume that this was a test of our observation and tug pilots not picking this up will have a visit from the BGA Chief Tug Pilot in due course.

Having had a total power loss engine

failure this season at 400ft whilst towing I wholeheartedly agree with John Marriott's advice to drop the rope and fly the aircraft when faced with this problem. It is common sense to play the "what if?" game every time you fly and plan what you're going to do when the engine stops. When it happened to me it surprised me how narrow my field of vision became and how automatic my reactions were, having planned for it for so long. But it's worth remembering that when it happens it will still be a shock.

John Hoye, via email

Helen Evans, editor of S&G, replies: Oops! That picture of the Robin "taking off" with full flap was captioned by me, and not the author. 10/10 for observation, though!

Thinking laterally

THAT was a really excellent aerotowing safety article that you published so well in the June-July 2006 issue of S&G. Both the editor and the author John Marriott are to be commended for your fine work. I believe that it is the best article I have ever read on this important subject. John's inclusion of the possible lateral upset was new to most of us, and an important addition to the overall aerotowing safety discussion.

Richard (Dick) Johnson, DALLAS, Texas

Assistant Instructor courses

I RECENTLY attended an Assistant Rating course at Husbands Bosworth, which I had approached with considerable trepidation, as virtually everything I had heard about these courses at club level had been entirely negative.

I feel most strongly that this is something that needs to be corrected.

The course that I attended was a thoroughly positive and enjoyable experience – very well structured and conducted in a most professional manner by everyone concerned.

The course is demanding and there is a great deal to learn so good preparation really is vital – but please don't be put off by the

prophets of doom – it's fun – and you will be a far better pilot afterwards.

Many thanks to Simon Adlard, Mike Fox, Don Puttock and all at Hus Bos.

Robert Shallcrass, ASHFORD, Kent

PS: The club's accommodation is excellent! BGA Chief Executive Pete Stratten replies: *The BGA is delighted that the efforts of our hard-working instructor coaching team are appreciated. There are a number of vacancies on 2006 courses – please contact the BGA office (0116 253 1051) to book your place*

Going further and faster

PERHAPS because the Arm-Chair Pilot is a denizen of academia (I retired from a Cambridge professorship in 2003) I do like to see theories correctly attributed. "Stigler's Law" states that no law is named after its true discoverer, and it is a pity to see that it continues to apply in the case of best-speed-to-fly theory. I and others have repeatedly pointed out that Paul MacCready's great contribution was not the first publication of the theory, but the mechanical device of a rotatable ring on a variometer in the pre-electronic era which enabled the theory to be implemented.

Once more then. The 'MacCready theory' described (for example) by Pete Masson in *Going further and faster* (June–July 2006, p22) was first published in this very magazine – then called *The Sailplane and Glider* – in June 1947 by Ernest Dewing, who gave the relevant equation and solved it. In the same issue George Pirie also arrived at the correct answer, by more heuristic methods. Dewing was a second-year Cambridge undergraduate and Pirie a pre-war Cambridge graduate and member of the University Gliding Club. I have corresponded with both of them. But why not have done with names and call it the Cambridge theory?

I gave a full account of the history in *S&G* in June–July 1980 (*Why does the Best-Speed-to-Fly construction work?* – *With a little history thrown in*), adding that MacCready's contribution came two years later in *Aero Revue* for November 1949, prompted by the two-part article by Karl Nickel in the June and September issues. I believe MacCready already had the solution before reading Nickel's article, and I know from correspondence with Nickel that he himself was unaware of Dewing's solution.

I noticed that at the recent Internationals in Sweden an author referred to "Nickel–MacCready theory", which is a small step but in the wrong direction. The right step is backwards – to 1947.

This Cambridge theory lasted until my article in *S&G* for October 1964 entitled *The Arm-Chair Pilot*, in which I introduced the "threshold theorem" that "the best speed to fly is found from the standard theory, but the "average rate of climb" is to be replaced by the chosen "critical rate of climb". This threshold is the rate you would set your MacCready ring at (if you still had one) and

is denoted by Pete Masson as the practical rate to set in your modern electronics. He might have added that the one aspect of the theory that is still really relevant to modern racing is the undeniable mathematical fact that if you fail to take a thermal that is stronger than this rate, or take one that is weaker than this rate, you are wasting time.

Perhaps we could call the two theories the Cambridge I and the Cambridge II and then our successors can have fun working out what the connection is with the two early sailplanes with those names! (It's Cambridge University GC of course.)

Anthony Edwards, The Arm-Chair Pilot, CAMBRIDGE, Cambs

North Wales wave

FOLLOWING the sequence of letters (*Tertiary Wave*, April–May 2006, p9, *et al*) regarding the above, it would seem that the argument is not so much where the wave exists or to what height it will go, but the best way into it. Although I cannot claim to have anything like the experience of the other contributors, I am able to comment, based on regular twice-yearly expeditions to Lleweni Parc/Denbigh GC, since April 1992.

I strongly disagree with Vic Carr's assertion that Sleaf is the best start point for the Snowdonia wave. One only has to look at the chart to see that Denbigh is just one-third the distance to the area in question and that to get there at all from Sleaf requires negotiating high ground and an airway.

My log books are littered with varied wave flights, which have originated from Denbigh – some the easy way via an aerotow, others via the ridge off a winch launch and even a couple directly into wave off a standard winch launch. My Diamond height over the Conwy Valley several years ago originated from Denbigh and the most recent visit in early April this year produced a climb to over 20,000ft just to the south of the club. This would clearly have gone higher, were it not for the adjacent airway. A second climb a few days later, about five miles to the south of Colwyn Bay, gave a personal best height of 20,500ft and still going up at a steady one knot. On this occasion and not for the first time, the wave slot was reached by a routine thermal soaring flight.

I would further challenge Vic's theory that

when the Conwy is at its best, pilots from Denbigh "are probably denied access", for the simple reason that, in these conditions, the soaring over the Vale of Clwyd is actually enhanced and because of that, the cloud cover is more broken, allowing greater access. Where I do agree is that pushing west can be a struggle, especially in a glider of lower than, say, 40:1 performance and this is the reason for upgrading from my trusty SF 27 some years ago, to a much-loved ASW 20, with great success.

Terry Banks, EASTBOURNE, East Sussex

Ageing glider pilots

I HAVE every sympathy with Claude Woodhouse (*More on old age*, June–July 2006, p5) and with those others who have been banned from towing or instructing. There is no logic to this situation: at least one pilot is not permitted to tow gliders because of his age, but is allowed to fly powered aircraft with passengers! The article by Al Nunn and Gordon MacDonald shows a graph of motoring FATALITIES in USA per 100 million miles, and for 80-year-olds it is fewer than 10! Drive on!

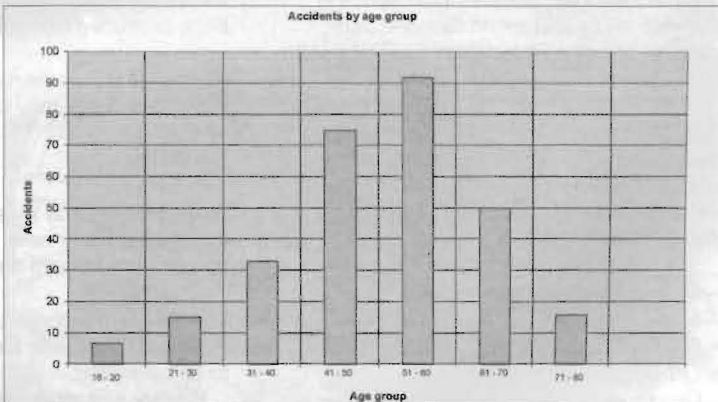
Back in 1987 (October–November *S&G*) Bill Scull produced data showing accidents versus age for glider pilots. I have looked back over the last few years and found similar results to Bill's. A graph of these results is shown below. No accidents were found that had pilots over 80 years. The vast majority of accidents are to age groups between 40 and 60. If this age group was prohibited from flying the insurance rates might go down.

As long as old pilots can pass medicals and flying tests they should be allowed to fly, otherwise they should take clubs and/or insurers to the court of human rights for age discrimination.

Lemmy Tanner, via email

BGA Chief Executive Pete Stratten replies: *It is hoped that in due course the insurers will address this subject in a more scientific manner and meanwhile the BGA will continue to press them on that point. Assessing pilots on an individual basis for appropriate medical fitness as well as of course flying skill and knowledge, and only then where necessary limiting flying activity is a proven method of controlling risk. It is of course BGA policy to facilitate safe participation in the sport of gliding without discriminating against anyone*

Lemmy Tanner's chart plotting his take on the statistics for glider pilot accidents plotted against pilot age in the UK. See *Ageing glider pilots*, right



Share those bright ideas to win your club a prize

BGA Development Officer Alison Randle (right) explains how you can help the gliding movement and put your club in the running for a BGA Best Practice Award by sharing what you're doing

THE BGA Development Team knows that the volunteers running your gliding clubs are a hard-working bunch. In recent years we have seen the emergence of a number of creative, innovative and successful approaches to solving management or operational problems and issues that are common to many gliding clubs. We think that the ideas we know about are merely the tip of the iceberg and strongly suspect there may be a good one lurking at most clubs in the land. This in itself is a symptom of one of the most persistent issues that we as a team (and, indeed, the wider BGA team) are keen to address: that is, how best to share information about these good ideas between clubs and across the sport?

In discussions about this late last year, BGA Development Officer Roger Coote (who is also a Regional Examiner and has his finger on the club instructor issues pulse), proposed a beautifully simple idea: "Award 'Best Practice Awards' to the clubs with the best ideas and reward them with a place on an instructors' course". Since then, he and BGA Development Committee Chairman Diana King have developed the idea further. The BGA Executive Committee has approved the scheme and proposed some alternative prizes – also of significant value and which they hope will prove worthwhile to clubs.

CLUB GOOD PRACTICE SHARING AND BEST PRACTICES AWARDS

Awards for ideas, practised and tested at member clubs and recommended and capable of being introduced for the benefit of members at other BGA clubs.

The Best Practice Awards are offered for innovative and effective ideas in any aspect of club management and operations, including for example in the following fields:

- Membership recruitment
- Membership retention
- Project finance
- Other financial management
- Design of buildings and facilities

- Operational safety
- Operational efficiency or effectiveness
- Disabled flying and Disability Discrimination Act compliance
- Site protection/aerodrome safeguarding
- Noise limitation and control or other environmental practice
- Site supervision
- Advanced training or coaching
- Community benefit
- Local PR and community liaison
- Effective management of volunteers
- Use of technology
- Sport development

The Awards will be of significant economic value and may include free places on BGA instructors' courses (BI, Assistant or Full Rated), free places for club members on Technical training courses, or club use of the BGA Duo Discus at no or reduced charges. The details and nature of prizes may depend on the preferences of the winning clubs. The total number of awards made annually will be on a sliding scale and will depend on the number of ideas submitted for consideration. Clubs are invited to submit details of their ideas to the Good Practice section of the Club Management section of the BGA website – www.gliding.co.uk/bgainfo/clubmanagement/index.htm

Group assessment process

A small group consisting of the BGA's Chief Executive, Chairman Development Committee and Development Officer will assess applications from member clubs and make awards recommendations to the BGA Executive Committee.

Advice or observations from relevant experts in specific areas may be sought.

Criteria:

Innovative – ideas must have either something completely new, or apply existing ideas or methods in a new way.

Effective – must have been in use for a sufficient period of time for measurable benefits to be identified.

Evidence of other clubs already adopting



or borrowing the idea will be seen as a positive factor in assessing the concept.

Follow up

Successful clubs will be required to assist in the promulgation of information about their projects for the benefit of the gliding movement and to help and advise member clubs wishing to implement their recommendations.

You will no doubt have noticed, being the smart people that you are, that more ideas submitted means more awards awarded. Also, you will have noticed that this scheme applies to ideas that have been in use for a while. It needs to be a "new" idea in that your club came up with it in the first place. The Development Committee wishes to encourage clubs to develop and then to share good practices in all aspects of their management and operations.

Although clubs are inevitably to some extent in competition with each other, on the whole they have demonstrated in recent years that they are willing to share ideas. Clubs that have developed a new concept are also often quite proud of their achievement and keen to show it off to others.

The plan is to create a more organised but simple way in which the sharing of good practice can be achieved.

We look forward to hearing about your club's approach to improving its management and operations.

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



Going gliding at Canary Wharf

BGA Communications Officer Keith Auchterlonie explains how clubs and the BGA are getting together in September to promote gliding

WE ARE always looking for new ways of taking our message to the public. Following a suggestion by Richard Brickwood of the Cambridge Gliding Centre, we have managed to secure use of Canada Square at Canary Wharf to run a gliding expo, between September 5-7 this year.

Canada Square is a large grassed area, surrounded by tall office blocks full of just the sort of person we should be looking to attract into gliding. We will be displaying six or seven gliders in the square, plus one in the foyer of the HSBC headquarters building, which overlooks the area, together with the BGA simulator and other displays.

The BGA Communications & Marketing Committee has long held the view that the best way to run public events is with the full involvement of local clubs. This has been borne out at the last two London Air Shows, where participating clubs were able to strike when the iron was hot – selling courses and membership directly from the stand.

Before committing to the Canary Wharf project, we wanted to be certain that the clubs around London would support the initiative. I am delighted to report that they have – with manpower and gliders and, most importantly, with enthusiasm and the professional manner that is needed to make this event a success. Together, we hope that this will lead a lot of new people to the sport and pave the way for future successful BGA/club collaborations.

We don't want to focus only on south-east England so if you know of opportunities elsewhere – even vague ones – where we could successfully mount a collaborative campaign, please let me know.

National Gliding Week

The plan this year was to ask clubs to involve their local media with the aim of achieving coast-to-coast coverage in the local press and on local television.

How successful was it? To be honest, I don't know!

A very small number of clubs (five!) responded to my request to let us know what they did and what the results were. Those that responded provided some encouragement with all achieving coverage. Particularly encouraging was that three of these five got coverage on either local radio or local television.

However, do the five responses indicate that only five clubs did anything; that only



Mendip GC was open throughout National Gliding Week, and its publicity officer Terry Hatton achieved superb local media coverage, including an airborne BBC radio live broadcast. Among the dignitaries flown was Mrs Phyllis Gay, who chairs Bath & North East Somerset Council, seen above with club chairman Barry Hogarth (Keith Simmons)

five clubs were successful; or that a lot more happened but that clubs couldn't be bothered to let us know how they got on?

The BGA is spending your money trying to promote the sport and relies on hundreds of hours of volunteer time to support these efforts. We need to ensure that we make best use of these investments – please let us know what works for you.

World Championships

As you will know, the British team had a great World Championships. Once again, I was pleased by the willingness of the local press to report on the involvement and progress of competitors from their area. (The national media seemed to be obsessed by the World Cup, but that's another story).

Following on from my rant about National Gliding Week, please remember that the local media is generally happy to report on

our sport. If you are not sure how to go about this, then come along to one of the marketing seminars for clubs that we will be running again over the winter months.

Email news subscriptions

This service has been running now for nearly two years and is proving very popular. We recently conducted an email poll to gauge whether we were getting the level of content right. More than 25 per cent of subscribers responded and, of these, more than 70 per cent said that we were getting it right. Thank you to everybody who participated in the poll. If you haven't already subscribed, visit www.gliding.co.uk/subscriptions (it's free).

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

Instructor John "Red" Staley (seen on the left in the photograph) gets stuck into selling courses at Fly! The London Airshow earlier this year. Red is the committee member responsible for membership (covering computing, press, promotion and publicity) at Windrushers GC

(Photo: Paul Morrison)





(photos: Catherine Moubray/The Air League)

THE Air League honoured four glider pilots at its annual reception in May: Mark Parker, Jon Meyer and Andy May were awarded framed certificates for "their outstanding contribution to gliding and aviation and for coming first, second and third in the Standard Class of the World Junior Gliding Championships in 2005", while Andy Perkins earned the Marshall Gold Medal for "exceptional support to the Air League Educational Trust by a flying scholarship winner". Pictured with HRH The Duke of Edinburgh – who is the Patron of both The Air League and the British Gliding Association – are (from left) Jon, Andy May and Andy Perkins. For information about The Air League's work, see p53 of the June-July S&G. For details of its forthcoming Schneider Trophy Banquet, or how it might support your flying through its excellent scholarship scheme, see www.airleague.co.uk or p46 of this S&G

Women's cross-country weekend

THE British Team women pilot development programme continued in June when a dozen women went to Lasham to share knowledge and learn – five team pilots gave up their weekend to run the event. On Saturday afternoon we practised the tips on flying in the blue we'd talked about in the morning. More groundschool followed, including how to get the best out of web met info, how to plan for a stress-free competition, and tips on quicker centring from Pete Masson. On Sunday we sneaked round a cross-country under difficult conditions. Less experienced pilots flew with the team in two-seaters – our thanks to the Lasham locals who volunteered P2 seats. Our next event is in late August when we take two potential team members for a week's coaching in France, venue for the next Women's Worlds. We will



be running further day/weekend sessions through the winter, too. This initiative is not BGA funded – the team give their time free, blag aircraft, etc. But inevitably costs arise from the logistics, and if anyone is able to help sponsor the French coaching week, we would be very pleased to hear from you – contact me, Liz Sparrow, ebertoya@iee.org

FLARM – latest developments

DURING the last few years, we have seen proposals for the development of electronic collision avoidance systems. In the main, these all use some form of electronic data link to transmit the GPS co-ordinates and altitude of the flying machine. A computer system coupled to the data link is then programmed to calculate which GPS-derived tracks are likely to conflict, and issues a warning.

There are three main systems currently under development: a Mode S transponder based system using something called ES (Extended Squitter), a system called ADS-B (Automatic Dependent Surveillance – Broadcast), and a Swiss-developed glider-based system called FLARM. Unfortunately all three systems are at present incompatible

with each other and therefore ineffective as a universal electronic anti-collision system.

All three systems are currently either under trial or in use, and it is important that the gliding community is kept abreast of developments so that any proposed universal system is both practical, cost-effective and glider pilot friendly. *Sailplane & Gliding* plans to take a lead in keeping glider pilots informed of the merits of each system by providing balanced articles and reports of developments as they unfold. **Dickie Feakes**

Next issue will include an account of FLARM in use from one of the first UK pilots to install it in his glider – and if you've got substantial gliding experience of the pros and cons of any of these systems, S&G would like to hear from you – editor@sailplaneandgliding.co.uk

Change on the horizon

Patrick Naegeli celebrates the British Team's success, reports on club chairmen's feedback, and flags up some critical questions that the Association is now having to consider

"THE BOYS done good." There are relatively few similarities between the worlds of football and gliding, but some of the clichés cross the boundary easily enough. This one, despite its flagrant disregard for grammar, neatly sums up our team's tremendous showing at the World Championships in Sweden. Exceptional performances across the board, by a highly talented set of pilots, resulted in what the tabloids would probably have called "a medal frenzy". The obvious pride we should take in the team's achievement must also extend to the world-class and entirely volunteer coaching structure that supports it. A tremendous team result in the broadest sense of the words.

Like many others I tracked the progress of the team in Sweden on a regular basis: experiencing the "highs and lows" – another cliché, I'm afraid, and not the last – through the daily results posted on the official website and then getting the real story of what was happening from the team's internet reports. It's interesting to note how important and popular the blog is becoming in reporting such events; not only is it engaging, it is influential too – Baldrick, for example, is no longer just Pete Harvey's trustworthy crew, he is rapidly becoming a global brand.

Whilst I know that competition gliding is not of direct interest to everyone, we should all recognise the variety of ways in which it makes a significant contribution to the health of the gliding movement. It can, for example, inspire and motivate pilots to raise their levels of performance; the spectacle of competition provides a good basis for generating publicity, thereby helping raise levels of awareness of gliding; and strong international performances improve our chances of obtaining grant funding and sponsorship.

That's why I believe it is important for us to celebrate success and endeavour in equal



Nigel Shepherd

Channel Gliding Club at Waldershare Park is the closest BGA member, geographically speaking, to mainland Europe. But in terms of regulation, of course, all of British gliding is now inextricably part of Europe, and the BGA is getting nearer to the final settlement of a number of key issues arising from this altered regulatory environment. The Association, says its chairman. Patrick Naegeli, is now considering what its specific roles might be under the new regime and what change and investment might be required as a result

measure at all levels – regional, national and international.

In the last *S&G* I laid out the four key challenges facing British Gliding – making sustainable progress on growing membership levels; maintaining the motivation and supporting the development of post-solo pilots; our requirement for a more coherent operations framework; and the need to secure necessary freedoms against the backdrop of a changing regulatory environment. New work will start over the coming weeks in the first three of these areas and I will summarise progress in future issues of *S&G*.

Much of the time since my last report, however, has been taken up with regulatory matters. A number of people – David Roberts, Terry Slater, Carr Withall, Peter Saundby, Pete Stratten, and Jim Hammerston, to name but a few – lead the BGA's efforts on a range of fronts. Their work has put the BGA in a strong position to influence key decisions that will be taken by national and pan-national regulatory authorities. Despite this, though, we cannot always predict with complete certainty either the final out-turn of individual regulatory developments or the timescales within which matters will be progressed and resolved. The BGA has, therefore, tried to keep its options as open as possible and not commit to any decisions about making procedural, structural or other changes until it is absolutely certain that it is adopting the optimal way forward.

It appears, however, that we are getting closer to the final settlement of a number of key issues. A flurry of recent activity has led to significant progress on such matters as the registration and certification of pre and post-September 2003 UK gliders under EASA (the European Aviation Safety Agency), the transition of our current inspection and

maintenance regime to comply with EASA Part M, and the MDM.032 review of the scope of regulation applicable to gliding and other forms of general aviation.

Details on these and other regulatory developments will appear elsewhere. The reason I mention them now is that whilst the BGA is still not yet at a point where it needs to go firm on the details of what its specific roles might be under the new regulatory regime, it does now need to consider how much it believes it should take on in the interests of the movement and what change and investment might be required as a consequence.

Work has now started on this and the investigation and review of implementation options will be linked to the progress and potential outcome of ongoing discussions and negotiations with regulatory bodies.

If I step back for one moment and look at the BGA's agenda, it is clear that we are rapidly approaching the point where a new round of consultation and co-ordination between the BGA and its member clubs will be required. Shortly after taking office I wrote personally to each club chairman. I have received replies from many, but not all – an unashamedly unsubtle hint on my part for more to get back to me. It is clear from those who replied that they would like the BGA to continue to take a lead in addressing the longer-term strategic issues as well as providing support with matters of more immediate significance – for example, rising insurance costs, externally imposed restrictions on the freedoms of older pilots, and keeping regulation and governance and central costs to a minimum. I am now following up my letter by speaking directly with each club chairman to see how we can best make this a properly collective effort.

Along with the regular contact that the BGA has with clubs, including this autumn's annual Chairman's Conference, and a planned round of club visits by Executive Committee members, we should have plenty of opportunity to discuss ideas and concerns.

I began by applauding the success of the British Team in Sweden. I'd like to conclude by acknowledging the good work of another BGA team that is also clearly "firing on all cylinders" (the last cliché, I promise). Our Communications Officer, Keith Auchterlonie, and the BGA's Communications and Marketing Committee Chairman, Marilyn Hood, have been leading a small team organising a gliding expo at Canary Wharf in September. Following a recent meeting between the team and a number of clubs that are also going to be involved I received very positive feedback on the work of the team and the potential value of the event to the clubs – yet another example of really effective teamwork. Well done and good luck for September.

Patrick Naegeli
chairman@gliding.co.uk



Paul Halday

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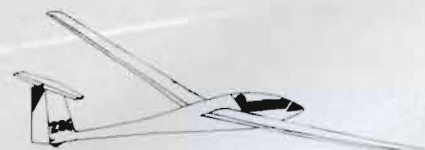
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TAIL FEATHERS

by Platypus

People who don't need people

A FEW YEARS ago I was soaring along a mountain range in another country and realised from radio messages that several pilots had taken off from the same site a bit earlier, heading in the same direction as myself. Since, unlike me, they all had self-launching solo gliders, they had no need of anyone's help in getting airborne. Before taking off they had not met at any agreed spot to discuss the weather or a common task that would get the best out of the weather or maximise the exchange of vital information while airborne. They had of course no need to ask a friend to be ready to retrieve them. The flying, though enjoyable in itself, lacked that competitive edge or sense of joint endeavour – or the mind-concentrating possibility of landing in some pasture, forest, swamp or dry lake – that I personally find essential. When each pilot got back he taxied up to the ramp, parked his glider, put on the covers and toddled off home. During the whole day I never set eyes on any of them either in the air or on the ground. It was just like a commercial power-flying centre, where people arrive, fly and

'Glider pilots need to be turned into house-trained citizens, and the old system did that'

depart with minimal interaction throughout. If this is the future, the old camaraderie will soon wither away entirely. Fifty years ago even the most nerdish, introverted and self-sufficient of us pilots – quite a few fitted that description – needed the voluntary, unpaid help of friends. Glider-pilots needed – and still need – to be turned into house-trained citizens, and the old system did that. We then discovered that we enjoyed each other's company even when the weather was unflyable. These gatherings of individuals were known as – wait for it – clubs. We have clubs here in the UK still, but we have the example which I have just discussed as a warning of what lies in store. Without the continuation of a strong club spirit I don't know how we will defend gliding against airspace predators or other threats.

De-skilling of gliding

A whole range of flying skills has been lost. Who today can navigate without GPS, or fly a glider safely in cloud? As for the vanished art of speedy and efficient crewing – without radio – we should set up a memorial on a hill somewhere to the Unknown Crew. I can envisage the sculpture (a bronze relief, probably) as I write. Battling against sleep, the heroic driver peers intently over the steering-wheel of an open-topped car, while a companion scans the sky for any sign of the pilot. They don't make men, or women, like that any more.

Where are the new pilots to come from?

I know a number of brilliant young British pilots – and Jay Rebbeck will rightly make great play with this – but all the ones I know were wheeled into clubs in their buggies long before they were able to walk. Some even underwent soaring flight before they were born. That is to say, their parents were glider pilots and gave them every encourage-

'The gliding movement cannot depend on breeding its own replacements...'

ment. That is admirable – but the gliding movement cannot depend on breeding its own replacements, and even if the numbers were sufficient (they aren't) the replacement-cycle is painfully slow – and expensive. Where are the aviation-crazy kids who in the past would come in off the street and say, "Mister, I will do anything (well, practically anything) to learn to glide"?

Almost everywhere, the urge for instant gratification – the unwillingness to make any sacrifice for a long-term goal – is causing the numbers of new pilots to decline. Well, that is my explanation for the decline, but there could be others.

Gasping for water

Thirty years have gone by in the twinkling of an eye. In 1976, as in 2006, there was a great drought and a heat wave in England. Many of us thermalled to 9,000 ft above the parched ground in clear air, flying our new plastic ships, such as Standard Cirrus or Kestrel 19s. Since a 4,000 ft cloudbase is ordinarily considered a nice altitude to have, these unaccustomed new bases were

navigationally disorientating. A town seven miles away that one was used to seeing at an angle of five degrees appeared, when viewed from 12°, to be very much closer. "That can't be Aylesbury!", I said one day, pressing on over the bleached prairie in search of Aylesbury. Presently I saw the unmistakable Whipsnade chalk lion when at 4,000 ft above glide path, royally messing up what was intended to be a low-level arrival at Dunstable. Thus I learnt to trust the primitive Cambridge glide computers; these, though they of course had no GPS input and did require you to identify some landmarks properly by map-reading (Duh, what's that, Grandpa?) were capable of making it clear that the town almost underneath you could not be anything but Aylesbury.

'Gigantic swarms of little flies'

This tendency to overshoot on final glides was often outweighed by swarms of little flies which doubtless hatched out in abnormal numbers in the heat. They immolated themselves on our wings, destroying performance – and probably causing for the first time serious interest in bug-wipers. Leading edges were solid black – I mean literally hundreds of tiny corpses per square inch. I have never witnessed such a density of dead critters on wings before or since 1976.

How to be sure you'll NOT be on TV

What got me started on this was the water-rationing in this summer of 2006. A drought is when there is no water; a Drought is when the Government has realised there is no water, and decides to ban improper use of water. I was putting my aged, 160,000-mile BMW through a carwash this June when a television crew stuck a camera and a microphone in my face and demanded to know, since the drought had been elevated to a Drought about half an hour earlier, why I was wasting precious water on this vehicle. For a moment I considered saying something earthy while pulling my trousers down, since this would render both the sound and the pictures unusable in prime time television news. However I quickly thought that some joker might pick this unused material off the

BBC's cutting-room floor and post in on the internet, whether for laughs or for money. So I took the opposite tack and instead launched into a prolonged lecture on the economics of UK and US water distribution, the development of (now decaying) Victorian infrastructure, and on the efficacy of pricing-mechanisms in a free-market economy in conserving not only water but oil and various other scarce, tradable commodities worldwide. This mind-numbing monologue was deliberately devoid of any 15-second sound-bites that might be screened. It seems that this worked, and I achieved my aim of not being publicly pilloried for not wishing to drive a dirty car.

Anyway, let's get back to gliding. (*In the nick of time!* Ed.)

Down the plughole

There was in 1976 serious talk of restricting the use of waterballast by glider-pilots. At one big competition at Dunstable, the pilots were advised to say, if any members of the public objected to our wastefully streaming plumes of water behind us as we swept in our final beat-ups, "We are only using our bathwater!" I was not clear whether this meant that we should all claim to be recycling our used bathwater by siphoning it from the bathtub into our ballast-tanks (fat chance) OR that we were only putting into our wing-tanks the same quantity of water which the Queen allowed her subjects to

'This would imply that none of the pilots had had a bath for 15 to 20 very sweaty days'

bathe in every day. This would of course imply that none of the competition pilots had a bath for 15 to 20 very sweaty days, if you include a practice period, and that members of the public should not stand downwind of them or indeed get anywhere near them. That might explain why we weren't approached by any would-be protesters in 1976.

However, the environmental movement is much stronger in 2006 and things could get ugly. My advice would be to keep the ballast aboard the whole time, even if the field is a bit rough – but if you find you have breached the instructions in the pilot's notes and invalidated your insurance, don't blame me.

Thrill of the new

Just in case you think that my defence of the Golden Age of Gliding means that Platypus now dwells exclusively in the glorious past, let me assure you that in the three months March-May this year I have flown cross-country in three different glider types that I'd never flown before, in three countries, and shall be writing about each soon.

mdbird@dircon.co.uk

To order The Platypus Papers – see advert on p65

The Golden Age of Gliding is... now!

PLATYPUS argues entertainingly in last issue and this that the Golden Age of Gliding is over, *writes Jay Rebbeck*.

Certainly, the sport has a heritage to be proud of, and London GC, where Platypus and I debated the topic earlier this year, is a prime example. It was at the heart of the UK's fledgling gliding movement and some of Britain's first gliders bungy-launched off Dunstable Downs in the 1930s. However, if we were able to ask some of those early aviation pioneers what they thought would be possible in 2006 I'm sure they would be astounded by what has now been achieved.

The concept of flying downwind of some of the world's largest mountain ranges to exploit lee waves would have seemed outrageous back then. It would have been unimaginable that a glider would be able to soar as high as 49,000ft, the current world altitude record. It would have been similarly difficult to believe that a glider could fly 3,009km in a single 15-hour flight, as Klaus Ohlmann managed in 2005. To put that flight in perspective, if you were to glide from London to Moscow you'd still have several hundred kilometres to go to match Klaus' distance.

What is particularly amazing about the modern era of gliding is the breadth of experience that is now available. For a few hundred pounds you could buy a vintage glider that you could stay up and enjoy all day. For £10,000 you can easily buy a first solo glider like a Libelle, ASW 15 or a DG-100. A glider like that can comfortably take you round your first cross-countries, and for the competitive, through regional and national championships. With the arrival of the Club Class, competitive gliding is now available to a wide audience.

As well as being accessible and affordable, you can also expect to get a lot more out of your gliding today than ever before. For example, 22 pilots pushed second-generation gliders round 500km at the UK Club Class Nationals last year. What would have been exceptional in a Libelle in 1970 is considered the norm today. Two main bits of technology have helped make this happen. The first is the way glider pilots have embraced GPS. Although Platypus laments the lost art of map navigation, I'd argue that the pilots that fly the fastest and furthest are those that master both the map and their satellite navigation. After all no gizmo can ever tell you where the next street leads or whether that distant cu is before your next turnpoint. The second bit of technology that's enabled us to squeeze more out of our sport is the internet. The access we now have to weather forecasting information means we can maximise the flying we get out of the fickle British weather. As well as helping us to task into the best areas of the country, it also means we can choose the best days to fly.

Any pilot that has had the good fortune to fly one of the latest high performance gliders would also be hard pushed to say the that golden era of gliding is over. The latest production racing gliders can be rigged in 15 minutes, ballasted up to half a metric tonne, cruise comfortably at 80kt, and can quickly accelerate to a top speed of 150kt. In addition, you get sublime handling, safe stall and spin characteristics, a comfortable ride and an aircraft that most pilots would consider to be aesthetically quite stunning.

As a British glider pilot there's plenty more reasons to be optimistic about the future of gliding. A glance at the Sweden World Championships results and our latest haul of medals confirms our position as the world's dominant gliding nation at the very epicentre of the international gliding scene. This success signifies a thriving sport with a development and coaching system that goes all the way down to the grassroots level. You only have to look at the entry list for the Junior Nationals every year and see 50-plus pilots desperate to fly to see that the future of our sport is in good shape. The British 1-2-3 finish at last year's Junior World Championships also showed how effectively our training programme has been in passing on the knowledge of our senior gliding team to our young up-and-coming pilots.

Another positive trend is that the demand for competitive gliding is increasing massively. A particularly interesting development is the gliding Grand Prix, which may yet provide a media friendly showcase for our sport. The basic idea is to have short races with yachting style starts and small classes of similar-performance gliders. The concept was trialled successfully in New Zealand and saw running commentary, helicopters filming the fleet and daily coverage.

With further qualifying events planned around the world this year – including in the UK at Cambridge this summer – it will be interesting to see what the Grand Prix can do for the public perception of gliding.

The golden era of gliding is far from over. Easy-to-use, excellent-performance gliders are affordable to a wide audience and the Club Class has made competitive gliding accessible to a much wider audience. The UK has a thriving and rapidly growing regional, national and international competition scene, a world-leading Junior Nationals scene, and a development training programme that will keep world champions coming for years to come. There are ever-increasing opportunities for the sport to grow with new styles of media-friendly competitions that could pave the way for yachting-style coverage in the future. Furthermore, we can fly further, higher and faster than could only be dreamt of when gliding started in this country.

In conclusion: the Golden Age of Gliding is now.

New Bee joins the swarm



Above and main picture, opposite: Klaus Seemann flying the Bee 15MB prototype above Ostheim/Rhön airfield
 Left: EASA type-certified as a single-seat microlight, the Bee 15MB is a self-launcher with a single-cylinder engine
 Below, clockwise from left: The panel has room for a standard set of instruments. The cockpit's right side, showing, from front, BRS (red handle), fuel cock (red knob), air vent (black knob), back-rest adjuster and "pump" to inject fuel to start a cold engine. Left cockpit wall, front to rear: Airbrake, linked to wheelbrake (blue handle); throttle (black button); flaps (black handle); and spring trim (green button)
 (Photos: Jochen Ewald)

Jochen Ewald flies the latest "microlight motorglider" – the recently certified Bee 15MB

WE'RE starting to see a new breed of aircraft in Europe's skies. Because the maximum weight for single-seat microlights is 300kg (661lb) – or 322.5kg (711lb) in several European countries if equipped with a BRS (ballistic recovery system), which is mandatory in Germany for microlights – some designers have used this less restrictive certification category to develop self-launching motorgliders with retractable engines.

The first "microlight" motorglider type

certified in Germany was the Italian/German Air Energy AE-1 Silent, with an electric motor, then came the Czech ProFe Banjo MH and the German Wezel Apis 2, based on the originally Slovenian Albastar Apis lightweight glider. Now Klaus Seemann of NKS and Walter Eisele of Flugschule Monte Baldo have type certified their Bee 15MB, another design based on the Apis and manufactured by AMS in Slovenia, as a microlight. These last three use the little Göbler-Hirth F-33B single cylinder engine.

The latest addition to the swarm, the lightweight Bee 15MB, looks like a "grown-up" self-launcher. Manufactured with excellent craftsmanship from glass-fibre and carbon-fibre, with its 15-metre span and flaperons (combined ailerons and flaps nearly the

whole length of the trailing edge), only its low weight – 218kg (481lb) including the Junkers Magnum BRS, about 203kg without – and wingloading mark the difference between it and conventional modern gliders.

This light weight means, of course, you can't achieve the high-speed performance modern Standard Class gliders offer. But instead it gives you a lot of independence. You can easily rig it in a few minutes with only one helper (or, with rigging aids, even alone). One wing weighs just 37.5kg (83lb), less than you have to carry at the wingroot of most "real" gliders.

The rigging system is a conventional tongue-tongue wing connection with two main bolts and automatic flaperon and airbrake connection, and the tailplane is pushed in from the front with the elevator blades sliding into 'moving pockets' on the tailfin, and then secured by a built-in vertical screw with spring lock. Securing the wing's main bolts is a bit fiddly – a screw through each bolt secures it and pulls the spar tongues together to prevent them from bending/twisting under high loads.

The big canopy opens forwards, held by a gas strut, and is equipped with a one-lever canopy jettison mechanism (because aircraft rescue systems are not mandatory in all countries). The large cockpit is comfortable for pilots of almost any size; the pedals and upper end of the backrest can be adjusted in flight, although the low seat can make climbing out of the cockpit a bit of an effort. But, since this aircraft comes equipped with BRS, getting out quickly is less of a concern.

The rescue system is fixed in the baggage compartment behind the spar tongues, deploying diagonally forwards and upwards





*Left: one of the two main pins is inserted into the tongue-tongue spar connection then (inset) locked
 Above: ILEC engine management controls are well positioned at the very base of the instrument panel
 Right: Bee's single-bladed Schempp-Hirth airbrakes*

and supporting the aircraft with Aramidfibre rope around the spar tongues. I personally would prefer a further connection directly to the fuselage in case the wings come off, but this is not (yet) required by the German certification rules. As the deployment point is in front of the extended drive, the ignition is automatically disconnected as soon as the BRS handle is pulled.

I disliked how the shoulder straps are fixed to the diagonal struts inside the fuselage behind the pilot. This holds the required loads, but the straps will soon show wear and might have to be replaced after relatively little use. But this is easy to modify.

The drive system was designed and built by one of the most experienced retractable power unit developers for motorgliders: Walter Binder (who also powered the Eta, which at 850kg (1875lb) sits at the other end of the glider weight range!). He used the small, 28hp single-cylinder two-stroke Göbler-Hirth F 33BS with dual ignition, installed between two aluminium carrying booms, swinging out driven by an electric spindle and driving the wooden 1.34m NKS propeller via a 1:2.5 belt drive reduction.

Binder's principles are: a robust, simple design and mainly manual operation supported by an ILEC engine control instrument (he thinks that 'fully automatic electronically operation' still fails too often). The engine bay doors remain open during operation.

To extend the engine, I turn the mains connector on and press the drive extension switch upwards until a green LED indicates that it is fully extended. Pushing forwards the propeller stop button (secured against unintentional use), switching the ignition on and pressing the starter button, starts the engine. If cold, there is a manual (rubber ball) pump to inject fuel. With the engine being quite stiffly connected to its carrier, and the engine bay doors open, there is some vibration and noise in the cockpit – good headphones are recommended.

With an empty mass of 218kg, full fuel tank (14l = 10.5kg) and my 80kg in the cockpit, we are still 14kg (30lb) clear of the max take-off mass and the c of g is about central. During the full throttle check with the wheelbrake (connected to the airbrakes), the lightweight motorglider wants to nod on its belly; somebody should hold the tail down. During acceleration on the concrete runway without a wing runner, the fully pulled elevator is efficient enough to prevent this. The large flaperons, set to '4', allow early levelling of the wings, and the Bee 15MB lifts off after a short ground run.

After acceleration to the optimal climbing speed of 85km/h (46kt), it climbs with an indicated rate of 2.5m/s (nearly 5kt) at a good angle. The engine produces its max power at 5,950rpm, and there is still enough reserve before I reach the engine's permitted rpm of 6,500 at 105km/h (57kt).

The trim range is not entirely satisfactory. During the full-throttle climb, the lowest speed I could trim was for 95km/h (51kt), so I had to hold the stick slightly back, and

TECHNICAL DATA

Length	6.42m, 21ft
Span	15m, 49ft 2in
Wing area	12.26m ² (132sq ft)
Flap settings	+9 (5), +5 (4), 0 (3), -5 (2), -7°(0)
Aspect ratio	18.3
Empty weight	218kg (incl. BRS, instruments)
Max. take-off weight	322.5kg
Minimum speed	c. 60km/h, 32kt
VNE (with BRS)	220km/h, 118kt
VNE (without BRS)	245km/h, 132kt
Minimum sink	0.6m/s at 80km/h (1.2kt at 43kt)
Best glide angle	39 at 89km/h (48kt)
Engine	Göbler-Hirth F33BS one-cylinder, two-stroke, 20.6 kW/28hp
Propeller	NKS 2-Blatt wood, diameter 1.34m
Fuel capacity	14 litres (2-stroke 1:50 or 1:80 with Blue Max)
Fuel consumption	9 l/h in climb

Basic price (excl. instruments, BRS and VAT): 46.849.14

Data: AMS Flight, Slovenia

<http://www.ams-flight.si/>

with the engine running idle (3,000rpm) it was 85km/h (46kt). I reached 1,000m (3,281ft) after seven minutes, giving me an average full throttle climb rate of 2.4m/s (4.6kt), with the engine temperatures remaining well in the green. Cruising in level flight with reduced throttle, the engine reaches its rpm limit at 125km/h – but fast cruising is not what retractable-engined motorgliders are designed for...

After allowing the engine to cool a little, I switch off. At 80km/h (43kt), the prop soon stops rotating and the stop can be activated. Now, flying a bit faster rotates the prop into its vertical lock, and after 17 seconds of pressing the switch the drive unit disappears. During retraction, the c of g moves backwards, and the previously trimmed speed decreases by 10km/h (5kt). It took me 20 seconds to extend the engine again.



The Göbler-Hirth F-33B engine

The Bee 15MB's stall is gentle: about 4km/h (2kt) above the stall speed, buffeting starts, and the indicated minimum speed with the flaps set to 5 was 58km/h or 31kt (4: 60; 3: 62; 1: 70km/h or c. 38kt). Pulling the stick further back increases the buffeting, until it gently starts dropping a wing and immediate recovers after easing the stick forwards. Airbrakes open, stall speeds are about 8km/h (4kt) higher, and with the engine operating at full power they are about 4km/h (2kt) higher.

Soaring is simply fun. The long flaperons give it an excellent 45° roll rate of 3.6 seconds at 95km/h (51kt) with the flaps set to 4, and 4.1 seconds in thermal flap (5) at 90km/h (48.5kt), making centring really easy. The control harmony appeared best at 100km/h (54kt), below, a bit more rudder than aileron is required. This lightweight glider with its relatively low wing loading is a perfect climber, circling slowly in the centre of a thermal. It competes well with heavier Club (Sports) Class gliders below 140km/h (75kt). At faster speeds, aileron and elevator forces increase noticeably.

The 'flap-speed-connection' is less than ideal: trimmed to 75km/h (40.5kt) with the flaps on 5, it accelerated to 115km/h after setting the flaps to 1. Max speed I could trim for was 155km/h (84kt), not very high, but this appears to be good protection against mishandling at higher speeds – here in Germany, its stressed and tested maximum speed of 245km/h (132kt) is reduced to 220km/h (118kt), the certified max operation speed of the Junkers Magnum rescue system.

Opening the single-bladed Schempp-Hirth airbrakes led to a nose-down pitch, which increase the previously trimmed speed by 15km/h (8kt) – fine to avoid trim setting changes during the approach. At a sensible approach speed of 85km/h (46kt), airbrakes are efficient. As the low, flapped wing produces an air cushion underneath close to the ground, it is wise not to fly too fast then, otherwise the Bee 15MB will float longer than you expect before touching down softly in a perfect two-point attitude with the ailerons working until standstill. As the centre of gravity is further aft with the retracted engine, there is also no significant risk of grounding the nose when applying the cable-operated drum wheel brake.

Flying the Bee showed me why these light self-launchers, certified as microlights, are becoming more and more popular. Their performance is acceptable (in European weather conditions they can easily compete with most club gliders), they are very easy to handle and rig and allow their owners really independent operation, while their price is about in the range of a new Club Class glider (or about half that of an 18-metre self-launcher). Although it is a lightweight glider, it is built with excellent craftsmanship by AMS, a renowned glider manufacturer, and equipped with a professional engine installation by Walter Binder.

Text and photos: Jochen Ewald

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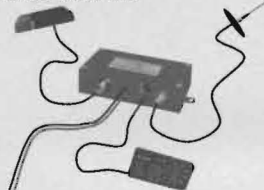
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At home or abroad

OUR thanks as always go to our contributors. Listed clockwise from far right are captions for the big photos:

Far right: How's this for a shot of Alpine ridge running? Taken by Steve Ell using a Nikon Coolpix5000 with a telephoto lens, it's of Jon Gatfield and Pete Wells flying their ASW 27s on the north wall of a ridge near Serres – the Montagne de Chabre – on May 29 this year

Bottom right: Mark Rushton took Frank Roles' LS3 at Hus Bos after a late afternoon shower went through

Below: Nick Smith of Bannerdown showcases another spectacular effect that spring showers can produce

Left: the 4th Club Class World Championships finishes on July 28 in the French Alps at Vinon. Richard Hood and Jay and Luke Rebbeck, all previous international medallists, represent the UK. Jay took this near Vinon while practising with Luke earlier this year (for news and results of the competition, see www.glidingteam.co.uk)

Top left: the Alps again, with another great shot from the Wells/Gatfield/Ell team. This, by Pete Wells, is of wave over the Suse valley, en route back from Val D'Isere

If you would like to see your (previously unpublished) photographs here, we'd love to take a look at them. Please send them to editor@sailplaneandgliding.co.uk





Above: Alistair Gillson has trained his non-gliding friends well. One of them, Alicia Eason, took this on a trip to Patagonia. "She thought the lenticulars were impressive enough to warrant special attention," says Alistair. "I'm planning an immediate wave expedition to Patagonia!"

Below: Steve Lynn, a syndicate partner in the 28-metre span EB28 that was so beautifully photographed by Tony Hutchings (see p38), returns the compliment with this picture of early morning dew coating the wings of Tony's glider – ASW 27 432 – at Saal, Germany, in June





Roger Emms offers a tip from the world of public speaking for brand-new pilots – and their instructors – to achieve better results on those first flights...



‘Get your shoulders down!’

HAVING progressed into the heady world of instructing in 1989 – we instructors know everything, don't we? – I started learning all over again; it's a bit like learning to pass your driving test, then learning to drive. You begin to realise that not only does the "student" believe everything you say (well, almost everything), but you're actually responsible for their lives as well as your own!

So, after spending a fair bit of time "doing it", I began to realise most people's feelings and reactions are similar to those I had in the early days. "Would you like me to show you how some of the controls work?" gets an "Okay, maybe" or "no, thank you, I'd rather let you fly". How do we get over this initial hurdle safely?

We can either show our superb prowess by letting them see what brilliant fliers we are, or we can adopt the attitude of: "You're going to want to do this again, and again, and again, safely and confidently."

Eighty per cent of the *ab initios* seem to fall into the category of "Okay, maybe," or "Yes please" and in the early days I did my best to do the official thing (starting, of course with Lookout) and guide them through the Effects of Controls. Most of them, however, seemed to be extremely cautious, even though they must have known I was right behind them, literally.

Was it me or was it the glider that made them so cautious? I gradually came to the conclusion it was me, because I wasn't answering their unasked questions, such as "What happens if I do something wrong?" or "Why can't I keep the glider flying straight when I'm doing everything you tell me?"

As I came to realise that the feelings I had when I first stepped into a glider are the same as most people have when they take

that first step, I've learned to be proactive and try to address those unvoiced concerns. It seems to work.

Firstly, when I mention trying the controls, I get a much more positive reaction when I remind the student that I've got a duplicate set in the back, that my hands and feet will be VERY close to them, and that "you can rest assured that I won't let you even attempt anything which might hurt ME. I have a very strong survival instinct!"

So off we go on our first launch, and we pull off at the top. A very brief commentary about the scenery, then down to business, starting with Lookout, followed by "Let's have a look at how a couple of the controls work," followed by a reminder about my infallible survival instinct.

'This relaxation doesn't come easily: it's adrenalin-sharp focus coupled with relaxed muscles'

We do the Elevator thing reasonably well, followed by the Ailerons, but why don't they go as well as we both want? Firstly, I've learned that the student still sometimes doesn't believe that she/he has control, despite the fact that we came to an understanding about the correct terminology before we took off. How can I get the message across beyond all doubt?

The answer, I've discovered, is to perform a slow handclap as soon as I've said: "you have control" and to keep reminding the student that they can hear my hands. NB: this is not an action to perform when teaching take-off and landing!

Having got the message across that "you really are doing the flying" how on earth can we stop the glider swinging from side to side when you're trying to fly straight and

level? The cause, as far as I'm concerned, is tension, brought about by the trepidation or fear created by the new environment.

Any instructor, just touching the stick, can feel the iron grip with which it's being held: so how can we change that situation? Relax.

Easier said than done, but as I've gradually become accustomed to reading the head, neck and shoulders of each student from behind, I've learned to use a technique shown to me years ago by a teacher in the art of public speaking. One of the big problem areas in public speaking is: "what do I do with my hands when I'm giving my speech?" The answer is: relax your shoulders and your whole torso starts to relax. Your hands will relax, and cease to be a burden; they'll just hang around inconspicuously until you need 'em to make a point.

In the same way, when the glider starts weaving around, I tell the student: "Get your shoulders down." The shoulders come down, the grip on the stick becomes lighter, and as if by magic the glider flies straight and level.

I also remind students to relax their knees and ankles when they're having problems co-ordinating the controls in the turn, with equally effective results.

This relaxation doesn't come easily; it's "adrenalin-sharp focus" coupled with relaxed muscles, and this needs to be practised on every flight. It works in athletics (just watch a runner warming up) and it certainly helps new pilots in the same way.

The days of "No, that's not right; reselect the original attitude and try again" are gone as far as I'm concerned.

The days of "Okay, that's our starting point, now how can we make it even easier to achieve a really satisfying result?" are here.

Photos courtesy of Mick Davis and Paul Holdnall

The best gliding in England?

Neil Moffat describes how an expedition to Carlisle airport enabled him to soar the Lake District (right) from the east – and is planning future trips for when the Helm Wind blows

FLYING is my job, my hobby, my abiding passion and second only to my family both in the importance I attach to it and the enjoyment I derive from it. It's a bug, an addiction for which there is no cure and no relief, save for even more time spent airborne.

I've therefore been lucky indeed to spend at least part of the day airborne in some craft or other, on more occasions than not, over the last 40 years; I have tried most forms of flight in that time.

One of the most interesting that I have experienced, though, is gliding, and within this category the most challenging for me, without any doubt whatsoever, is low-level flight in mountainous areas – in particular in the English Lake District.

The flying here is, to my mind, without equal for the challenges and difficulties, the rewards and the sheer exhilaration of being able to soar in such a beautiful part of our country, and so I was delighted to be able to take part in a week of flying last April from Carlisle Airport in North Cumbria.

Given my long personal involvement with gliding in this area (see below), perhaps you will understand how keen I was that our week at Carlisle should be a success. The expedition was originally the idea of Bruce Cooper, who had wanted to explore



Expedition members were: John Allan, Richard Arkle, Bruce Cooper, Thomas Edwards, Phil & Diana King, Paul Kite, Neil Moffat, Eddie Stephenson, Richard & Anne Walker, Peter Whitehead, Rod Witter, and Don Welsh

the Helm Wind, the only named wind in the British Isles.

"Helm" means "helmet", and the Helm wind is a fierce easterly wind that can last for days. It affects the area to the west of the Pennines all the way from Brough to Brampton, near Carlisle. It is caused by air from the east being forced up the easterly slopes of the Pennines, in the vicinity of Cross Fell, the highest point on the Pennines. The easterly flow descends on the west side of the hills, meets warmer air from the west and rises. Another property of the Helm is frequently a temperature inversion at about 6,000ft, and so the rising, moist warm air is trapped beneath it and condenses to form clouds. These clouds sit above the Pennine range and take the shape of the Helm Bar,

which looks rather like a low-level, rolling lenticular.

Bruce had found a group of like-minded glider pilots, but had been unable to locate a suitable base for the expedition. However, since I live in the area and am friendly with some of the ATC controllers at Carlisle Airport I was able to negotiate to have our expedition base at the airport.

As with all such things the organisation did take some effort but on April 22, eight gliders with ten pilots were ready to explore, and explore we did, as the photographs overleaf illustrate. Another motorglider and owner joined us later in the week together with another in his Grob motorglider.

It became obvious on the first day that the Helm was not going to blow – the forecast

A local history of pews, policemen and drystone walls

A SHORT HISTORY of gliding as I remember it in the area is perhaps appropriate to set the scene, in part because I began my gliding and, indeed, my formal flying training at Kirkbride airfield in the late 1960s. This airfield lies a few miles to the west of the city of Carlisle and this site was, and remains, good for training in circuit flying, but the sea breeze from the nearby Solway Firth normally kills any thermal activity by about 10am until around 3pm, so gliding from here is limited in scope.

I spent many happy years gliding from Kirkbride, despite the limited soaring, but I was always looking for better flying and that was difficult to achieve because my budget was very limited in those days. Other members of the Solway Gliding Club, as it was then known, felt the same way as me, and so we set about looking for a better site from which to operate our K-7, K-13 and Skylark gliders.

We began by flying from a minor road at the

north end of the Pennines and this did meet with some success until the local policeman, rather inevitably, suggested we should really find somewhere more fitting for our airborne endeavours. He was very kind, in the way that policemen were in those days, and he did allow us to complete an extra day's flying when we gave him a flight in the back seat of the K-7.

Jack Ramsden, one of the SGC members, bought a house and chapel on Whinney Fell and arranged permission to fly from the adjoining land on top of the fell. This land consisted of two small fields bordered and cut in half by drystone walls. We spent some weekends demolishing the dividing wall and building a winch from an old double-decker bus, which had been our club-house at Kirkbride, and we were then ready to fly.

The ground was very boggy and so we used two pew seats from the chapel for our take-off runway, landing as close to them as possible to minimise the lifting required to move the glider in

the bog. Our flights were quite successful, but the sheer effort required was too much, and operations ceased when Douglas Charteris, our principal driving force, was killed after spinning in during his final turn to land after losing his rudder pedals.

The accident rather shocked us and we did not feel much like flying for a while, but after a break we decided to continue and found another field near Penrith, at Plumpton. This was quite large and seemed reasonable, but we soon discovered that the Pennines were just a little too far away from the site for the performance of our gliders, and after a further few accidents and incidents, we gave up.

There was an attempt to restart a gliding club from Carlisle Airport about 30 years ago, but by this time I had removed myself to the south of England to work and was not able to offer any encouragement. Only a very few flights were made and the idea sadly did not catch on.



Above, centre: Wast Water, on the left of the picture, and Burnmoor Tarn. Although close to Neil's home club at Walney Island in the west of Cumbria, these seemed very remote as his far turning point on this flight from Carlisle Airport, to the north of the English Lake District

Above: Helvellyn just below Grisedale Tarn. The lift was so strong that Neil soared it airbrakes open at 1,800ft, simply enjoying the views of Lake Thirlmere

Below: Watendlath Tarn, on the way to the Honister Pass, where he subsequently found "prodigious" sink

Bottom: the Honister Pass. He pressed on because he knew there were plenty of landable fields in the area



for the whole week was for westerlies – but being a stalwart and hardy lot we decided to persevere in any case in the sunshine.

In fact, the weather for almost the entire week was quite magnificent in the variety of conditions presented, and each pilot was able to fly until they could fly no more each day. Wave flights to 16,000ft, thermal flights, low-level ridge flights and long cross-country flights were completed with only a few landouts. The conditions sometimes changed by the minute, presenting exciting new challenges and opportunities and keeping the interest level high.

I was so engrossed in the flying that I did not manage to take any photographs whilst on the ground at Carlisle, but I did make good use of my camera in flight and these two pages show a few of the photos I took on my third day of flying from Carlisle.

I planned to fly through the Lake District, by whatever route best presented itself, to photograph Wast Water and Burnmoor Tarn, which lies just to the south of it. The weather promised to be kind – it was a warm day with a westerly flow of about 15kt at 2,000ft and sufficient sunshine to help the ridge lift on the westerly facing slopes.

The Pawnee pulled me up rapidly and I released at 2,500ft, within easy reach of the hills above Castle Carrock. I whizzed down towards Cross Fell at around 120kt, not worrying about any height loss since I knew the fell was working well and I could easily climb when I was further south and abeam Lake Ullswater, where I planned to make my entry to the Lakes proper. Cross Fell was working admirably, throwing off a primary wave that other "expeditioners" used to climb ever higher, but that was not for me today. Low level was my mission so I headed west once I reached 3,000ft, and crossed the Eden Valley, utilising a weak half-knot thermal, which gave me a climb of about 800ft in mid valley.

I arrived on the north-western face of Barton Fell, which lies to the east of Lake



Ullswater, at about 1,500ft and climbed up in 2kt ridge lift as I progressed south, arriving by Glenridding at lunchtime. The flying wind was quite variable, but generally westerly at about 15kt and I found I was able to gently waft around between 2,500 and 3,000ft above Angle Tarn, eating my lunch and admiring the unrivalled views north towards Lake Ullswater.

After lunch I went to look at Hayswater before passing back west to Brothers Water then continuing south over Kirkstone Pass. Things started to get rather difficult at this point, since the wind I was totally relying upon to stay aloft died away, and the lift I expected to find on the west face of Caudale Moor and Pike How was non-existent. I think the lack of wind was caused by the wave effect of the mountains upwind of me, but since I was still at about 2,000ft and could clearly see the north end of Lake Windermere in the distance, I decided to continue and land near Grasmere if I had to.

I passed by the old mines under Snarker Pike at around 1,700ft and turned westwards to see if there was any wind, and therefore lift, on the west-facing slopes towards Grasmere. To the north of Rydal Water the wind made a welcome return and I was able to climb the west faces of Rydal Fell and Great Rigg in very strong lift and continue to Grisedale Tarn on my way north to soar Helvellyn.

The lift on Helvellyn was also very strong so, just for fun, I opened my airbrakes a little and flew along at about 1,800ft, enjoying the view of Lake Thirlmere. At the north end of the lake, I stowed my brakes and climbed to 3,500ft above Thirlspot before setting course for Lake Buttermere, passing over Watendlath and through Honister Pass.

The sink and turbulence in Honister Pass were prodigious, but there are some good landing fields in Buttermere and I continued, finding some lift and smooth air just above Buttermere village on the western end of Buttermere Fell that elevated me once again



to nearly 2,000ft. I had a smooth ride north to Grasmooor above Crummock Water, where I reversed my direction and headed south to pass over the hills into Ennerdale and then east towards Great Gable.

My ride became rough again at the head of Ennerdale Valley as I passed in the lee of Pillar, but I swiftly passed over Wasdale Head and its brewery on my way to the western slopes of Scafell, from where I could see my goal of Burnmoor Tarn. This tarn is only about 20 miles from my home base of the Lakes GC on Walney Island, but it seemed very remote today because I still had to make my return to Carlisle.

I turned over Wast Water and soared the scree, again with my brakes cracked open, before retracing my route past Great Gable and Pillar into Ennerdale. By this time, I was feeling rather hungry again, so I took a climb over Ennerdale in weak wave to 5,500ft before setting off directly to Carlisle on an optimistic final glide. I was not sure I would make it to the airport, but in the event just managed to reach it with about 300ft to spare, having arranged prior entry clearance at low level and no delay from ATC.

During the flight, although I was never further than 40 miles from Carlisle, I truly found it most exhilarating, difficult and challenging as only such low-level transits can be and I am looking forward to the next opportunity of making a similar journey.

Although flying within the Lake District proper can be challenging, the rewards and sense of achievement are outstanding, and the flying itself is perfectly safe so long as a sensible approach is taken and advice sought before taking the plunge into the valleys. There are landing fields available, although they often have sheep in them, and the local farmers are very friendly so long as the usual courtesy expected of any uninvited guest is observed.

The success of our time at Carlisle Airport depended to a large part upon the willingness of the airport authorities to assist in

any way possible. Their administration requirements could have been quite onerous, but in the event were delightfully simple and easy to comply with. Their only rigid requirement was for £1.5million airside cover for vehicles and for each pilot to have a radio licence if he wished to return and land at the airport.

For our part, we attended to all of the operating minutiae necessary for a safe operation, and complied with any requests from ATC – one glider holding clear to allow jet traffic to depart. This really did impress the controllers, who had not understood just what can be possible in a modern machine. Towards the end of the week we were allowed competition finishes and power and gliding operations fitted together perfectly.

There was a large Royal Air Force exercise over much of the North of England and South of Scotland during our time at Carlisle, but perhaps since we had made the correct notification by NOTAM most of the fast jets kept well clear of the Eden Valley and the Lakes, those that did appear having informed Carlisle ATC of their presence in good time. We were treated to a number of fast, low and very noisy flypasts but they were all under ATC control and none caused us the slightest difficulty.

Socially, we had a great time as well with many good pubs and restaurants in the area. We were made very welcome, and there was no problem finding accommodation locally at very reasonable prices.

I was particularly pleased at the end of our flying expedition to hear the other more experienced pilots concurring that Cumbria offers what must be the best gliding area in England. As a result, and by the time you read this article, I expect to have arranged more flying from Carlisle Airport, and it is my sincere wish that it will become a regular launch point.

Interested in visiting us?

Above: Clearly, there's a lot for glider pilots to consider exploring in the area. For example, not many people, says Mallerstang resident John Hamilton, realise that this north-south valley has its own version of the Helm Wind, further up the Eden Valley than its better-known "big brother". It comes (without much warning, apart from the formation of a helm bar over Mallerstang Edge) in similar conditions to the main Helm Wind – and blows from approximately the north-north-east

(Photo: www.mallerstang.com)

Below: Crummock Water on the return leg to Carlisle

Bottom: There are landable fields in the valleys, like this one above Ennerdale, though they may contain sheep



Photos by Neil, who claimed his 300km that week

Tony Segal



From the 18-metre podium

Thorsten Fridizius



Team's Rocket-assisted results

ROCKET Software™ is a leading software company providing product development to major software and hardware vendors, including IBM and Microsoft. Rocket has a worldwide Fortune 500 customer base, many of whom use the UK-developed software, ASTRAC AS, a world class data analysis solution for mainframe computers.

Through its UK subsidiary, Rocket Software has developed close connections with the gliding world. Rocket Software's employees are heavily involved with gliding clubs in the Midlands, which led to the Company sponsoring the 2005 Junior World Gliding Championships.

Rocket Software is delighted to have sponsored the British Team for the 2006 World Gliding Championships. Competitive gliding demands concentration, excellent decision making and exceptional skill along with a dynamic and adventurous nature – all qualities that Rocket Software and its employees place great importance upon.

Everyone at Rocket Software would like to take this opportunity to congratulate the British team on its outstanding success.

In particular our congratulations go to the two new World Champions, Phil Jones and Leigh Wells, and to Bronze medallists Jez Hood and Peter Harvey.



It doesn't get any better than taking on the world's best with your brother by your side. New World Champion Phil Jones reports on the 18-Metre contest

BACK in November I surveyed the entry list for Eskilstuna. It quickly became apparent that if Steve and I were to improve on the Silver and Bronze we brought back from the previous worlds at Leszno then we would need to be on top form.

Heading the opposition was the Austrian World and European champion, Wolfgang Janowitsch, who had raised the bar in our class with stunningly consistent flying over the last three years. Undoubtedly, the "Wolfman" would be as hungry as ever in 2006.

With this in mind and with the competition so early in the season, I decided to spend more than half of April at Brian Spreckley's Ontur in Spain. I coached for a week in the BGA's new Duo Discus X and spent the rest of the time in my new Ventus 2cxT. This included some training with the three Standard Class boys also preparing for Sweden. The weather was great and I came away feeling sharp, refreshed and raring to go.

Arriving in Eskilstuna, I felt at home straightaway. The organisation was very professional and the atmosphere in the British Team was excellent. Harry Middleton (team manager for the event), pilots and crews and the "WAGS" had all been together at previous internationals and knew exactly what was required. I felt particularly fortunate to have the perfect crew in Max Kirschner. Both he and my girlfriend Petra were fabulous company. It was hilarious to return from an enjoyable day's gliding to find the two of them with their nerves shredded, particularly if they had been

watching events unfold on the VPOS tracking system.

Steve and I elected to leave turbos in the gliders because of the inhospitable terrain and there was some good news from the manufacturers. Schempp-Hirth as our max all up weight was increased to 600kg. We were delighted to find the gliders still handled and performed beautifully at the new weight.

When the team met after briefing on the first day, I looked around and was struck by the fact that each pilot honestly believed they had a good chance of a medal and would all be aiming for gold! My team mate was Steve Jones. It doesn't get any better than taking on the best pilots in the world with your brother by your side. Even when his medal chances faded his support for me was unwavering as we continued employing a pair-flying technique developed over three international competitions together.

So how did we manage to secure the gold medal? It is difficult to put my finger on it but, for whatever reason, I had a series of results on seven consecutive days, from Day 2 to Day 8, during which I dropped an average of only 10 points per day compared to the winner's score which included a run of day placings of 1st, 2nd, 2nd, 3rd, 2nd, and 1st. I have no idea where it came from and I will probably never produce such a purple patch of form again. Having said that, we worked hard for it, relentlessly driving through and forging ahead of any gaggles. We always raced positively but equally importantly, we seemed to spot early enough when a more conservative approach was required to avert a disaster.

Day 3 was perhaps the most pivotal. We all sat in shear wave for two hours and then I started at the back of the field, only to have one of those flights where everything clicks into place. I finished before any of the other contenders, winning the day at 135km/h, which was a tremendous boost and

Photo © Richard Staley Photography



This page, clockwise from top left: Phil and Steve Jones; the 18-Metre podium, from left: Wolfgang Janowitsch, Phil and Luciano Avanzini. Above and left: team training in Spain left Phil sharp, refreshed and raring to go.



set me up for the following days. During these I enjoyed duelling with the outstanding "Flying Dutchman" – Ronald Termaat – and after Day 8 he was in second place, 134 points behind with Wolfgang over 300 points behind in third. On Day 9 we all started too late but I had a good beginning to the flight, blasting ahead of my starting gaggle – which included all the top pilots except Ronald. Conditions then turned horribly blue and a huge patch of cirrus blotted out the task area. All alone, I had to tread water until Steve and the rest of the gaggle caught up so that I had some company for the painful negotiation of this dark area. After landing I received the rather sobering news that Ronald had returned ages ago – probably beating me by more than 50 minutes – which meant I would lose my lead. An hour later, though, Steve came up with a slight smile on his face. "Guess what? He motored home, he used his engine, he didn't get through the cirrus!"

Goodness me, I had come 29th for the day but had increased my margin over second (now Wolfgang) to 200 points with only one day remaining. What a relief!

On the last day we flew carefully and when we met Wolfgang in the last thermal of the contest we knew that we had beaten him on the day and maintained the 200-point buffer. A rather pleasant final glide followed, crossing the finish line with Steve on my left wing and Wolfgang on my right wing... the three 18-metre world champions in formation.

At the party that evening, one of the Swedish pilots asked me if I had a gliding hero, someone I always tried to emulate. I had never even thought about it before but knew the answer straightaway. He is one of the most naturally gifted competition pilots. A man for whom winning is almost preferable to breathing. He always flies with great passion and flair. His name is Ralph Jones.

Gold stars

Open Class Bronze medallist and diarist extraordinaire Pete Harvey's personal view – 'witty and current, never dull or factual' – of the team's success at the Swedish Worlds



WELL, I'm sitting in the departure terminal at Stockholm's other airport with three hours to chill. After the manic activity of the last three weeks, this is an oasis of calm. A moment, then, to reflect on the 29th World Gliding Championships, put pen to paper for the "inside story" – as Patrick Naegeli once kindly described my writing – 'witty, current, occasionally risqué, never dull or factual.'

Well, not a bad performance. In this wired world you already know the results. Ha. Did you know we nailed two gold, two bronze and the elusive World Team trophy?

It was a genuine team effort. In fact, until the last but one day, we were in with a realistic shout for seven medals, but no-one would have believed that. The team – Leigh

Wells, Jez Hood and Andy Davis in Standard Class, Jones Steve and Phil in the 18-metres, plus Russ Cheetham and myself in Open, with Harry and Marge Middleton as team manager – have all done this before. We're experienced campaigners. Our gliders were sorted, the crews a terrific bunch, our accommodation relaxed, the Swedish organisation reasonably placed to deliver an excellent competition. All the ingredients were in place for an epic contest.

Arriving unusually early in the year, May, to the late-changed venue, Eskilstuna (some 70km west of Stockholm), we found the weather miserably cold and wet, spring barely in evidence. We flew the couple of practice days with ski suits and overcoats on. There was little rain – it was already ice.



Clockwise from top left: 1. British medallists, from left, Pete Harvey, Open, Bronze; Phil Jones, 18-Metre, Gold; Leigh Wells, Standard, Gold; Jez Hood, Standard, Bronze (Max Kirschner). 2. Leigh Wells (Martyn Wells); 3. Pete Harvey (Tony Segal). 4. Open podium (from left) Giorgio Ballarati (Silver), Michael Sommer (Gold), and Pete (Tony Segal). 5. Standard Class podium with (from left) Olivier Darroze (Silver), Leigh, Jez (Max Kirschner). "In Standard Class," said John Good in the US Team Report of June 16th, "the story has been the superbly consistent flying of Jez Hood and Leigh Wells. They are two recent products of the British training "system" which has become the envy of the competition gliding world. Leigh lost some of his lead today, but with Jez lurking a close third and with former champion Andy Davis flying well, this team of three is likely to find a way to win..."





➤ But gradually, the bitterly cold, unstable, northerly winds eased and high pressure built. By the end of the comp, it was an official Swedish heat-wave, complete with shorts and suntan oil. Thus we sampled pretty much everything from unstable squalls to hot, long, sweaty tasks in the blue.

This year, Russell had sourced a couple of luxury houses for us. Side by side in a secluded country location; it meant that all the pilots and many of the crew were together. The houses were beautiful, with sauna, swimming pool, jacuzzi, etc. I'm sure the peaceful surroundings did much to induce a calm happiness within the team.

The well-developed WGC routine had us exploring the local area, testing the final glide and airfield approach, getting the gliders checked, weighed and re-weighed by official scrutineering, finding the local shops, facilities and watering holes. Al Kay often wisely asked 'How many comps do you finish, wishing you could start again with your glider so well sorted, you in practice and the local area so well known?' Preparation is so important – both physical and mental. Andy Davis was going for the physical purest body-is-a-temple approach. No booze, jogging every other night, no junk food, regular enemas and certainly no sex (just guessing about a few of those). Russ and I arrived with two huge crates of beer and a couple more of wine, preferring the liquid relaxation technique. Often witnessed was the domestic scene of a sweating, breathless, jogging Andy staggering into the house to witness Russ and myself half-relaxed surrounded by a bevy of bottles. Dedication, that's what it's all about. Andy celebrated his 50th birthday during the comp, ending up testing the swimming pool for his troubles. Freezing baths are also good for the constitution, mate.

Steve and Phil, our 18-metre brothers, just seemed relaxed whatever they were doing. Calm, controlled, good-natured companions – ask the Australian who reversed his glider into Phil's trailing edge with one task remaining: "No worries, mate, the nose needed some repair work anyway". So did the glider... Actually, all the teams seemed very friendly this year. On day two, Baldrick (MBE – he has another life as a decent

chap), my trusty crew for the second year, ran up, exasperated. "The French are being pleasant," he gasped. Definitely unnerving. Suspicions of deep, Gallic, psychological mind games ensued, but no, they were a delight throughout.

The terrain was mostly trees, lakes and the occasional group of fields. Near the airfield were two large lakes – think English Channel – so we often started and finished the tasks in stable air – the trick being to get enough height to jump over the stability to the tree line and better conditions. The real 'gotcha' was coming home, when one had to be on final glide some 50km away. If you missed the last thermal, so easy in the blue, you carried on with the growing realisation that you'd just left the thermals and would have to take anything just to remain airborne. Andy, with his go-for-it bravery, fell early victim to the phenomena, providing vital feedback from his land-out paddock to the rest of us. (The farmer's wife welcomed

'I've now done three Worlds and two Europeans without landing out. Good, or bad? Discuss'

him in knickers and vest, saying "her husband works such long hours these days". He landed there three times during the comp, with wife Pami breaking all records for speed retrieves!)

Not a problem when you've got a turbo of course. In fact, in the Open Class, all but two 'gliders' had engines and many of the 18-metres, including our chaps, had them. Sign of the times? I've now done three worlds and two Europeans without actually landing in a field. Good, or bad? Discuss.

The increasingly blue conditions brought on mega gaggles. Close and occasionally very sporting. Whilst expected, a new feature was the prevalence of world-class pilots waiting for the Brits to lead off. Steve and Phil reported it and it became practically de facto for the Standard Class. As the comp progressed and the Brits rose up the standings it became frustratingly normal. Sign of dominance? Clever tactics, or the others mentally beaten? It seemed few pilots would take the competition to us, so tactical

consolidation became the order of (our) day. Much less so in the Open Class, where the big glides provided a better payback for tactical aggression.

So, as Sweden developed its heat-wave, the summer blossomed. Wild lupins colonised the roadsides, the trees grew and the pollen tinged the lake shores yellow. Team Brit took over and we held our breath as the medal positions increased. Our collective spirit was marvellous, with the usual radio banter and unstinting support from the ground-based crew. We were having fun! There were good days, bad days, but our team-mates helped us over the challenges. We suffered the obligatory "rest day". Must be the most patronising anomaly in gliding – when the world's best are told they need a rest. Grrr.

Congratulations on the well-deserved Gold to both Leigh and Phil. One gold would be fantastic, but two? Jez could so easily have won Silver and his Bronze was a world-class performance. Self-congratulatory patting on the back? Hell, yes, let's enjoy the moment. We've got the gongs to prove it!

With Steve and Russell having also won FAI gold medals recently, it's clear we have considerable strength in-depth. By the time you read this, the Club Class team will have done their thing in Vinon – maybe more medals! With several other top pilots (Mike Young, Dave Watt, et al) and a solid coaching scheme led by Andy Davis, Brian Spreckley and Martyn Wells, the future for British gliding is bright. A buoyant Nationals system and the pure adversity of our British weather act as a sieve for talent. Remember next time you're sneaking a quick ridge run along the South Downs, Stroud, Scottish, Welsh, or Pennine ridges in January, many of our continental colleagues will keep their toys in storage yet another four months.

Well, my long-overdue flight has arrived and it's time to go. So many great memories. The heaving squall ripping water, frogs and fish off the lake up to cloudbase; the opening ceremony and the display ASH 25 touching a wingtip to the ground whilst doing about 70kt; the MILES of trees; Volvo after Volvo, all travelling below the speed limit. Definitely a different place.

Bye, bye Sweden. Scoffing meatballs in Ikea will never be the same again.

Left: the wider British Team at the opening ceremony
Back row, from left: Baldrick (Paul Mason), Pete Harvey, John Popika, Russell Cheetham, Max Kirschner, Phil Jones, Andy Lincoln, Harry Middleton, Leigh's father, Martyn Wells. Middle row, from left: Marjorie Middleton, Andy Davis, Leigh Wells, Jez Hood, Steve Jones holding daughter Gwennie; Front row, from left: Alex and Kim Cheetham, Pami Davis; Jules Binks, Laura Jones (Photo: Petra Poliacikova). Left: Andy and Pami Davis. Andy, twice World Champion and British Team Coach, observed: "As the Standard Class team we achieved our objective of getting one or more members on the podium. As always happens when you fly as a team, somebody gets a bad break and it takes them out of contention. But you continue to work together to get the team result – which we did. This time, I didn't get the breaks and it was obvious from team training in Spain that Leigh was flying absolutely beautifully and that continued in Sweden. It's good, too, to see that Jez has put last year behind him to secure Bronze." New Standard Class champion Leigh Wells, 26, says: "I knew I had a chance because I had been in contention in the last two Europeans but this was my first Worlds and there are so many good pilots it's down to who gets the lucky breaks. I knew I was flying well going into it and I'd like to thank all the people involved in the team training system. In Sweden, it seemed that the end-game of the flight was a key part. I flew quite hard all the flight and then became a little bit more cautious at the end. I lost five minutes a couple of times but gained several hundred points – I was with people who took 10-15 minutes longer than me to get back because they pushed too hard at the end. We all flew really well as a three and our mixture of flying styles suited. On the last day it was great for me to have Andy's experienced support. I was nervous and he settled me down. It was unfortunate that by then he wasn't in contention but it was a big help for Jez and me because he would push out for us, so we could fly in a relatively low-risk style. I've always wanted to fly in the Worlds and for me the Standard Class is the most competitive. As a kid I thought "that's the one I want to fly". Winning it seems surreal. To have that trophy and see some of the big names on there – I don't really feel worthy enough. But I've a few more years to have another go!" Leigh will feature in a future *Why I Glide* in S&G

Results summary

18-Metre Class

1 Phil Jones	UK	Ventus 2cxT	210	7746
2 Wolfgang Janowitzsch	Austria	Ventus 2cx	WO	7544
3 Luciano Avanzini	Italy	ASG 29	3AB	7468
8 Steve Jones	UK	Ventus 2cxT	250	7198

Standard Class

1 Leigh Wells	UK	LS 8	LS	8244
2 Olivier Darroze	France	Discus 2a	ET	8176
3 Jez Hood	UK	LS8	352	8135
9 Andrew Davis	UK	Discus 2a	80	7569

Open Class

1 Michael Sommer	Germany	ASW 22 BLE	HM	8491
2 Giorgio Ballarati	Italy	eta	X33	8205
3 Peter Harvey	UK	Nimbus 4T	N1	8128
11 Russell Cheetham	UK	ASW 22 BLE	C2	7449

15-Metre Class

1 Janusz Centka	Poland	Diana 2	BB	8160
2 György Gulyás	Hungary	Ventus 2a	V8	8147
3 Börje Eriksson	Sweden	Ventus 2a	8X	7559

For the full results listing, visit www.WGC2006.se

Soaring science

Tony Segal reports on the OSTIV Congress – the underpinning of the science of soaring

AN IMPRESSIVE opening ceremony for the OSTIV Congress was held at Malardalens University, Eskilstuna, Sweden, organised by Prof Ulf Ringertz (of Stockholm University, and himself a glider pilot). It was attended by the upper crust of world gliding but we Brits rather let the side down by singing *A Glider Pilot Bold Was He*. This was performed by my wife Liz, myself, and by noted winglets designer Prof Mark Maughmer of Penn State University, USA. He was rewarded for his sportsmanship by being made an honorary Brit for the duration of the song.

Prof Loek Boermans from Delft University is the President of OSTIV (the international organisation for the technical and scientific aspects of soaring flight). He is the well-known designer of aerofoil sections for many modern glider wings, and is the aerodynamic designer of complete gliders, such as the Antares. He recounted how as a junior member of Delft University his professor instructed him to take an early computer and to use it to attempt to design a glider. A previous group had found the problem of designing a powered aircraft with the simple computer then available not possible owing to the complication of the engine. Loek succeeded in designing the glider in only two days. He decided there was more energy available from the sun than from an engine and his love of gliding was confirmed.

Francois Ragot of France received an OSTIV award for his excellent report, involving many years of research and published in OSTIV's journal *Technical Soaring*, on the History of Gliding from 1884, and the Best Speed Story, 1938-1950. An OSTIV award was presented to the Swiss inventors of the Flarm anti-collision device (see also p10), Andrea Schlapach, Urs Rothacher and Urban Maeder. This work was carried out entirely on their own initiative. More than 3,500 are already installed in gliders in the Alps, and the Italian Gliding Federation made Flarm mandatory for gliders flying in the Italian Championships in 2006.

OSTIV has two working committees, the Sailplane Development Panel (the SDP) concerned with airworthiness standards, and the Training and Safety Panel (the TSP). The SDP meeting was attended by a senior representative of the European Aviation Safety Agency, Boudewijn Deuss, who gave a detailed description of the rule-making process. He identified areas in which the work of the SDP in establishing airworthiness standards can coordinate with the rule making activities of EASA in drawing up CS-22 (Certification Specification for gliders). This is very encouraging. A change to OSTIVAS Airworthiness Standards was made to allow the weight limit of 850kg on motorgliders to also apply to gliders without engines. It was pointed out that the increased energy involved could cause problems in a field landing. A change to OSTIVAS to accommodate lightweight gliders was also approved. Roland Stuck, President of the European Gliding Union, gave a forceful presentation on the future of gliding. Ronald Blume of the Luftfahrt Bundesamt gave a talk on the design and certification of jet-powered gliders, concluding they were not feasible.

The meeting of the TSP discussed national accident data from each country, including an excellent analysis of gliding accidents in the UK from Hugh Browning. Canada's new National Safety Management System was discussed by Ian Oldaker (an ex-Brit). A sub-committee is working on draft "Standard Operating Procedures" that should specify minimum standards and best protocols for all types of gliding operations. This is somewhat controversial, but Gerhard Waibel pointed out that if we did not reach agreement, officials would do it for us. A proposal to increase the required approach angle from 1:7 to 1:5 to enable landings in the small Scandinavian fields was not accepted.

A total of 27 papers were presented at the OSTIV Congress. A summary of a chosen few of these follows.

– Olivier Liechti of Switzerland has set up a convection model, "Regtherm", licensed to the German Weather Bureau. Another model "Top Task Competition", shows regional forecasts, calculates flight plans for flight tasks, and documents simulated flights. A self-briefing system is also available from the German Weather Bureau.

– C. Lindemann presented a fascinating account of the conditions required for the formation of cloud streets. One satpic showed such cloud streets extending from one side of Europe to the other.

– Milan Matekja and Lukas Popelka discussed "The Study of Influence of Active and Passive Methods of Control of the Boundary Layer". The study considered synthetic jets that work by blowing and sucking at high frequencies to control the boundary layer, but without adding or subtracting any net flow.

– A paper by Godfried Sachs and Orlando da Costa ("Dynamic Soaring in Shear Wing Regions Associated with Jet Streams") concluded that while aggressive manoeuvring is required, dynamic soaring in the jet stream is possible.

– A study from the Czech Republic by Lukas Popelka and Milan Matekja analysed a questionnaire concerning the priorities of pilots flying club-type gliders. Handling performance and low-speed performance were more important than maximum cross-country speed. This provides a significant input into aerofoil design for club and training gliders.

– "Damage Detection of Fatigue-Loaded CFRP Components" by Christoph Kenschke, Rodolfo Aoki and Dieter Ooppel, discussed simplified load and fatigue tests. The value of non-destructive testing was emphasised.

– Hugh Browning presented an important paper, "Safe Winch Launches", intended to reduce the number of fatal and serious accidents during winch launches. This paper explored the role of stall during rotation in these accidents and found that it significantly increased with the rate of rotation.

– Loek Boermans reported on "Improvement of an Artificial Stall Warning System for Sailplanes". The system uses static pressure measurements at two points in the side of the fuselage nose to give an angle-of-attack indication that is independent of wing loading and yaw angle. Its value has been proved in flight tests.

– A paper by Jannes Neumann, "ASK-21: Spin Training with Tail Weights", dealt with the effect on longitudinal stability of centre-of-mass location and demonstration to students. The glider should behave in the same manner when flown solo as when spinning is being demonstrated to the pupil by the instructor.



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Capturing





a moment in time

Photographs by Portmoak's Michele Warren give us an insight into the grace of gliding

MICHELE has been flying for only the last three years but a keen photographer for more than 20. Although she enjoys joining her boyfriend, Dave Allan, at the Scottish Gliding Centre, Portmoak, her own progress has been intermittent due to her distance from the site (she lives and works in Manchester), pressures of work and the resultant infrequent flying. A new digital camera introduced a happy alternative for airfield weekends, since photos generate lively conversation and insights into both flying and photography. Her first attempt at a composite image – continuous shooting from behind the launchpoint – met with enthusiasm and suggestions from instructors for other sequences. This prompted a more determined effort to find different viewpoints and get interesting shots. The accompanying photographs were taken with a Nikon D50 and a Nikkor 70-300mm G-series telephoto. Using Photoshop Elements, a few frames were combined to make a continuous backdrop before the aircraft from remaining frames were added as separate layers. Some of the adjacent background was initially kept, in order to find the correct position



and brightness for each image, but was later trimmed to allow the full set to be seen. Then the clubhouse analysis begins!

Top and above: A walk up Bishop Hill gives a grandstand view of Kevin Moloney and Paul Roche flying one of the Scottish Gliding Union's K-21s. The stretch of water in the background is Loch Leven and the single shot is from the top series. Left: Kevin and Paul bring K-21 HPW back down to earth at the club's Portmoak site





EB28 – even bigger wings

Technical data

Wing span	28m, 92ft
Wing area	17.61m ² , c. 57sq ft
Aspect ratio	44.5
Fuselage length	9.1m, 29ft 10in
Height (fin plus tailwheel)	1.7m, 5ft 7in
Empty weight with min equipment	c 600kg
Max all-up weight	810kg
Wingloading	40-46kg/m ²
Max speed	280km/h, 151kt
Min speed	75km/h, 40.5kt
Min sink	c 0.4m/s, 0.7kt
Best glide	c 60:1
Solo engine	c 62 PS/hp
FRP-Prop (Technoflug)	d 1.6m
Rate of climb with engine	2.6m/s, 5kt
Max engine-on cruise speed	160km/h, 86kt
Max usable tank capacity (litres)	42

Cross an ASH 25 with an Eta and you get an EB28. Ed Downham (right) describes how his syndicate came to buy one – and the fun flying they are having with 60:1



LAST spring, after many years' thought, Steve Lynn and Robin May of the Dunstable-based ASH 25 syndicate ("13") were slowly coming round to the idea that engined sailplanes were the next logical step forward. Steve and I had been looking at the Antares – a very impressive machine – but instead we three decided to form a syndicate. We felt that a self-launching, two-seat, Open Class glider was the way to go and had some initial discussions, after which it became clear that a "motor" option was preferable to a "turbo" as, for us, it gave far more flexibility in operation.

Robin and Steve – along with Mike Bird – had been partners in their "normal" ASH 25 for a long time, so could see the possibilities of something like that with an engine of its

own. We shook hands, thereby formally establishing the syndicate, and immediately started researching options: it was clear, even then, how excited we all were at the prospect.

Looking back at the events that followed, it almost seems that they were pre-ordained, although I prefer to think that there was some free will involved! We contacted the manufacturers and agents of the two gliders which most closely fitted our specification: the Nimbus 4DM and ASH-25Mi, and were fortunate to be able to have several launches and a cross-country or two in each of them. (Many thanks to Simon Marriott and Ralph Jones, Fredi Lüdi and Pete Wells). This left us in something of a dilemma, as both were superb sailplanes but each had its good points and areas we felt maybe could be improved upon. Tricky.

Robin and I were flying from Schænis in Switzerland when we learnt about the EB28, the wild-card entry. We drove to Ostheim on a duff day in the Alps, met Walter and Olly Binder at the airfield and helped them to get the prototype EB28 "WB" out. It's not a large hangar there, so we had to move an Eta out of the way to get at our machine, which was nestling beneath an ASW 22BLE and a Nimbus 4M... At this point we started



D-KOOL has EASA Type Certification. Nine have been built, and this is the third with the all-carbon Eta fuselage. Continuing improvements have made D-KOOL 5kg lighter than its immediate predecessor

Photos this page, from top: EB28 at its base, Dunstable, with its own retrieve vehicle and part-owner Steve Lynn (wearing 'chute) contemplating engine performance and take-off runs before his first P1 flight in it (photo by Adrian Hobbs); 13 at Ostheim (Steve Lynn); and in its trailer (Steve Lynn)



The EB28 is very much an evolved design, with roots in the ASH 25 and Eta. The fuselage is very similar to Eta, but with an ASH fin and tailplane; the inner panels are from the 25 and the outer ones reprofiled with a higher-speed section; the tips are Walter Binder's own design. Dimensions are greater than the ASH's but less than the Eta's. The engine is a 63hp Solo with a belt-driven prop on a retracting carbon boom, giving a climb rate of 5-6kt. With second-stage thermal flap selected, the EB28 becomes airborne at 43kt, a noticeably better field performance, says Ed, than comparable SLMGs. The ultimate glide ratio, whilst still exceptional, is not as important as the shape of the polar, improved at the high-speed end by changes in fuselage and wing. 13, adds Ed, consistently exceeds the ASH-25WL polar. And what about the cost? Well, Ed says, if you were in the market for a new self-launching Open Class two-seater, then you would be able to afford an EB28



Tony Hutchings took this photo of German-registered EB28, D-KOOL, BGA competition number 13, over its home base of Dunstable, England. As it happens, "EB" isn't actually short for "Even Bigger" but at 28 metres (92ft) span, you could be forgiven for thinking it is. In fact, the E is for Engine and the B is for Binder – maker Walter Binder, who, as well as working on the huge Eta, also had a hand in the microlight motorglider Bee 15MB featured on p18: (www.tonyhutchings.co.uk assisted by Steve Lynn)



Ed Downham

Above: Robin in EB. Right: flying with engine out. Below right: Walter Binder (www.binder-flugmotorenbau.de) Below, D-KOOL in Austria. Main picture, opposite: free flight (www.tonyhutchings.co.uk assisted by Steve Lynn)



www.tonyhutchings.co.uk assisted by Steve Lynn

The three syndicate partners in the EB28 are:

Ed Downham: Soloed at Dunstable, 1982. 3,000hrs gliding, 9,000hrs power, Diamond Badge and UK 750km Diploma, and holder of 13 current UK and British records.

Likes: high-speed long-distance soaring and any weather-related challenge. Very much enjoys mountain flying and two-seater cross-countries. For Ed, gliding means freedom from most of the restrictions that apply in his professional flying

Steve Lynn: Soloed at Portmoak, 1971. 3,000hrs gliding, 60hrs TMG, Gold and two Diamonds. Enjoys cross-countries; getting round a task at a reasonable speed; having an enjoyable wander; flying beautiful machines that handle brilliantly. For him, gliding is a constant challenge in a wonderful environment. And, he says, it gets better and better!

Robin May: Soloed at Dorset GC, Old Sarum, 1967. Has 6,000hrs gliding, 19,000hrs power and Diamond Badge. Current British 18-Metre National Champion, he's held six national titles and competed in eight Internationals. Still enjoys the occasional comp but more and more likes expeditions. For Robin, gliding means pretty much everything in terms of what he's achieved, his social scene, "and then," he adds, "there's my son..."



Walter Binder (above) has been making gliders for decades, adding tips and self-launching capability; he built the fuselage and oversaw the final assembly of the Eta. He and his nephew, Olly, have performed hundreds of still-air test and comparison flights to eke out the most from what they're working on. His own EB28 was one of the first ASH-25s built and he has progressively improved it with changes in wing section, span, cockpit, power plant, propeller, and so on, during nearly 5,000hrs of development flying and record breaking. It is this ceaseless drive for perfection that marks him out and whatever he learns is used in the next glider he builds. "A very modest person," says Ed. "Walter is a practical engineer, exceptional soaring pilot and keen experimenter"

➤ to worry that we were entering some rarefied upper level of soaring, which mere mortals such as ourselves were unworthy to even approach.

This concern was soon dispelled by the friendly and practical manner of Walter and Co, and within a short space of time Robin took off with Olly into a reasonable-looking sky. Some considerable time later, they landed and it was time for my go.

"Yes?" I asked Rob.

"I'm not saying anything," he said, totally failing to keep an inane grin off his face.

"Hmm," I thought.

I quickly launched with Olly in a 20kt westerly, into a now quite spreadout situation. He put the engine away at what I regarded as a fairly brave height, then not long after demonstrated the low-level scratching capability of the EB28 whilst avoiding a field landing; I was very impressed by its manoeuvrability and the amount of feel. I tried some weak and strong thermals, stalling, high speed runs, and so on, and was immediately at home on the controls. The cockpit was the most comfortable and roomy I'd ever sat in, too.

I could see now where that stupid grin had come from – the glider felt great and everything "just worked".

After landing back, Robin and I had a brief chat (Steve having seen the glider a few weeks before) but it was a no-brainer, really. The EB28 had all the attributes we were looking for, plus a willingness on the part of the constructor to entertain ideas/additions from his customers.

Walter looked slightly surprised when we turned to him and said: "We'd like one, please". Maybe he was expecting us to order two? Anyway, we shook hands on the deal and went down the road to the factory to have the options list explained.

I think German glider manufacturers have learnt much from their motor industry counterparts. In the old days, leather seats were about the only extra available in a car: now everything from the wheels upwards can be specified in great detail.

We decided that we would have all of what we regarded as performance- or ➤



Ground-covering prowess

STEVE AND I, writes Ed, declared a 600km FAI triangle on April 10, on the basis that we could cut it short if necessary. We launched into a rather scrappy-looking sky and soon left our start point, Leighton Buzzard, at 2,500ft AGL. There was some streeting vaguely on track but the climbs were fairly widely spaced, considering the height of the cloudbase.

We flew quite cautiously, which enabled us to pick off the strongest thermals, at about 4kt. Cloudbase slowly rose and by the time we passed Andover it was 3,500ft ASL, with fairly flat cu and some reasonable energy lines running not far off the direction we wanted to go. We were handing over control at regular intervals, so as to stay fresh, with the PNF (non-flying pilot) concentrating on airspace, tactics and medium- to long-term route planning. We discussed the need to go round the downwind turn at Bovington as high as we could whilst avoiding the western end of Bournemouth – luckily, we ran into a climb just short of the turn that went to 4,300ft ASL, the best so far.

The second leg didn't look or feel very good to start with but I think that happens most of the time when you make a significant change of direction on a task. To keep the momentum up we decided not to turn in less than 4kt and that the PNF was to point this out to the other in no uncertain terms; amazingly, this strategy worked and we were able to consistently achieve 4-5kt averages. The streets were now lining up north-east to south-west, which didn't help our north-west track much, but cloudbase

had improved to 5,000ft ASL by the time we passed Bath, so we had the working height to fly a slightly more aggressive cruising speed. Having cleared the Bristol CTA we were faced with a big route decision: should we carry on up the Cotswold edge under good-looking cumulus, then get back on track from the Cheltenham area, or should we go west across the Severn to the Forest of Dean, then work north? The western route got the nod in the end because there appeared to be a cloud line with a "step" near Chepstow, which might have marked some sort of minor convergence; this theory was proved correct by a 6kt climb to

'With a ruthless rejection policy, every thermal we took on the second leg averaged 4-6kt'

5,500ft in drier air on the north side of the cu.

Heading north-north-west on track there was much less cloud, with blue holes starting to appear. The cores were quite tight and widely spaced but with a ruthless rejection policy implemented, every thermal we took on the second leg averaged between 4kt and 6kt over the whole climb. The views into central and northern Wales were stunning and the cloudbase looked to be well over 5,000ft; set against this there was a fair bit of spreadout in the vicinity of our second TP, so we went right up to base near Newtown to prepare for a long glide in and out of the turn. There wasn't much lift about around Llanfair Caereinion (TP2) but in compensation the airmass was

mainly neutral, so having gone round the TP we were able to connect at a reasonable height with a street running towards the Long Mynd. From there back to the Cotswold edge it was pretty straightforward, with well-marked runs and climbs, including one exceptional 8.4kt thermal just south of Kidderminster. Past Evesham, there was a fair amount of spreadout but still obvious sunny areas to head for. Unfortunately, our last climb was the weakest of the day because the best group of clouds was smack-bang over the middle of Hinton-in-the-Hedges: we couldn't make radio contact with anyone to confirm a lack of parachuting so had to deviate for a poor climb nearby, where we took a reasonable margin over glide as there appeared to be no further lift ahead.

We completed the 601km task in a little over five hours, giving a speed just shy of 119km/h. I remember Steve commenting afterwards that we never really flew that fast but still managed to achieve a reasonable overall speed, which lends weight to the theory that a careful choice of route plus a very critical thermal selection strategy is often the way to get the most out of a flight in this country. Being strapped to 28m of carbon-fibre helps as well! The bonus in operating a lower-risk, low-stress policy was that we were never forced to take a thermal we didn't want. We didn't often glide at over 85kt during the flight, so didn't make great use of one of the areas where the polar was supposed to have been improved over the ASH – even so, we were mightily impressed with the EB28's ground-covering prowess.

D-KOOL's two record claims so far are:

April 5, 2006: LEZ-BLD-KNI-LEZ, Robin May & Peter Harrison, 505.4km FAI, for 500km at 109.2km/h

April 10, 2006: LEZ-BVT-LLC-LEZ, Steve Lynn & Ed Downham, 601.3km FAI, for 600km at 118.8km/h



comfort-enhancing options and then take a critical look at the rest. We ended up with acrylic topcoat, electronic turbulence control, long-travel undercarriage, solar recharging, extended-range fuel tanks, lithium manganese power cells, extra batteries in the wingtips and a whole load of other little bits and pieces. We thought about electric trim but decided to save weight as we could always retrofit it if necessary; carbon control runs were also on the menu but they didn't save much weight and made us nervous about lightning strikes!

We asked if it would be possible to have some sort of castoring wheel that could be kept on board and fitted under the tail like the old Astir, so you could push the glider off a hard runway without a tail dolly.

After a bit of consideration and an exchange of technical German, the answer was: "No problem" – a reply that has become the syndicate catchphrase.

They were also quite happy to modify the fuel system for us so we could refuel off-site with the minimum of equipment.

The EB28 before ours was delivered in August and we spent the next six months in eager anticipation, with one visit to the factory during the gestation period of our new aircraft. We were getting regular updates with digital pictures attached, showing all the parts coming together as they were created; at the same time we were designing the instrument panels and ordering the trailer, towing-out gear and all the other boring bits, which are just as essential as everything else.

At the beginning of March the factory indicated that our new machine was ready, a month earlier than expected, and only needed a test flight and a few finishing touches. We spent five days at the Binder workshop during the handover, getting the final details just right – we are all agreed that their customer service has been second to none in every respect. They are incredibly laid-back, however, as we remember having to wait for Olly to finish his ham sandwich before the first flight while we were bouncing up and down with excitement.

The snow came down shortly afterwards and we next flew in the UK, at Bourn, to get a feel for the performance and experiment with engine-out circuits and landings.

At the time of writing (June 2006), we have flown more than 180 hours and more than 14,000 cross-country kilometres in the three months since picking up the EB28, including missing most of May because of appalling weather. The best distance so far has been 1,084km and the longest time in the air has been eleven-and-a-quarter hours, with both pilots able to walk away from the glider afterwards with no discomfort!

We improved on the UK 500 and 600km records in April and hope for some similar conditions during the rest of the season.

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This page: 13's travels in the UK up until the end of April 2006 included a visit to Enstone (above) the Brecon Beacons (below middle) and past Cambridge (below). Since then it's visited the Austrian Alps (bottom)

Top three photos: Steve Lynn

Bottom: Conny Andersson/www.blacknosugar.com



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The world



For the first of two articles in this issue that share the joys of achieving your gliding goals, Melissa Jenkins writes about her initiation as a cross-country pilot while, overleaf, Steve Blundell describes going solo

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IT ALL started long, long ago on an airfield far far away. Well, okay, near Trowbridge, but that's a heck of a long way from the Dunstable Downs. I blame my best friend for getting me hooked on gliding, which is rather ironic as she screamed all the way up her winch launch. Four years, and a spell of rainy weekends later, I stopped living a normal 9-5 life to become a gliding lay-about... but I digress – this is supposed to be about the ups and downs of my first year flying cross-country.

My cross-country lifestyle began folded into the back seat of the ASH 25, 13. We explored exotic and faraway places like



beyond the familiar landmarks



Bedford, Silverstone and Milton Keynes, and then raced back to the club at a ridiculous speed, landing just as the rain started to fall. It was both my first time out of range (1,400ft at Silverstone), and my first sighting of alien spaceships (the snow dome).

I was hooked once again, making all that awful post-solo stuff fade into the past... (thanks, Steve Lynn).

Shortly thereafter I was introduced to 7C, previously the LS-4 known as 70. She's just the most beautiful glider ever! Our first couple of flights were easily the longest and most comfortable I'd ever had, but 7C was born to go places fast. Even after two flights

she was showing signs of restlessness, obviously not content with my shallow turns and my overwhelming need to be able to see the Whipsnade Lion. In fact she was suffering so badly that she went moonlighting with her former owners (Robin and Andy May) and proceeded to win the Blue Class of the Dunstable Regionals. I was so proud!

I was supposed to be at the same regionals as crew, but I was definitively rubbish. Shirking my duties on the first sunny day I was popped into the back of the other ASH (8)... I spent the flight alternating between being totally lost (it was the Fens), nauseous, and confused as to why Carr Withall was

ignoring 6kt climbs. It wasn't until we landed that the reality of a (apparently) relaxed 300km in three hours hit home – we'd been everywhere and back and it was just a quiet Sunday drive in the Cadillac.

Unfortunately, proper weather tradition was observed and it proceeded to rain for six months. I learnt much more about Car-lack, polishing, and rigging than flying. Looking through the logbook the only comment was "a gentle drift to ground" – repeated about 17 times. Conny (aka Top Crew) became a full-time part of my life and began advanced crew training. As it turned out he's better at gliding fettling than me, so

7C's seven top tips

- Find yourself a Top Crew
- Buy an LS4
- Give in to the nagging of your ICL captain
- Take a cross-country course
- Avoid at all costs landing out with spectators nearby
- Thoroughly inspect logbooks/trailer before buying a glider
- Join the London GC (okay, shameless plug)

Top right: London GC member Melissa with the wingtip and (main picture, above) in LS4 7C, competing in the Novice Class at the Inter-club League. She agreed to do it before she'd even been out of gliding range...

Left: The need to convert Libelle trailer fittings for the LS4 led to this journey by Tube. "I can just see the Daily Mail headlines," remarks Melissa: "Transport for London bans unidentified purple objects"

Right: Rebrief at the Dunstable Regionals, where she landed out on the first day and won the second

All photos: Conny Andersson/www.blacknosugar.com



Now I just buy the power tools and quietly leave him to it.

This lack of excitement allowed our Inter-club League captain (Rupert) to get his hooks in and start plugging how great ICL is. At the same time he showed me further glider cleaning and polishing techniques, helped refine my landout kit and nagged me about safety. My only confusion lay in the fact that I had never gone out of range by myself – why on earth did he think I was going to make Novice?

To top it off I needed this little thing called Silver before I was even allowed to fly in the inter-club.

Two weeks before the Husbands Bosworth ICL event, and Rupert was getting decidedly worried. I went for it and made it a total of 8km. Less than I had accidentally done the week before. Perhaps it was because I had taken two Camelbaks with me instead of one? (Over-ballasted for the thermals.)

The next weekend various people had inspired me to go fly, and I misunderstood what kind of flying they meant. Fortunately I was saved by terrible horizontal visibility – I don't think I ever even saw my favourite lion. So I just kept on going upwind until I realised I was half way.

Top Crew had faith (he'd been nagging me as much as Rupert) and was busy reassuring people on the ground that I was fine...

As it happened the conditions got much better after Milton Keynes. The highlight was my reception at Hus Bos:

"Are you here for a trial lesson?"

"Umm, no, I flew here."

"Today?"

Conny (Top Crew) was the first person to know, Rupert was the second. I had a huge grin, and a few celebratory drinks were enjoyed.

ICL weekend was a blur involving rain (as always). On the last day we were assigned a massive 106.6km task (I had to refold my map) and went! I'll never forget the second leg (26km/h), as it took about two years, or the last leg racing a rather large converging rainstorm... I got really lucky and landed about a minute before the downpour. Kate Woods had been ahead of me, but had missed the last climb and unfortunately got washed out.

The next two ICL weekends were spent

drinking tea and redoing 7C's trailer (as she wasn't comfortable in Libelle fittings). I can see the Daily Mail headlines: "Transport for London bans unidentified purple objects"!

With a week till the regionals, Bill "Airbrakes" Craig is dragging me around the sky on a cross-country course calling "906 leaving" as he ditched 700ft.

We ended up doing 78km/h, an unnatural speed, and I went home exhausted.

The next day Paul "Whisper" Rackham did the same with the added twist of virtual radio silence (he was more discreet about the airbrakes), and I went home to sleep!

Note to self: build up the stamina.

The weekend following was the regionals and what stress – my goal was to be in the top 60 per cent. I started off well with my first field landing (below), a lovely stubble field a rather nice farmer had conveniently left on the way back to London GC. I think it took me 1,800ft to pick it. Top Crew, having trained with others during the ICL events, was excellent and had us home in no time.

Day 2 was blue and hot and a 320km task! 320! That was a long way and I'd never even flown on a blue day. As it turned out this was a benefit, as I had no idea how scared of them you are supposed to be... I just flew at 70 as I'd learnt the week before.

By half way I'd passed a lot of people and caught up with my flying buddy (143) at which point I stuck like glue until I fell out of the bottom. I didn't see another LGC glider until after I'd landed, but wow, what a flight I ended up having! But the best bit was that I had time to wash my hair before the gaggle returned. By total fluke I'd won a day at the regionals! (I needed the next one to recover.)

The rest of the regionals were great and I ended up 4th overall (almost third). All as a result of a season of inter-club, an excellent cross-country course and a totally supportive club!

On the other hand, we won't talk about the Bicester ICL finals, except to mention that I had two really nice fields with lovely farmers. One of which was unfortunately offered the Bicester spectators an excellent view of my landing!

What's next? Mountains, regionals, a place low down in the Club Class Nationals, no more Monday morning commutes... Oh, and a bit of fun ;)

First solo

Steve Blundell reveals why his flying was fine when he soloed – but his listening was lacking

IT HAD BEEN a full day by 5.00pm and I sensed there was still more to do. You just lent a hand, didn't you; keeping the log up to date, 'gatoring gliders back to the launchpoint, attaching the cable, holding a wing level and motioning to Steve the tuggie. And there was the constant, neck-stretching checking of aerial activity – *Sierra Romeo on finals for 24.*

Trial flights had required the "chaperoning" of loved ones whilst hubby, daughter or friend were being looked after in the air by instructors Nigel and Bill. Some trials were trophy collectors – those trying everything, but never sustaining any one thing; butterflying through microlighting, helicopter flights and now gliding – *Clear up and behind.*

Others were the quiet companions tending to timidity, uncertain of what to do, to look at or to say, trying hard to show interest for the sake of their loved ones: but not fully convinced that they would return to earth in one piece. But mostly these entourages adopted a skittish, childlike air, half pumping you with questions, half just watching in genuine awe, with much pointing of video and snapping of cameras – *Take up slack.*

There was the delightful veteran glider pilot now in her 80s, modestly reminiscing about her early winch launches lasting seconds rather than minutes, but the trained eye still taking in the launchpoint protocols and me on my guard in case I made some basic errors – *All out, all out.*

There was the race in the gator to intercept two women walking obliviously across the active strip. An "I've come to politely bollock you" ensured a rapid escort to a safer position.

In between these vital actions I was having a series of short 1,000ft flights with Nigel; hold Puchacz nosewheel off as soon as possible on the ground run; keep consistent station behind the tug; make a clean cable release; scrape for thermals with good look-out and well co-ordinated turn; set up high key position by 900ft; check wind direction and strength; identify a reference point; establish a centre-line and possible places to intersect on finals, depending upon sink or lift encountered; set attitude, speed to 55kt and trim out; look out for traffic; make clean,



firm stick-and-rudder turn on to diagonal; lookout to reference angle; then on to base leg; scan over nose check angle, attitude, ASI; place hand on airbrakes handle; line up; "feel for any cross-wind"; keep descent clean; open airbrakes to reduce angle of attack and increase rate of descent; look out for any last-minute conflicting traffic; keep on line; approach ground ready to kick off drift whilst hold off and allow ground air to cushion as we float gently to touch down; and hold wings up and keep glider straight until we stop.

Out of those six flights variations are engineered by Nigel; being talked through a low cable break with a clean, well-co-ordinated turn to land downwind; tuggie's wing-wagging signal to pull off nearer 600ft for a low circuit; finding lift to 2,000ft and checking the early stall warnings, of nose high attitude, change in noise around glider, reduced ASI reading, slight buffet sensation and taking recovery action of stick forward and centralise, keep wings level and pull out gently to recover normal speed; and, after a searing height gain to 5,200ft, two full spins and satisfactory recoveries, with opposite rudder, back to centre with stick, then stick forward and climb out of the dive.

Variations sometimes are not engineered but merely happen, like the turn on finals as a motorglider is taking off in your direction – at first he doesn't see you, but you are committed to land, you make a slight adjustment in drift and turn to line up slightly to the south of your intended line, but he sees you at 50ft and banks to his right in 'plenty' of time. You make a mental note to "judge and react accordingly" as your heart slips slowly back to its normal position.

You are again exiting the glider awaiting the gator for the traipse to the launchpoint. Both parachutes unclipped. But Nigel takes his off and places it on the rear seat; you half-consciously notice he's strapping it in.

"If you've misjudged your landing run and you're approaching that hedge fast what'll you do?" comes out of the blue as you press down on the nose to swivel the glider round to attach the rope to the now-present gator. "Er ... pull full airbrakes?" "Yes, but they aren't going to stop you". "Er ... the tailbrake is not that effective and I'd probably lose time searching for it so I'd – er – groundloop as slowly as possible?". "Right, remember you save yourself first".

We've trundled back to the launchpoint and I'm feeling a little tired, it's about 5.00. Sky blue, place almost empty. "Right, how d'you feel about going on your own?".

"Err [yet again]... yeah, let's do it," finding some adrenalin from somewhere.

"Remember to do exactly what you have been doing, watch your speed on finals and keep a good lookout."

After the compulsory wander round to the back of the caravan to relieve myself, I walk over to JSR. I've been huddled in this thing for what feels like all day, so long in fact that being out of it on the ground feels unnatural.

I glance reassuringly at the stick, open the canopy, re-check my parachute is comfortable (did I really spend just a little while longer doing that this time?), I slip into the faded grey seat, my feet greet the familiar worn paintwork, bits of mud and grass, slump on the rudder pedals and outwardly I let out a long sigh.

Everything feels physically heightened as if all these inanimate objects are waiting patiently for me to meet their approval so as to wish me well. Nigel silently passes over the shoulder straps. I fasten sides, crutch and then shoulder straps together. Check all are secure. I look at the instruments, just as I'd left them barely 15 minutes before. Bravo Bravo, the tuggie, is purring in the wings. Watching. Waiting. All are watching, waiting. Just for me. Breathe deeply and start to concentrate on what you need to do. Nigel, as if reading my mind, says reassuringly: "Do just as you've been doing all day, try to relax, have fun and you've...".

His voice tails off. I barely hear his words as I'm already into my checks.

CB-SIFT-CBE ... canopy down and locked, brakes closed and locked. Do I spend longer on the eventualities than before? Probably, if cable break aim for that field we spotted before; little crosswind so approach speed 55kt. "Cable lock open". "Cable on". "Closed and locked, thank you". Looking

'Wonder why he's gone this way? Can't see any conflicting traffic..'

straight ahead now. Tug approaching, I feel wing being lifted, glance across and wave a brief acknowledgement. Smile as for some reason I remember leaving my newly typed will in my studio desk. "Take up slack, take up slack". Cable seems to take ages to turn from a languid snake into a taut wire blade. I try to breathe slowly, emphasising my exhalations. "All out, all out". We're rolling. Stick held not too tightly in right hand, ease nosewheel off ground, keep it straight with left rudder and right stick as touch of wind blows from 2 o'clock direction. Left hand on cable release. We are airborne, tug lifts off, established on climb. Keep horizon between tug and canopy. Glance at altimeter, 200ft, 300ft, that field there. But tug is turning in a different direction than he has been all day. We're heading north. Oh well, keep position as he turns, follow him round. Not too much stick, but both touch of stick and rudder. That's better. Wonder why he's gone this way. Can't see conflicting traffic. 600ft, 700ft. Look out, airfield over right shoulder. Sufficient height now for circuit landing. We keep turning til we're north of the field approaching 900ft. Lookout. Airfield identified. Straight flight now. Perhaps this was an instruction from Nigel – perhaps this is what always happens on first solos: that there is a variation to the tow out, a slight adjustment, a further test for the student?

We're coming up to 1,000ft. Good look out. Clear. Tug straight, I pull off cleanly as

we are abeam the airfield. Cable scuttles away, I manage to gain an extra 100ft, turn, straighten out, check horizon, set speed at 50kt, trim and settle down.

Oh boy ... oh boy... I giggle. It's okay now. Wow. I look around me as if for the first time – fields, roads, clouds, buildings, all pristine lines and shapes, sharp like burnished aquatints; all captivating colours, delicious for my attention: I don't remember things being so fresh or intoxicating.

Oh boy ... oh boy ... We, I mean ME, I, I'm slowly moving, gently. Things are quiet up here. I'm under cloud so make a firm turn, as if on public display. A firm, well-co-ordinated turn. Gain some height, nose comes up, stick slightly forward, keep speed accurate. Still turning. Make 200ft at 3kt. Whoops, I'm out of it now. How did that happen? Airfield identify. Good lookout. Move close to airfield. High key is over there. You are some way away. Point glider back to field. Sink ... 1,300ft, 1,200ft, 1,100ft. Okay, looks like consider circuit now. Touch of lift hits me, I take advantage. My smile becomes a fully composed beam. I breathe deeply, the beam broadens still more. Stop this bloody concentrate. This requires work. Get on with it. Spot Nigel and tuggies by caravan. Feel eyes from everywhere glued on me. Concentrate.

Set high key – flight seems to be speeding up now. Things to do. "Get on with them then," I shout, as if to impress Nigel. Sink on downwind, look for reference point, look at angle, don't fixate on it, crabbing closer to airfield so steer slightly away. Diagonal, angle looks good, lookout. Speed check, attitude, trim leave alone now. On base bit of drift, keep turn clean and smooth. Feel a bit jumpy now, don't tighten pressure on stick. A deep breath. Finals, a little high. Hand finds airbrakes lever. Line up, quickly now, make small adjustments. Open airbrakes to half, judge rate of descent. I'll clear the hedge, close brakes slightly. Look up field. Open brakes a little more. Breathe again. Floating, I'm pressing my back into the seat. No need to. Out breathe. Hold off. Nudge off drift, line up. Land. Touchdown. There. Slide sideways a little to stillness.

Oh boy. Oh boy. Buzzing... Brilliant... Beaming...

Then down to earth as I step out and a voice asks: "Why did you come off early? I said you've got a 2000ft tow – that's why the tug went the other way..."

Jolted for a moment then "I [er] ... I just got so used to pulling off at 1,000ft and..." "Ah," thinking to myself I hadn't listened, had I? Whoops. Then, before I could really slap myself: "But you did well ... just gave me a bloody heart attack... WELL DONE!"

The beam just stays and stays and stays. My breathing has improved but I could work on my listening!

Steve went solo at 5.39pm on Friday September 2, 2005 at Bidford Gliding Centre





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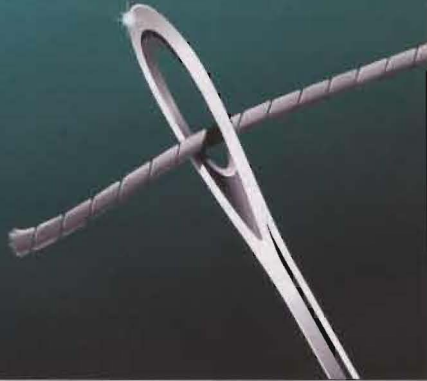
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BGA CLUB ANNUAL STATISTICS

OCTOBER 1, 2004 TO SEPTEMBER 30, 2005

	MEMBERSHIP				FLEET						FLYING				NEW PILOTS		
	Full Flying Members (Adult)	Full Flying Members (Junior)	Temporary Members	Club Two-seat Gliders	Club Single-seat Gliders	Privately Owned Gliders	Club Owned Tugs	Privately Owned Tugs	Club Owned SLMG	Privately Owned SLMG	Total Launches	Number of Aerotows	Total Hours Flown	"A" Badge	Bronze Badge	Cross-Country Endorsement	
Andreas GC	20	2	14	1	0	4	0	1	1	398	54	51	3	0	0		
Angus GC	11	3	32	5	1	3	0	0	0	706	0	84	4	1	1		
Aquila GC	54	2	197	3	2	17	2	0	0	1171	1171	576	3	1	2		
Bath Wilts & North Dorset GC	92	9	323	3	3	35	1	0	0	2997	794	872	4	1	1		
Bidford Gliding Centre	86	5	444	3	3	45	2	0	1	2180	2150	0	8	1	3		
Black Mountains GC	57	2	385	2	2	36	1	0	0	2435	2435	3238	0	3	3		
Booker GC	181	16	1550	7	9	85	5	1	2	7330	7310	9000	8	11	9		
Borders GC	83	8	85	2	2	31	3	1	0	2447	2340	2204	5	3	2		
Bowland Forest GC	136	9	442	4	4	0	0	0	0	4025	0	1635	1	4	1		
Bristol & Gloucestershire GC	178	6	420	4	4	64	2	0	1	5375	2126	4302	2	5	2		
Buckminster GC	79	1	251	3	3	26	1	1	2	3301	2074	1974	4	1	6		
Burn GC	104	8	340	4	3	34	1	1	0	4634	1105	1834	5	0	5		
Cairngorm GC	30	3	60	2	0	8	1	0	0	733	656	699	0	0	0		
Cambridge Gliding Centre	178	9	1172	5	5	69	2	0	0	9464	2390	6495	19	8	8		
Carlton Moor GC	10	0	20	1	1	0	0	0	0	333	0	54	2	0	0		
Channel GC 2002	36	3	411	3	0	0	0	0	3	1617	0	186	2	0	2		
Connel GC	4	0	0	2	0	4	0	0	0	0	0	141	0	0	0		
Cornish GC	25	0	92	1	1	2	1	0	1	455	263	151	1	0	0		
Coiswold GC	155	3	489	3	6	51	0	1	4	7145	130	2783	11	5	0		
Dartmoor Gliding Society	59	6	116	2	2	10	0	0	0	2373	0	439	3	2	0		
Deeside GC	81	18	377	3	3	16	2	1	2	3006	2926	3576	3	4	2		
Denbigh Gliding Centre	46	3	120	3	2	12	0	0	1	2750	0	909	1	4	0		
Derby & Lanes GC	151	5	541	4	3	43	0	0	2	5015	0	2334	5	7	7		
Devon & Somerset GC	146	14	171	4	4	40	1	0	1	7373	342	2371	5	5	4		
Dorset GC	40	4	154	2	1	16	1	0	1	1686	709	833	1	0	1		
Dukeries GC	35	9	157	3	2	12	0	0	0	2138	0	460	3	3	1		
Dumfries & District GC	7	0	0	1	1	2	0	2	0	182	0	50	0	0	0		
East Sussex GC	90	11	578	3	4	23	1	0	2	3628	969	1349	6	1	4		
Essex & Suffolk GC	109	10	119	4	4	37	0	0	0	5533	42	1808	9	4	4		
Essex GC	64	1	225	4	2	24	1	0	0	2246	890	618	2	3	0		
Herefordshire GC*	23	0	75	1	1	8	1	0	0	685	685	510	0	0	0		
Highland GC	48	5	181	1	1	17	0	1	1	1412	499	699	1	0	1		
Imperial College GC	11	15	29	1	2	0	0	0	0	459	210	260	0	0	0		
Kent GC	149	30	748	4	2	38	1	1	1	6872	1416	1650	9	3	4		
Lakes GC	26	0	42	2	1	12	1	0	0	630	585	350	0	1	1		
Lasham Gliding Society	538	47	1956	13	0	198	5	2	2	21892	8275	0	38	18	16		
Lincolnshire GC	34	1	136	2	1	6	0	0	0	1993	0	312	2	0	0		
London GC	286	29	2068	7	5	110	5	0	2	18138	8478	6782	6	7	10		
Mendip GC	61	8	344	3	2	13	0	0	1	2335	172	521	5	3	1		
Midland GC	163	15	449	4	3	47	1	0	1	8304	589	4261	17	5	7		
Needwood Forest GC	46	7	192	3	2	6	0	0	0	1957	0	527	0	0	0		
Nene Valley GC	42	2	189	2	2	18	0	0	1	2704	9	735	2	0	0		
Newark & Notts GC	61	5	100	3	2	8	0	0	0	2891	163	765	3	2	2		
Norfolk GC	110	6	289	3	3	29	2	1	2	3630	2290	1586	0	3	3		
North Devon GC	14	2	175	2	1	8	0	1	1	700	700	0	0	0	0		
North Wales GC	23	2	81	2	2	5	0	0	0	1186	0	158	0	0	0		
Northumbria GC	68	21	374	3	1	10	1	0	1	2253	431	454	1	1	1		
Oxford GC	65	7	348	4	4	23	0	0	0	3800	20	1150	4	1	0		

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Club news

Anglia (Wattisham)

IN April the club became an Army Gliding Club after many years of membership of the RAFGSA but apart from this military change, we continue as before. An effort is being made to attract more Army personnel into gliding and civilian members are very welcome. Flying at Wattisham offers not only one of the longest hard runways available to gliding in the South East but also some of the cheapest gliding available. James Dean and Ed Weaver are now full rated instructors and Pete Brown is training as a BI. With Gwyn Thomas (CFI), Frank McKeegan and John Courchee we are well kitted out for instructors and if you want to learn to fly we can assure you of personal attention. Friday evening flying has re-commenced and we will be operating on Friday, Saturday and Sunday throughout the summer.

Mike Powell

Aquila (Hinton on the Hedges)

CONGRATULATIONS to Jim Hughes on his Assistant rating, Alan Veal on his BI rating, Brian Hammon for completing Bronze, and Stuart Johnston for his Bronze badge and Silver height. All of our recent Bronze pilots are progressing well, most now converting to the K-21 and Astir. We are organising more midweek task flying when the weather looks promising. The Hinton inter-club weekend had mixed weather, with one competition day flown. Thanks to Damien Dyer, Tony Limb and their helpers for getting the most out of the weekend. Our 180 Cub is now being made available for tug pilot training and tailwheel conversions.

Tim O'Sullivan

Bannerdown (Keevil)

FINALLY some cracking soaring days and we have made the most of it. Bannerdown has been a hive of activity, most recently a soaring week where we were joined by members from Bowland Forest and flew every day.

There were too many badge flights to mention – it was that good! The week ended with a fantastic longest day celebration on June 24 when we flew in shifts from the crack of dawn, before retiring to the bar for a well-earned curry. We thank everyone involved in planning and running the week and our visitors for making the long journey. Congrats to our new BI Ian Harris, and both Brendan Worley and Tim Roberts for their 50km; Tim has also now completed his Silver. If you fancy soaring over beautiful Wiltshire, check our website for more info – www.bannerdown.co.uk

Debb Hackett

Bath, Wilts & North Dorset (The Park)

WE had our AGM in April, and saw some changes in our committee. Long-standing chairman, Merv Pockock, has stood down after seeing the club through various changes, including the move to our present site. Thank you, Merv, for all your work. Mark Hawkin has been

elected chairman – we are sure he'll bring enthusiasm to club activities. A trip to the Mynd was hampered by poor weather, but it was a good social week with many joining in non-flying activities they never realised they could do. May saw the first flying week, which was well attended with plenty of flying. There were some relatively good days, with some good cross-country flights. The week, whilst frustrating at times, left every one pleased that they had achieved something.

Jan Smith

Bidford (Bidford)

WE have started the season with many successes for our early solo pilots, including Mark Winters – first solo, single-seat conversion and Bronze leg; Emily Broadbridge – single-seat conversion; Tony Dolan – Bronze Badge, Cross-country Endorsement, silver height and P1 rating; Neil Townshend – single seat conversion and Bronze leg; Les Fletcher – single seat conversion, 50km and 100km part 1; Andrew Norton – Bronze leg; Nick Ghee – 50km; Steve Foster – 5hrs to complete his Silver. Congratulations to them all, and apologies to any I have missed. There have also been some decent cross-country flights, including a 500km and fast 300km from Bill Inglis, and fast 200km and 300km from Chris Morris. A weekend competition has been launched – the Bidford Challenge, with a trophy donated by Simon Waterfall. The first name to be etched on the plaque was Bill Inglis.

Lynne Burkert

Black Mountains (Talgarth)

OUR Rockpolishers weekend turned out well with the weather improving for one of the famous Talgarth barbecues. The task-setter narrowly escaped with his life after 10 landouts! A couple of days after, Ralph Johnson took his Dart round a 300km on a difficult day, so the soaring season is well and truly under way. At the AGM, the new club five-year strategy was unanimously approved and the committee is now starting implement it with the help of the membership. Visitors continue to come in ever increasing numbers to enjoy all year round ridge and wave to compliment the thermals. Our CFI, Don Puttock, is still bubbling with enthusiasm and we are operating seven days a week.

Robbie Robertson

Booker (Wycombe Air Park)

I'M writing this during our very well supported regionals, with 33 entries. The weather is typical of this summer and task setting proving a real challenge. Shortly Wycombe Air Park is hosting Aero Expo 2006, which will be both an asset and a liability for us, as we won't be able to fly at Booker for several days, but will be able to have the unique opportunity of being able to promote Booker GC to an enormously wide public. Our congratulations to a number of first solos; Steve Atkinson, Gary Fisher, Daniel Nye, Skylar Weber, Chris Young, whilst Jonathan Cave and Adam Kingdom have resoled. Planning continues for our regular autumn wave expedition to Aboyne, and a good time was had by the members visiting Shobdon earlier this spring.

Roger Neal

Borders (Milfield)

IN April Kathy Maley completed a two-hour Bronze flight. Malcolm Parkes and Jules Sutton climbed in wave to 12,000ft and our resident wave took a day off to be replaced by an excellent thermal day. Derek Robson went on a borders wander over 300km. John Greenwell made Lockerbie and return, Mark Fielding completed Silver with a flight to near the Alcan aluminium factory. That track is getting to be a milk run, Barry Lytollis soloed. June 10 was an excellent wave day; Dave Wilson took his, newly refurbished ASW 15b to circa 14,000ft. He has refinished this with roller-applied white yacht paint. The same day, Brian Cosgrove, Graham Mitcheson and Ian Surley did five-hour flights.

Len Dent



Emily Broadbridge has converted to single seaters at Bidford Gliding Centre;

Booker's Steve Atkinson after his solo, with CFI Andy Henderson at Wycombe Air Park;

Mary Meagher's painting of Talgarth is one of five by her shown at the Guild of Aviation Artists' annual expo; Somebody with a sense of humour added this sign to a Black Mountains GC K-13 (Robbie Robertson)



Please send news to editor@sailplaneandgliding.co.uk or Helen Evans, BGA, Kimberley House, Vaughan Way, Leicester LE1 4SE to arrive by August 15 for the next issue (later deadlines at www.gliding.co.uk)

Club news



Above: **Midland's** Helen Johnson celebrates five hours and, having failed to get the evidence for Silver height, resolves to learn to use the barograph (David D'Arcy);



Left: Two familiar people have left **Lasham** recently. Malcolm Hook, left, has gone to work for ATC after 22 years as Operations Manager, while tug pilot Simon Berklejohn has begun training as a commercial pilot.

Below left: Members of **East Sussex** make the most of their task week, despite the showers (Clive Hawkes)



Below: **Lakes GC** members celebrate the first flight of the IS28 after a three-year refurbishment (Alan Sayers)



Bristol & Glos (Nympsfield)

WITH poor early-season weather, great progress was made on a new website (bggc.co.uk) and the K-8 has been rebuilt. Our new cross-country courses had a 100 per cent take-up and Gavin Wrigley did some well-received cross-country tuition. Dan Welch did a 300km Diamond goal and Gold distance in April in the club LS4 and in the same month Barry Walker took two thermals to get to Wisbech. Joe Westwood (Kestrel) flew 540km and by the end of May Trevor Stuart had flown two 500km flights and led the national ladder. Late May brought another rush of cross-countries, including a 500km-plus by Russ Francis. Steve Leslie has both Bronze and the Cross-country Endorsement, which Bob Page also passed. There are a few places left in the Club Class Nationals August 5-13.

Bernard Smyth

Buckminster (Saltby)

ANOTHER hectic couple of months have sped by. The second Wood and Glass competition saw 23 pilots competing across three days; well done to Martin Hands (wood) and John Williams (glass) for picking up the silverware. Saltby have a very nice 500-point lead against our arch-rivals at Kirton ready for the return leg in August. Motorgliding at Saltby goes from strength to strength with seven aircraft based here. June saw Philip Alexander from Upwood get his SLMG in just two weeks! Our new club K-21 has flown and is proving very popular and the cross-country ladder is heating up once again, Dave Prosolek adding yet another 400km flight at the end of May. We are open 364 days of the year and visitors, in gliders, motorgliders or upside-down Foxes are very welcome!

Chris Davison

Burn (Burn)

CONGRATULATIONS to Stuart Leadbeater on finishing his Silver badge with a 100km Diploma flight. Our chairman Chris Riley presented his final report at the AGM after three successful years. He made special mention of the vital work carried out by Bill Thorpe and Dave Chafer in support of the club. At the EGM, which followed, it was agreed to begin the process of changing the Articles of Association so that we can apply for CASC status. Spring brought us some good flying. On one day pilots flew cross-countries entirely in wave while others flew the tasks using thermals. Other days were not so good, as S&G's editor, who we were pleased to welcome to our club, will testify. She quickly got the hang of our poor-visibility circuit procedures and I am sure enjoyed the experience.

George Goodenough

Cairngorm (Feshiebridge)

THE late spring has been hectic! We enjoyed meeting old friends during Mayfest, and welcomed back the "Walking on air" flying for the disabled association with their K-21 during the first week. The second week



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	VARIO M/S	-1.8
TASK KPH	59.1	KM 101.0
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	VARIO M/S	-0.7
TASK KPH	47.9	KM 100.9
942	ALT FT	3514
	VARIO M/S	-1.5
TASK KPH	88.2	KM 100.8



Right: This shot of the Sutton Bank white horse, by Mike Smith, shows the Yorkshire Gliding Club's new K-21 on base for landing to the north

Left: Snowdon's summit, taken by Paul Jewell of Denbigh – the P2 on an enjoyable six-hour soaring flight around the Midlands and North Wales in Rod Witter's Duo Discus



Left: Paul Bott on his first solo with his instructor DCFI Dave Hertzberg, photographed by Eoin Cassels at Essex GC's Ridgewell site



Left: a visiting Spitfire joined its humbler fellows in the Lasham hangar in June (Pete Masson)

Below: Channel's Steve Potter after his first solo, with CFI John Reeves and Stafford Lintott, DCFI. We believe Steve drank the champagne after the flight rather than during it



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Club news



Bob Jones, of **Dartmoor Gliding Society**, alongside his K-6E, in which he recently completed his Silver

proved more cross-country friendly with Nick Norman returning about 750km. May 10 was a day of note with Nick flying young William McLeod down to Portmoak in his Europa to finish his Cross-country Endorsement, returning by mid-day with Nick and Jan Ketelaar jumping into the ASH to fly Ben Nevis O/R, then Nick and William flying Ben Nevis-Killin-Feshie. Our open weekend proved very popular with the community, resulting in more members. The next day the BBC arrived with Alan Titchmarsh to film. Octoberfest will run from Sept 23-Oct 8. Full information is on our website www.gliding.org

Chris Fiorentini

Cambridge (Gransden Lodge)

IT'S all happening at Cambridge. First the UK Grand Prix is to be held at Cambridge and now we have major building works under way to provide a shower block and bunkroom – this should be open on August 1 and certainly ready for our Regionals and the Open Class Nationals in late August. Please call the office to make a booking. We have also had two Inter-club Leagues recently and congratulations go to Peter Baker and Neil Goudie for winning on what were very difficult days. We are hosting Kent GC's task week in July and we look forward to entertaining them.

Paul Harvey

Carlton Moor (Carlton Moor)

GED Terry has completed his five hundredth flight in the Swallow just before we laid it up to save the insurance money. We believe we are not the only club to be struggling to pay the insurance bills. The AGM saw no major changes, although Stan has taken over responsibility for the motor transport. We welcome Hilary Walton and Kevin Davidson as new members to the club. Kevin has become the weather jinx, and has yet to fly here. We are thinking up schemes to send him away! We have had some soaring flights in north-westerly winds. In the meantime, it rains and rains and rains. We saved a special day for the BGA Regional Technical Officer, Reg Wooller, who swam from his car to the hangar to carry out his inspection.

Nigel Ling

Channel (Waldershare Park)

THE club is making significant progress. We now have a steady stream of new members and two new syndicate gliders. Better still we have a new assistant instructor – well done Bob Shallcross. So we can now operate on Fridays as well as the weekend. We've had two first solos – Chris Whiting and Guinness Book of Records nominee Steve Potter. Steve has been keeping members in suspense for some time now and may well hold the record for the number of pre-solo launches. Champagne



Italian Marco Funk after his solo on the winch at **Dorset**, seen with instructor John Swayles on the left

all round, supplied by the DCFI no less. Congratulations also to Matt Waters and Ken Ellis who both completed second Bronze legs. Best wishes to our neighbours, Kent, who are celebrating their 50th anniversary. Nigel Shepherd

RAFSGA Chilterns Centre (RAF Halton)

THE club expedition to Sisteron in April/May achieved 245 pilot hours and a baptism of mountain flying for four pilots, with 13 days' uninterrupted flying, lots of personal goals achieved and excellent hospitality and administrative service from the locals and French CAA alike. So, while May was disappointing in UK, a few pilots could at least dwell on their exploits. Early June saw one 750km attempt made with well in excess of 500km being flown, as well as a two-seat 300km being completed. Other cross-country flights have continued to be made, and the wind has enabled some ridge running when it was not thermic.

Andy Hyslop

Cleavelands (Dishforth)

ANOTHER change of CFI has occurred, with Dave Campbell taking the reins. Madame S&G Editor visited the desolate north, picking her day to visit Dishforth with some care as it was the best soaring day of the year so far, with 6kt thermals or 5kt wave to choose from. The Inter-Club League this year sees Cleavelands joining forces with our friends and regular visitors from Bowland Forest GC. The joint team caused some heated discussion in the scoring tent, when the novice in an Astir beat the speed of the pundits in Nimbus 4s on day one. Day two saw Paul Whitehead complete a task, completely in man-made thermals, when no competitor in any of the other classes even reached a turn point. Our two Chipmunk tugs braved the elements to attend the type's 60th anniversary celebration at Leicester.

Polly Whitehead

Cotswold (Aston Down)

WE held a very successful open day at the beginning of May, which was well attended by the public. During the day we offered trial lessons in the club training fleet, which were very popular. We welcomed the Vintage GC for a week in May. The weather was terrible but some flying went ahead in the gaps between strong winds and rain. Considerable ingenuity was necessary in the rescue of a crippled Prefect trailer from Reading motorway services. We have started holding full cross-country briefings on good Saturdays to encourage more flying. Congratulations to our Rockpolishers' team, lying second to Nympsfield in the league. Our revamped briefing room will all be ready for the 15-Metre Nationals in July!

Frank Birlison



Robin Street is congratulated on soloing at **North Hill** by his instructor and brother John, a 3,000hr pilot

Cranwell (RAFSGA)

CONGRATULATIONS to both Simon Atack and Richard Thomas on going solo despite the vagaries of the recent weather doing its best to prevent this, we wish them many happy hours of solo flying. Many thanks to Miriam Gillow together with NU members who responded to the cries of "we want a party" and have worked hard to put on various social functions in our newly refurbished club house. At time of writing, the Inter-club League seems to be going very well with Ian Campbell, Ian Mountain, Angus Watson, together with Miriam Gillow as support crew having placed us overall second – we look forward to the final outcome! At last the weather has picked up and we hope that this may be a sign of steady improvement for what appears to be a shortish season so far.

Zeb Zamo

Dartmoor (Brentor)

OUR first major success of the season has been Bob Jones completing his Silver with a flight to North Hill and (almost) return. Ged Nevisky, meanwhile, has been adding hours to his BI total with two very successful evenings arranged for Boy Scouts. Almost anywhere in Devon, Somerset or Dorset, Trevor Taylor can be found dropping out of the sky as conditions fail – missing buses, cows and telephones. With a current record of three landouts in two days, Trevor could be calling into a farmhouse near you at any time. We are grateful to Peter Williams for his Bronze C coaching evenings, and trust that his clutch of trainees, John Hanton, Mike Jardine, Gus Pearce and Chris Snawden, all now have their Bronzes. We welcome Martin Broadway, and Mike Harris, who joins from Oxford GC at Weston-on-the-Green.

Martin Cropper

Deeside (Aboyne)

WE had one of the best thermal days ever on May 10, with cumulus to 10,000ft. Two 500km and three 300km distances were achieved. The club hosts Competition Enterprise from July the 8-15 and the tenth UK Mountain Soaring Championship from September 3-9. There are still places available for the wave season; please contact Mary-Rose Smith for bookings. Deeside GC featured on BBC Radio Scotland's *Out of Doors* on May 20. Sue Heard gave Mark Stephen and daughter Jessica a tour of the club, and was interviewed about gliding, and would you believe it, geography! James Davidson flew them: both Mark and Jessica were very enthusiastic and enjoyed their flights. A recording is available – ask Sue. James Davidson stepped down as chairman of the club to be succeeded by Paul Boath.

Sue Heard

Derby & Lancs (Camphill)

OUR airfield is in good condition and we are in our summer operation seven days a week with resident instructor and winch driver. Some bright spots have been Alex Green's Silver distance, and Jonathan Thorpe's win in the Inter-Club League at Pocklington. ICL organiser Chris Worrall had a successful visit to France, coming back with Gold Distance. Mike Armstrong has already put in a couple of fast-ish 300kms here and we've enjoyed quite a bit of wave. The spring migration to Portmoak is almost upon us, and the Vintage Glider Club Rally took place in June. We had looked forward to the extended visit of the BGA Falke this spring, but this had to be postponed due to engine problems, and then when it did arrive, it had to go away again due to low oil pressure.

Dave Salmon

Devon & Somerset (North Hill)

MAY was greeted with enthusiasm – unfortunately the weather had other ideas. The first summer course was somewhat dampened and followed by a further week of dismal weather on Ron Johns' cross-country course. The course itself was very well attended, and by all accounts enjoyed by all. On one day most people raced off on a 130km task, but nobody returned! Things weren't all gloomy though – after many years of coming to our club to visit on holiday courses, Robin Street has finally gone solo – congratulations. Another notable event was Godfrey King's Silver height claim, which completed his Silver badge, made sweeter by the fact that Godfrey started out on his quest some 56 years earlier. When questioned about his next goal the youthful 77-year-old said that he would like to get his eyebrows shaved.

Mark Courtney

Dorset (Eyres Field)

WE sent Marco Funk, our young visitor from Italy, solo on the winch on Sunday, April 30. Our tug has needed some work, mainly undercarriage refurbishment and new bungees fitted, and this has forced us to make more use of the winch. We are thinking of making it mandatory for solo pilots to have to learn to drive the winch, as we have a distinct lack of members who are willing/able to drive the winch at the moment. Thanks to Alan and Barry for getting K-13 CHW into a much tidier state: CHW flies very nicely again now. Visiting pilots are welcome to join our task weekend at the end of August (26-28); free camping on site is offered. Our 'Purbeck micro-climate' means soaring can often be better than even specialised forecasts might suggest.



Fenland GC's Mitch Middleton (left) congratulates Alex Saunders on soloing on his 16th birthday

The sea breeze front can provide excellent flying if you're rigged early enough to catch it as it goes through!
Colin Weyman

Dukeries (Darlton)

WE moved to our new Darlton site on July 1. It lies between the A57 and A6075 near their intersection. Our neighbours and friends from Newark & Notts have joined us pending their relocation to a new site, having ceased flying at Winthorpe – they are most welcome. There is still plenty of work to be done (at the time of writing the hangar still has to be built) but our very long grass site with super views will be great place to fly. The new site hangar is at GPS coordinates N53 14,957 W 000 51,219. Congratulations to Ian Burgin for his Silver height and duration and to Roger Terry, who has gone solo. We have had to increase some of our charges but we still reckon that at £500 our fixed price to solo is the best in the land. Come and join us.

Mike Terry

Essex (North Weald/Ridgewell)

CONGRATULATIONS to Vince Earl on re-qualifying as a Basic instructor, and to Paul Bott on going solo. We have had several very successful evenings, flying members of the public at our Ridgewell site over the past few weeks, and our thanks go to all the crews and instructors who work so hard to make these occasions so enjoyable, especially for those experiencing gliding

for the first time. (It also brings a big smile to the face of our treasurer Tony Brook). With all the sun and rain lately, the grass on both our runways at Ridgewell is looking very good, due in no small way to the efforts of those members prepared to savour the delights of all that tractor driving. A big thank you to all those involved. We are looking forward to our club gliding weeks, and we hope to have plenty of soaring.

Peter Perry

Fenland (RAF Marham)

TWO special occasions to celebrate – Alex Saunders achieved his first solo on his 16th birthday; and Timmy Edmunds has become an Assistant Rated instructor – well done. Peter Stafford Allen proved on one day in May that he was human like the rest of us when he failed to soar for his usual two hours whilst the rest of us were stuck with circuits. Paul McLean and Graham French have returned from Sisteron, where Paul surely beat the record for the amount of fun that someone can have in two weeks! Overheard on the radio in Sisteron: "There must be a law against this," said someone else apparently having fun. "There is," came the reply: "The law's called Gravity, and we're breaking it". I know that we all work hard for our love of this sport but a special thanks to Dave Wren for his recent efforts.

Graham French

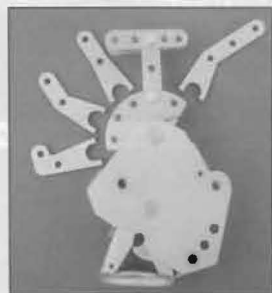
Four Counties (Wittering)

EXPANSION at Wittering continues with the recent arrival of the 60ft portacabin that will soon become a workshop. Congratulations go to Mark Tolson, who has his full rating, and Dick Hunt who regained his, both on our Easter instructors course, as well as to Danny Thorogood, who rejoined the club and has since resoloed – some 26 years since his last solo flight! Notable news is the arrival of Loughborough University, joining us from the Soaring Centre. We welcome them, taking up where Nottingham Uni left off when we moved to Wittering. They bring with them a K-8 and most of a K-13, and we look forward to a prosperous future with them. We shall be hosting an official visit from the Chilean Air Force, on a return trip after the GSA expedition to the Andes, we hope to provide them a warm welcome, and a good taste of flatland soaring.

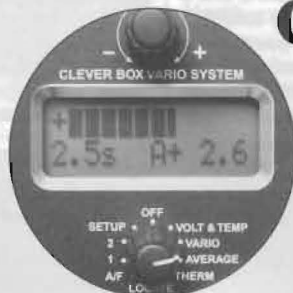
Pete Davey

Lakes (Walney Island)

THERE'S a lot of energy in the club with notable flights and achievements. Neil Moffat earned Gold distance, with first solos by Alan Sayers at Walney and Rose Saunders at Lasham. Kate Frost achieved Silver height



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Rattlesden

At a glance

Full membership cost: £260 pa

Launch type and cost:

Aerotow to 2,000ft – £20.00

Winch – £7.00

Club fleet:

Puchacz, K-21, K-13, Astir CS, Pegasus

Private gliders: 19

Instructors: 14

Operates: Weekends, Bank Holidays & Wednesdays

Contact: Clubhouse 01449 737789
ratair.co.uk

Radio frequency: 129.975

52° 09' 894" N 000° 51' 587" E

LIKE many other clubs Rattlesden GC makes use of a World War Two American base. Rattlesden was the home of 447th bomber group, flying B17 bombers. The main runway is 1,200 yards of concrete with a grass cross-strip across the top to form a "T" shape. The gliding club was formed in 1976 from a splinter group from Essex and Suffolk Gliding Club, then based at Whatfield, near Hadleigh, Suffolk. Roger Watts (now President of the club) kindly offered the use of the runway, control tower and a hangar on his farmland, which was purchased from him in the mid 1990s.

The club started with one Slingsby T-21, which was rigged and de-rigged each flying day, and after a few years the fleet was improved to consist of two K-7s, a K-6 and a K-8. The club grew from eight to 10 members in the beginning to the current day with nearly 100 members. Members age from 14, in the youth pilot scheme, to the more mature!

With the help of a Lottery grant, Sports Foundation grants and donations from members the club fleet evolved into today's – a Puchacz, K-21 and K-13 for training and cross-country flying and two single-seaters, an Astir and a Pegasus.

Launching is by aerotow using a Citabria and a Skylaunch winch, launching gliders up to 2,000ft.

Rattlesden is a friendly club and if you fancy a visit to the flat lands of Suffolk why not call in, or bring your glider for our next flying week in August.

Helen and Andy Page



Top: *Windrushers* member Rachel Tocknell, seen with instructor Dave Crowson, soloed during a week's visit by Westminster School to **The Long Mynd**. The photo was taken by her proud father Mark, also a glider pilot; Middle: **North Wales GC's** "Display Team" flies the flag for gliding at Harwarden airport at an Airbus event; Below: **Midland GC** has squeezed yet another aircraft into its hangar – the T-21 – all credit to its syndicate, and to Tony Adams' assiduous work (David D'Arcy)



British Gliding Association
Duo Discus Hire 2006

The BGA's Duo Discus will be available for hire again during 2006. The aircraft will be available for hire in week blocks from September to October. If you are interested in hiring the Duo, please contact Debbie at the BGA office.

Tel: 0116 2531051 Fax: 0116 2515959 E-Mail: debbie@gliding.co.uk Web: www.gliding.co.uk

picture courtesy of Mike Evans

and Shaun Ryan achieved his best flight in wave both around to 8,800ft. Thanks to Shaun the IS28B is now flying again after a three-year refurb. It's 20lbs lighter and flies better than ever. Peter "23" Redshaw won the Hus Bos task week and also picked up the Golden Ball award for outrageous field landing stories. Peter is ecstatic our longest runway is renamed from "24" to "23" due to changes in magnetic north. Neil Moffat leads the Club Ladder but is shortly to learn how the devious handicapping system works. Tug pilot John Burdett has achieved his IMC rating. Geoff Bailey Woods has done a sterling job with Cs of A and testing.
Alan Sayers

Lasham Gliding Society (Lasham)

IN May, staff member Simon Berkeljon, a tug pilot, winch operator and gliding instructor, left for New Zealand to begin training as a commercial pilot for easyJet. Then in late June Operations Manager Malcolm Hook decided to further his career with ATC Lasham. Malcolm served Lasham for 22 years and helped significantly with the development of the club and airfield, making a large contribution to how it is today. We wish him all the best for the future. Due to a poor weather forecast, Deputy CFI Colin Watt and Advanced Soaring Course pupil Daren Kershaw gave up on England and hopped on a plane to Jaca to take advantage of sunny Spain. Mountain soaring with eagles and vultures far surpassed sitting in the clubhouse watching the rain. Congratulations to our newly qualified instructors, who are helping with courses and training; also congratulations to Luke Dale for his success in the Inter-Club League. In August Lasham hosts the 18-Metre Nationals and Lasham Regionals so come along to watch. For more information visit www.lasham.org.uk or telephone 01256 384900.
Mary Allen

London (Dunstable)

WELL DONE to 16-year-old Tom Pridgeon, who has soloed. The EB28 (see p36) has been getting many kilometres under its wings, breaking two UK records subject to homologation. The Class D airspace around us is more complicated, however the good news is it's given more space to fly; thanks to Carr Withall and Andrew Roche for long negotiations and a new letter of agreement. Thanks to all the kind sponsors for many good prizes donated to the Junior Nationals in July. The Miniova of 1937 vintage was recently seen rigged after a long restoration job – don't miss the champagne when it flies. At the recent AGM we expressed our thanks and good wishes to Colin Anson, our ex-president, who has retired, and congratulate the incoming president Carr Withall, who comes from a brilliant family background of pilots. We thank Trevor Mills, who has stepped down from the committee after many years, for all his work.
Geoff Moore

Mendip (Haiesland)

LAST issue we failed to report that Colin Little had gained his Cross-country Endorsement and a Bronze leg; now he has added five hours to make sure of a mention. Terry Hatton has his Cross-country Endorsement and both Dominic Polhill and Bradley Parker flew their 50km. Most of these achievements took place in National Gliding Week, when we were open every day. Publicity officer Hatton really went to town and the BBC's Somerset Sound broadcast live from the T-21! Kevin Moloney gave his BGA Safety Presentation to a packed clubhouse on the Friday night and, to round off the week, we ran the first round of the Inter-club League. In the last month our long-time treasurer, David Neville relocated to France, taking with him our best wishes. Another presentation was made at the AGM – to Peter Moorehead whose lengthy period as our CFI was commemorated with a voucher for an aerobatics flight with a Red Arrow pilot in an ex-RAF Bulldog.
Keith Simmons

Midland (The Long Mynd)

THE defence of our national title as Inter-Club League champions got off to a great start with two firsts and a second during round one at the Mynd. Thanks go to all those members who made it possible. The next round at Talgarth was not so fruitful but club members enjoyed some varied flying and are still in contention to win the Rockpolishers league. The AGM was well attended and the committee welcome Andrew Sherrington as club secretary, replacing John Parry who was standing down. Our holiday courses have been well attended as has our evening class, ably supported by our two professional instructors and winch drivers. One of the Mynd super-women, Helen Johnson, has completed her five hours silver duration in the club K-8. However, Silver height was missed as logger operation was not adequately explained: you do not turn it on after launch, and then turn it off again before landing!! Jan and her team are again overseeing the Mynd catering and we have had some superb Saturday evening meals.

David D'Arcy

Nene Valley (Upwood)

MINI task week at the end of May proved to be a couple of days when the rain never stopped. We did however complete many outstanding jobs. Our planned Open Weekend should bring interested new members. Publicity for this event and promoting the club within the local papers sports section has now been completed. The club Junior, and our new refurbished K-7/13 are ready for the "stalled" soaring season; since drought orders were issued it's been wet, which has meant that the grass cutter has been in operation far too much.
Dave Mansfield

Norfolk (Tibham)

CONGRATULATIONS to Chris Lawrence, still only 16, for the following achievements: Bronze Badge and Cross-country Endorsement, Silver distance, Silver height and 100km diploma. Congratulations too for Tim Highton, Silver distance and 100km diploma, and to Ken Kay for Silver distance. Peter Ryland has his 500km and John Roche-Kelly his Silver Badge. Will Day is now an Ass Cat. We hosted our leg of the Inter-Club League over the Spring Bank Holiday and were convincingly beaten into second place by the Wormingford A-team. CFI Andy Videon held a very informative pilots' meeting and has followed it up with an in-depth safety article, "Low and Desperate". After an astonishing April, soaring conditions throughout May have been poor for us, so we're all champing at the bit. We have given half-price entry to Juniors in the Eastern Regionals this year.

Ray Hart

Northumbria (Currock Hill)

IT'S been a good time for some of our young members, with Ryan Palmer and Jamie McGregor both getting their Bronze Badges with Cross-country Endorsements in the club Astir. Don Welsh, meanwhile, reached an



Peter Moorehead of Mendip is presented with decanter and flight voucher by Barry Hogarth (Keith Simmons)

astonishing 12,000ft off a winch launch – a remarkable achievement considering our usual weather conditions and our proximity to Newcastle International Airport. More than 30 people – most of who had never flown before – turned up for our annual Open Day, with several returning to fly with us again. Our tug has done sterling service during two expeditions in Cumbria, where pilots flying from Carlisle airport reported some of the best conditions they had ever known.

Richard Harris

North Wales (Llantysilio)

ONE week to the Solstice and it feels like summer has only just started. On June 10 we spent a very hot day promoting our club at the family open day at Airbus in Flintshire, handing out lots of literature. Two aircraft were on display and about ten or so members gave up a day's flying to talk to people about what we have to offer. Two members made progress last month: Tony Cummins achieved his Bronze Badge, well done Tony, and Paul Hurst made another towards his conversion from ATC to BGA instructor. Our "fly every day" club week was well supported, bringing a smile to the face of Hon. Treas. We have lost a very helpful member in Nigel Jardine, who has left us for Florida, where he has bought a fully equipped "Glider Port" (see classifieds in S&G October 2005) including accommodation: we all wish him well in this brave enterprise. Who knows some of us may even pay him a "flying" visit.

Brian Williams

Portsmouth Naval (Lee-On-Solent)

AT the end of flying on June 11, the club aircraft were flown back to Lee on Solent. The club's absence from Lee was longer than any in the club expected, but suffice it to say that the obstacles have been overcome is due entirely to the persistence and hard work of Andy Edney, Nick Lambert, Tony World and others who have devoted so much of their time in arguing the club's case and seeing that the correct paperwork was put in place. In our absence from Lee, the club's gliders have been based at Lasham and Rivar Hill, while our tugs have been active at Lasham and Bembridge. Club members have flown from Keevil, Lasham, Parham, Rivar Hill, Sutton Bank, Upavon and Yeovilton. Our thanks go to all these clubs for their hospitality and their concern for our future.

Steve Morgan

Rattlesden (Rattlesden)

UNFORTUNATELY inter-club at Rattlesden was a washout, but the weather was better at Tibham; Mark Taylor won Pundit at Tibham and Keith Goldsmith won Intermediate. Paul Roche has converted to the Puchacz and Astir and Helen Page had the shortest retrieve landing the other side of the road from the runway after a failed aerotow – 1.43km! Lorna Willcox has passed her Bronze Badge. May 1 saw the changeover of CFIs; Sarah Lee has taken over from Andy Howells, who has been CFI for the last three years, many thanks to him for all his hard work. The K-21 has a new enclosed trailer so we've lots of plans to take the glider on trips.

Andy Page

Scottish Gliding Centre (Portmoak)

SAD news to report to all visitors to Portmoak – John Grala died after a short illness. John was often to be found behind the bar or helping his daughter Irene around the kitchen or clubhouse. He always had time to chat with visitors and club members alike, and will be sadly missed. Following last issue's details of our winch problems, I can report that we are back up to full capacity and able to meet the increasing demand for launches. I glanced at the club ladder this week and just thought I'd tease you with the sort of flights that can be had here – visitors always welcome. This is a taste of flights flown between May 30 and June 7: Alan Boyle

Club news



Left: Welland continued its recent policy of participating in local events by taking this Cirrus to the Rushden Steam Cavalcade. It was popular with kids, and happily remained on the ground throughout the weekend, unlike the club's gazebo, whose unauthorised first solo in Sunday's strong winds ended in disaster after just 20 yards (Mark Rushton)

Right: "Sam Roddie," says former Wolds Club News contributor Tony Kendall, "is doing our news now and he's too shy to send in details of his solo: Dad and Lad in perfect harmony".



104km, Z Goudie 202km, John Williams 323km, and Kevin Hook 753km. Other achievements include Ally Doig and Graham Sommerville, solo; Charlie Guthrie, Silver distance; Simon Lucas, Gold height; Peter Clayton, Gold distance and Diamond goal; Chris Muck, Diamond height; Kate Byrne and Peter Sharpehouse, Aerobatics Standard Badge.

Ian Easson

Shenington (Shenington)

FLAMING June at last! Richard Schooling and Nick Stratton from Portmoak came down in search of Southern sunshine; together with Trevor Bailey of Essex Suffolk GC they were richly rewarded by the weather. Richard was treated to a late afternoon 100km in the K-13 with Staff Instructor Steve Codd: enlivened by a few low points, and a field landing near Enstone, so a twilight retrieve completed their experience. Next day Geoff Jones chose a good field and a friendly farmer for his first cross-country field landing in the Shenington K-8. Weekend barbecues proceed under the gazebos sumptuously provisioned by Hilary Stevens, assisted by Martin Hill, Liz Milligan and May and Jane.

Mary Meagher

Southdown (Parham)

PERSISTENT northerlies, plus summer thermals, have given us a flying start to the soaring season. Paul Frost and Steve Whitaker took advantage to complete their Silver Badges, while Rob Pickering and Rob Golding went solo. Ian Ashdown flew from Parham across into Wales and then toured the valleys during an epic flight of more than eight hours, and around 600km. Guy Westgate entertained at the Biggin Hill Air Show with his aerobatics display. He has now brought on site as Swift single-seat version of the Fox. Our T-21 has been beautifully refurbished and is now in its original RAF livery. Our stalwart K-13 is up for sale and interested clubs should contact our secretary. We have another privately owned turbo at Southdown, and statistics seem to suggest that this is the way gliding will be going.

Peter J Holloway

South London (Kenley)

THE club has had some busy months including a 10-day trip to Jaca in Spain for nine members. Everyone had a fantastic time soaring in and around the snow-capped peaks of the Pyrenees up to 10,000ft. The overall atmosphere and the flying possibilities are exceptional and I would recommend the place to anyone. Back at home three more members have recently finished their Silver badges. Our congratulations go out to Ingram Gavan, Russell King and Michael Pointon for all completing this in the same week. Plans are well on the way now to improve our clubhouse facilities, in the shape of some new buildings, which we hope will be completed in the next few months.

Marc Corrance

South Wales (Usk)

EVENING flying is well under way, making the most of the long summer days; hopefully we will glean some

new members. Our regular visitor from Minden, Nevada, Geoff Loynes, once again had a good week of flying with us. Well done to Ian Helme on achieving his five hours and to Simon Lewis who also did this to complete his Silver Badge on the ridges in the Black Mountains. Our thanks to Brian Crow for doing the cashier duties over the past year and to Claire Helme for kindly offering to take over from him. Pete Saunders is doing a sterling job of rejuvenating the clubhouse. We are looking forward to hosting Rockpolishers next month and our club Task Week.

Jan Phillips

Staffordshire (Seighford)

DEPUTY Chairman Derek Heaton swapped his beautiful K-6 for an ASW 19 and promptly celebrated by claiming the Early Bird Trophy for the first 100km flight in early March. As the April weather came in the cross-country flying really got started with many good flights, the best being 390km by Rangi de Abbathy. First badge claim of the season came from Derek Miles when he flew a K-13 to Hus Bos for Silver distance. Three other aircraft have arrived on site: a Jeans Astir, an LS8 and our tug Tango Victor has been replaced with a younger model. Two open days in April were not blessed with the best of weather, but 70 visitors enjoyed flights and we signed up several new members. Also on the instructor front, Alan Jolly has completed his full rating and Rangi an assistant rating, "busy guy".

Colin Ratcliffe

Stratford on Avon (Snitterfield)

THE T-21 hook conversion masterminded by Derek Phillips has now proved its worth after many hours of dedicated labour throughout the winter plus technical back-up from Peter Underwood of VGC fame. Higher launches combined with Dyneema on Skylaunch, longer flights and obviously less stick loading on the elevator are the great benefits for all the syndicate members. Site improvements are ongoing with the refurbished kitchen now complete thanks to Dave Johnson, Barry Monslow and Peter Merritt making good use of the units donated by Phil Collier. Congratulations to John Dickinson and "Humph" Yorke on BI ratings, plus well done Brian Hadley, Hayden Wells and Robert Jones on solos. We are pleased to report steady progress by our two long-term sick members at last - Jim Tyler (ex-CFI) and Neville Skelding (ex-secretary) from the early pioneering days - we wish them well.

Harry Williams

The Soaring Centre (Husbands Bosworth)

CONGRATULATIONS to Ellie Armstrong on completing her Cross-country Endorsement and check 2. Task week was held in May and was very successful. Well done to Peter Redshaw (visiting from The Lakes Gliding Club), Mike Jordy and partners in the Duo, and Claude Woodhouse who came 1st, 2nd and 3rd respectively. At the time of going to press Russell Cheetham is at the World Championships, and we wish him good luck.

Siobhan Crabb

Ulster (Bellarena)

EASTER week turned into one of the best on club record. Our Dublin guests had an excellent time. The start of May was also very good with congratulations going to Gary McLaughlin on getting his Silver and to Michael McSorley and Jimmy Weston on their 300km declared flights. At time of writing our club trip to Jaca in Spain is in its last week, what a wonderful experience - many thanks to Jimmy Weston for organising it. I would like to thank Alan McKillen who steps down as CFI after three years. Brian Irwin takes over. We will be hosting visiting aircraft at the Portrush Airshow on the first weekend in September. Put it in your diary.

Finbarr Cochrane

Vale of the White Horse (Sandhill Farm)

WE held our Task Week over the Bank Holiday week at the end of May, and the weather obliged with more taskable days than usual. Particularly notable was the day when three of our pilots successfully completed a task of over 300km - congratulations to Tony McNicholas, Gerry Brown and Steve Nash. The prize for the best performance over the week went to Tony McNicholas, and for the most improving cross-country pilot to Peter Scheiwiller. We are pleased to welcome three new Assistant Instructors to the club's ranks: Cliff Beveridge, Kev Hale, and Tony McNicholas. After a long, dry winter a very wet May resulted in phenomenal growth in the grass, but sterling work by Alan Hadwin has now given us an outstanding airfield surface again.

Graham Turner

Welland (Lyveden)

MEMBER support for the club display at the Cranfield Steam Rally raised interest for a third year. Aspiring BIs are working towards a rating course on site; it looks like they will be needed. Neighbouring clubs' motorgliders have been providing field selection practice for aspiring cross-country pilots and there are plans to use our Twin Acro for cross-country experience. Chasing my height gained Ladder head start with trips to Aboyne and Feshiebridge, Mark Rushton dodged showers and spread out for the first cross-country score on the ladder. Steve Burgess' valiant first attempt at Silver saw 30km to Hus Bos in the blue. Our flying week will be from August 5 and our Wednesday group is flying as usual.

Strzeb

Wyvern (Upavon)

AS soon as we started to enjoy the soaring weather we were hit by cold and windy weekends. The Dyneema winch cable trial turned into a series of incidents and repaid this misuse by giving pilots more frequent launch failure practices than were welcome! A strong team represented us in the South-West Area Inter-Club League at Mendip GC and took Wyvern into a narrow early lead thanks to a 1st and a 2nd place in the novice class by Bruce Hudson, another 1st and 2nd place in the pundit class by Al Tribe in the DG-1000, and a 1st place by intermediate entrant Paul Jessop in the Junior. Congratulations to Bev Jessop and Oscar Mercer on achieving first solos and to Dawn Hadlow re-soloing.

BGA Badges

No Pilot Club (place of flight) Date

FAI 750KM BADGE

56	Jonathan Walker	(from Benalla)	17.1.2006
57	Christopher Davidson	(from Tocumwal)	31.12.2005

DIAMOND BADGE

710	Mike Till	Soaring Ctr (Omarama)	11.3.2006
711	Dan Pitman	Windrushers	10.4.2006
712	Darren Smith	Heron (Omarama)	29.8.2005
713	Pete Masson	Lasham	5.4.2006

Diamond distance

1-1054	Gordon Burkert	Bidford	7.8.2005
1-1055	Dan Pitman	Windrushers	10.4.2006
1-1056	Alistair Cook	Windrushers	5.4.2006
1-1057	M Nash-Wortham	Lasham	10.4.2006
1-1058	Terry Salter	Lasham	10.4.2006
1-1059	Pete Masson	Lasham	5.4.2006
1-1060	Roger Barber	Lasham (jaca)	2.4.2006

Diamond goal

2-3127	Timothy Linee	Dorset	5.4.2006
2-3128	George Rizk	Buckminster	10.4.2006
2-3129	Terence Banks	East Sussex	5.3.2006
2-3130	Michael Millar	East Sussex	5.4.2006
2-3131	Michael McSorley	Ulster	13.5.2006
2-3132	Peter Clayton	SGU (Cunderdin)	26.2.2006
2-3133	Richard Bennett	Midland (Tocumwal)	24.11.2005

Diamond height

3-1664	Mike Till	Soaring Ctr (Omarama)	11.3.2006
3-1665	Graham Paul	London (Omarama)	12.2.2006
3-1666	Darren Smith	Heron (Omarama)	29.8.2005
3-1667	Christopher Huck	Cotswold (Portmoak)	25.4.2006

GOLD BADGE

2403	Bob Bickers	Lasham (Omarama)	17.1.06
2404	Terence Banks	East Sussex (Denbigh)	5.3.2006
2405	Michael Millar	East Sussex	5.4.2006
2406	Darren Smith	Heron (Minden)	29.8.2005
2407	Roger Barber	Lasham (Jaca)	4.4.2006
2408	Michael McSorley	Ulster	13.5.2006
2409	Kevin Bye	ESGC (Portmoak)	8.4.2006
2410	Neil Moffatt	Lakes (Carlisle)	27.4.2006

Gold height

Andrew McKee	Booker (Omarama)	14.1.2006
Darren Smith	Heron (Minden)	29.8.2005
Roger Barber	Lasham (Jaca)	4.4.2006
Simon Harris	Wrekin (Lleweni Parc)	3.4.2006
Neil Moffatt	Lakes	16.4.2006
Kevin Bye	ESGC (Portmoak)	8.4.2006
Simon Lucas	Cotswold (Portmoak)	25.4.2006

Congratulations to Matt King on becoming the fourth QinetiQ Graduate Airmanship Scheme student to solo.
Andy Gibson

York Gliding Centre (Rufforth)

IT'S the end of May and the weather has not improved with two out of the three days of the Inter-Club League Competition on the Spring Bank Holiday scrubbed. Congratulations to Tony Lee who has successfully completed his Assistant Rating. Hugh Etherington and Andrew Batty join the instructor cadre as BIs with Mike Bowman hot on their heels. There has also been the opportunity for Rob Milner to go solo for the first time and for Tom Stoker to slip in a quick 180km with a climb to 13,700ft. Even your correspondent managed to polish off Silver with a 102km jaunt to Dishforth and Burn in one of the few fine weekends of what is supposed to be the soaring season. It can only get better!

Keith Batty

August ~ September 2006

No Pilot Club (place of flight) Date

Gold distance

Timothy Linee	Dorset	5.4.2006
George Rizk	Buckminster	10.4.2006
Terence Banks	East Sussex (Denbigh)	5.3.2006
Michael Millar	East Sussex	5.4.2006
Michael McSorley	Ulster	13.5.06
Peter Clayton	SGU (Cunderdin)	26.2.2006
Neil Moffatt	Lakes	27.4.2006
Richard Bennett	Midland (Tocumwal)	25.11.2005

SILVER BADGE

11626	John Friend	Denbigh	31.1.2006
11627	Chris McPartlin	RAF GSA	5.4.2006
11628	Peter Schweiller	Vale of White Horse	5.4.2006
11629	James Pengelly	Booker	5.4.2006
11630	Andrew Cole	East Sussex	5.4.2006
11631	Nicolas Karaolides	Crusaders	18.8.2005
11632	Allison Booker	Lasham	17.9.2005
11633	Nicholas Lambert	Portsmouth Naval	7.8.2005
11634	Keith Batty	York	23.4.2006
11635	John Roche-Kelly	Norfolk	5.4.2006
11636	George Rowden	Yorkshire	27.4.2006
11637	Gary McLaughlin	Ulster	21.4.2006
11638	Stuart Leadbeater	Burn	14.4.2006
11639	Brendan Worley	Bannerdown	29.4.2006
11640	Michael Furseidon	Shenington	5.5.2006
11641	Colin Fretwell	Kent	5.5.2006
11642	John Weddell	East Sussex	26.4.2006
11643	Mark Fielding	Borders	29.4.2006
11644	Miles Park	Lasham	5.5.2006
11645	Mike Codd	Black Mountains	29.4.2006
11646	Richard Bennett	Midland	24.11.2005

UK CROSS-COUNTRY DIPLOMA

996	Mark Sanders	Midland	5.4.2006
997	Keith Batty	York	23.4.2006
998	Stuart Leadbeater	Burn	14.4.2006
999	Luke Dale	Lasham	8.4.2006
1000	Chris Lawrence	Norfolk	29.4.2006
1001	Graeme Alexander	Bowland Forest	10.5.2006
1002	Timothy Highton	Norfolk	29.4.2006
1003	Mike Codd	Black Mountains	29.4.2006

AEROBATIC BADGE

Spts Kwn	Charles Baker	Lasham	9.6.2006
Std Kwn	A Mugleston	Devon & Somerset	11.6.2006
Std Kwn	Al Stacey	Bannerdown	11.3.2006
Std Kwn	Steve Derwin	Scottish Gliding Union	15.6.2006
Std Kwn	Margaret Doig	Scottish Gliding Union	15.6.2006
Std Kwn	Richard Lucas	Scottish Gliding Union	15.6.2006
Std Kwn	Brian Colthorpe	Scottish Gliding Union	15.6.2006
Std Kwn	John Baxter	Lasham	18.6.2006

Yorkshire (Sutton Bank)

NICK Gaunt and Lindsay Mclean flew exceptional flights on Ascension Day when they soared from west to east, coast to coast! We have also had a number of good wave days with pilots gaining Gold heights. The BBC has been up at the Bank filming for a documentary on Slingsby: one of our pre-war members (and current President) Moyra Johnson (nee Horsley) was interviewed and we flew their presenter in a T-21. Sonya is running Gliding Gourmets and feeding us yummy stuff. It is with sadness that I report the death of Fred Knipe, YGC chairman for a number of years in the early 1970s and instrumental in setting us on a sound financial footing. He loved gliding and his heart was always in the YGC.

Annette Smith

S&G's thanks to Debb Evans for editing Club News down from the 9,200 words submitted to the 7,200 we had space for, and to all our contributors for your hard work and support

Obituary



Henryk Docktor – Yorkshire Gliding Club

MY FIRST memory is from 1952: Henryk (1925-2006) flying an ancient obsolete Grunau, stuck on the forward ridge VERY low and often out of sight. The local pundit proclaimed, "That Henryk Docktor will never make it. Just too hamfisted". How wrong he was.

Henryk's strong Polish accent could have been a handicap as an instructor, but his accent was part of his charm and he was a true communicator; he loved training new recruits, enabling them to share his passion for gliding and the YGC. For Henryk, arriving at Sutton Bank was his homecoming. No longer the displaced person who escaped from Poland after dreadful privations, no longer an iron miner in North Yorkshire. He was appointed "Resident Flying Instructor" (subsequently made CFI) as a result of breaking both legs in a mining accident and being unemployed. We have amazing memories of Henryk being taken out to the T-21 in a wheelbarrow so he could instruct the course members. YGC in the early 1950s was run down, nearly bankrupt and struggling for survival. Who better to recognise those needs than someone who had been through as much as Henryk?

The choice of Henryk as "the only paid employee" in the 50s was in fact inspired. There was no water unless Henryk made it run. The sewers needed digging. There was no national grid. The electricity only came from the generator because Henryk could fix it. The airfield was undrained. When it wasn't boggy it was a dust storm. The winch didn't work unless Henryk sorted it. There was no heating in winter; no workshop and all C of As were done on site in the hanger. No other man could have done the job. He stuck at it and kept our spirits up and enabled the club to grow and prosper.

Henryk believed it was his duty to buy the first round of drinks on the first evening of all the courses. He even cajoled the club into giving him a couple of pounds each week to cover this! Those extra hours in the bar at the gliding club were memorable, wild great fun and did wonders to weld the friendship and strength of the club. But without his wife, Susan's, tolerance and assistance it would not have been possible. When, in 1991 the Royal Aero Club awarded Henryk the Bronze medal for "Services to Gliding", of which he was justly proud, I remember him saying that this was only possible because of Susan's support. They were a great team.

During Henryk's 'reign' YGC moved from being this run-down club on the fringes of the aeronautical world to one of the most famous clubs not only in England but also the world. I'd love to tell the story of how Henryk taught the duck to fly by dropping it out of the T-21: in my research I couldn't get the authorised version and my memory is hazy, but I'm assured the duck survived.

We will always remember Henryk for his pleasure in the contact of people. He was "sound", humorous, charming, wise and he never bore ill will. He thought the world of his family, of Susan, Hilary and Peter, and he loved gliding, particularly training new recruits and welcoming visitors. A man of his time, would someone like Henryk be appointed in this present PC world? I think not, but gliding needs the Henryks of this world.

Nick Gaunt



The final score – trailer, 1; glider, 0

This owner tells the sad short story of how KiKi – the Pegasus jointly owned by him and his partner – came to reside at a repair facility with a very sore wing

WEDNESDAY was scheduled to be a cracker, and having spent four hours in the air on Tuesday stumbling around a fallback unplanned 100km in very dodgy conditions, I decided to leave KiKi rigged overnight at the field. Eleven o'clock saw me just about ready to go, but it was still a bit early, so I helped a guy rig his LS8.

During the course of that operation, my sunglasses fell out of my pocket and I couldn't find them. So I quickly popped into town to buy a replacement pair, losing time. On the way back I got stuck behind a tractor, further increasing the blood pressure.

I finally got back to the field, and got ready to tow out (with a rope – no one-man tow-out gear was supplied with our rig). I found a volunteer to walk the wing, but then spotted that the car keys weren't in the car. So he went off to fly his glider, whilst I located the keys. Then I decided to drive up to the launchpoint to find another volunteer to walk KiKi to the launchpoint.

Sadly, no one told KiKi she wasn't invited on that trip so, with tow rope still attached (and me having forgotten about it), the glider slewed round behind me and the port wing impacted a neighbouring trailer.

The score was 1-0 to the trailer, German robustness triumphing over French finesse.

Object lesson No.1 – Don't get sucked in to a situation where composure and patience gently ebb away to the point where rational thought ceases to apply.

Object lesson No.2 – If you can afford it, invest in tow-out gear to protect your not-insubstantial investment.

Thought for the day? The guy who noted that my "moment" arose on the ground when nothing but glass fibre got damaged, rather than in the air when flesh and blood are also at risk.



Accident/incident summaries by Dave Wright

AIRCRAFT Ref	Type	Registration Damage		DATE Time	Place	PILOT(S)		P1 Hours
						Age	Injury	
012	K-21 1415	4706 15	Substantial Minor	26-Nov-05 0	Bury, W Sussex	55	Minor	260
P1, a recently qualified Basic Instructor, was giving an early <i>ab initio</i> student his first experience of ridge flying. After over an hour soaring he decided to return across a gap but encountered sink so diverted to a bowl that he hoped would be working. Finding more sink he had to make a hurried downwind landing and went through a fence.								
013	Pegase 1450	–	None	–Dec-05	Incident Rpt	42	None	–
The pilot had not flown for several months and so was given a satisfactory check flight. He wanted to make his first flight in a Pegase glider, but due to his rush to get into the air, failed to obtain a type conversion briefing. On the approach he operated the gear rather than airbrake lever, overshot the airfield and landed in a field, wheel up.								
014	Motorfalke Motorglider	–	Minor	–Jan-06 1345	Incident Rpt	–	None	–
Two experienced syndicate members were moving the motorglider out of the hangar sideways on castoring dollies under the main and tail wheels. One person was pulling the wing tip and one pushing just behind the wing trailing edge. As it moved sideways it also rotated and hit the hangar door jamb with the unattended wing.								
015	K-21	3848	Minor	19-Nov-05 1630	North Hill	68 20	None None	1533 0
The training flight took place in conditions that were known to produce downdrafts on finals. Despite making allowances for this the very experienced instructor encountered exceptional sink which resulted in the glider clipping a bush on the airfield boundary, slewing the glider to one side. Shortly after this another glider undershot. See report 16/2006.								
016	SZD Junior	5094	Substantial	19-Nov-05 1641	North Hill	73	None	253
Shortly after a two-seater undershot due to severe sink (Report 15/2006) this pilot also encountered the local effect and, despite shortening his circuit and increasing speed, could not reach the airfield. The glider clipped the tops of small trees about 100m short, sustaining substantial damage but the pilot escaped uninjured.								
017	SZD Junior	3268	Minor	21-Jan-06 1200	Talgarth	55	None	3
The pilot was making his first flight on type when, shortly after he launched, the wind changed, requiring several ridge soaring gliders to land in succession. Although these had been moved to the side of the landing area he was distracted by them and failed to round out and bounced heavily.								
018	ASW 20B	2974	Minor	21-Jan-06 1335	Aston Down	62	None	927
During the winch launch ground run the cable became detached from the glider. The pilot mistakenly grabbed the undercarriage lever instead of the adjacent airbrake lever and the glider slid to a halt on its belly along the runway.								
019	Discus	HB2	Minor	18-Feb-06 1304	Husbands Bosworth	47	None	917
After a local soaring flight the experienced pilot failed to lock the undercarriage down at the first attempt and then locked it up instead of down and landed with the wheel up.								
020	Libelle	1752	Minor	25-Feb-06 1240	Parham	35	None	315
The pilot was flying the local ridge in turbulent conditions. He left the ridge adjacent to the airfield and headed directly back for a straight-in approach. Encountering severe turbulence and sink, he realised he would not reach the strip so turned and landed in a field. After a turbulent approach he landed on the rough surface, causing minor damage.								
021	K-13	3642	Minor	18-Dec-05 1133	Lasham	41 –	None None	312 0
After a normal approach P1 thought a motorglider, seen moving along the perimeter track running alongside the runway, was going to move across his path. He turned towards the perimeter track and, not realising that the particular K-13 that he was flying was one fitted with a serviceable wheel brake, failed to stop before hitting a car.								
022	K-13	–	None	–Jan-06 –	Incident Rpt	27 22	None None	904 20
The glider's right wing dropped as soon as the wingtip runner let go. The student was slow to react and the instructor quickly pulled the release knob but it slipped through his gloved hand. He slipped again on his second attempt but succeeded on the third and landed safely after recovering to wings level flight.								
023	Fournier RF4 Motorglider	G-AVKD	Minor	31-Jan-06 1500	Lasham	55	None	985
During the flight the pilot unlocked the undercarriage lever to pull out his trapped map then locked it, possibly in the down position. During his downwind checks he believed he had lowered the undercarriage but landed on the grass with the wheel up. The up/down positions were not marked on this aircraft.								

AIRCRAFT		BGA No	Damage	DATE		PILOT(S)		P1 Hours
Ref	Type			Time	Place	Age	Injury	
024	Pegase 101	3593	Substantial	04-Mar-06 1515	Parham	17	None	-
After getting into a pitch oscillation and hitting the ground twice the pilot released from the aerotow launch after a 6ft bounce and landed very heavily with considerable yaw.								
025	Lak 17	LY-GIW	Minor	09-Feb-06 1400	Burn	-	None	366
After a soaring flight the experienced pilot entered the circuit behind another glider. While on base leg/final turn he heard a radio message about another glider in the circuit and, trying to locate this, he was distracted from his normal checks and landed with the wheel up. The club are going to re-introduce mandatory pre-circuit landing checks.								
026	DG300	3866	Substantial	04-Mar-06 1615	Talgarth	61	None	102
The pilot was trying to land on the runway, which was obstructed by another glider awaiting retrieve. There was little room for error and, after what witnesses described as a fast approach, the undercarriage collapsed during the landing. The pilot could not turn to manoeuvre as planned and hit the other glider's wing.								
027	SZD Puchacz	3203	Minor	15-Feb-06 1400	Currock Hill	76	None	1237
After a normal approach the pilot rounded out too early, apparently because he was dazzled by the sun, and dropped in from about 6 feet. The glider landed heavily with little forward motion.								
028	Falke SF25B G-BLZA Motorglider		Substantial	04-Mar-06 1000	Halton	70	None	221
Some minor work was done on the motorglider's engine to secure a loose baffle and clear a partially blocked breather tube. After a satisfactory ground run the pilot took a flight but during the downwind leg a minor vibration started, which increased then the engine stopped. The pilot made a safe landing with no propeller as the bolts had sheared.								
029	Avia Stroitel AC-4c	4812	Minor	19-Mar-06	Talgarth	53	None	-
On the aerotow ground run the glider bounced over the rim of a tarmac road which ran across the glider's path. On landing, after the bounce, the undercarriage collapsed so the pilot pulled off the tow and stopped. Possible reasons included: mud in the wheel box, lack of lubrication or failure to slam the wheel down and fully engage the catch during rigging.								
030	Note: Duplicated report.							
031	Not applicable	-	None	-Jan-06 1200	Incident Rpt	-	None	-
After returning cables to the launchpoint the retrieve vehicle removed the cables from their tethering hooks before returning to his seat and, fortunately, slowly driving away. One of the cables had become re-attached when a strop snagged a hook and the cable was dragged around the launch caravan, cutting grooves in the cladding.								
032	Not applicable	-	None	-Mar-06 1400	Incident Rpt	-	None	-
A private car entered the airfield and drove along the peritrack before turning across the active flying areas, weaving between gliders, club members and the launch bus. The driver was found to be a new tenant of an ex-MoD house on the airfield. He said he had not noticed the six warning signs he had driven past or that this was an active airfield.								
033	K-13	5079	Substantial	18-Mar-06 1240	Dishforth	52	None	7
After a satisfactory check flight the early solo pilot made a solo flight. During his approach he failed to take into account the crosswind and did not correct for drift. Despite being aware of the obstructions at the side of the runway he did not steer clear until too late. The glider's wing struck the launchpoint bus and was substantially damaged.								
034	Ka6CH	1098	Minor	01-Apr-06 1230	The Park	-	None	229
The glider accelerated normally on the winch launch until, after getting airborne, the cable parachute inflated and so the pilot abandoned the launch. Part of the rig or cable became entangled with the glider's left airbrake but thanks to quick reactions by all concerned to halt the launch, it caused only minor damage as the glider touched down.								
035	Std Jantar	2151	Minor	07-Apr-06	Denbigh	69	None	1283
While landing the glider was caught by a crosswind gust, which caused the glider to weathercock off the runway. As it moved across the grass it hit a rut, causing the undercarriage to collapse.								
036	Not applicable	-	-	08-Apr-06 1406	Burn	-	Third Party	-
INITIAL REPORT: The winch driver was hit by the winch cable after a cable break. He sustained injuries to his back, neck, head and elbow.								
037	Astir	-	Minor	-Apr-06 1400	Incident Rpt	-	None	-
The glider was being pulled from the hangar using a tail dolly towbar and ball-hitch on a car while the wing tip was supported on another dolly. During this process the wing tip hit the hangar door frame and was damaged. ➤								

SAFETY NEWS IN BRIEF

BGA Safety Initiative

THE BGA Safety Initiative has commenced its next phase of work, which will focus on the three areas of inadvertent stalling/spinning, landing and instructional accidents. Additional volunteers have been recruited to form teams – which will make recommendations for consideration by the BGA in September 2006 – researching each of these areas. The new team members are: Paul Davis, Chris Gibson, Peter Hearne, John Hoskins, Colin Jackson, Malcolm Kerley, George Metcalfe, Geoff Stilgoe, and Bernd Vermeulen.

CAA GA Safety Awards

NEIL France, from Derbyshire, was the winner of the Civil Aviation Authority General Aviation Safety Awards 2005. He was presented with the CAA's Tiger Moth Trophy by Sir Colin Terry, President of the Royal Aeronautical Society. In June 2005, Neil, a private pilot, flew as a passenger with a friend on a local flight in an aircraft type Neil had not previously flown. Not long after take off from Derby Airfield, the pilot became medically incapacitated with his leg locked on the controls, causing the aircraft to enter a steep spiral dive. Neil managed to take control, regain level flight and, after exchanging headsets with the unconscious pilot, made contact with Derby Radio for advice on approach and landing speeds. After a practice he was able to make an approach to land and, after restraining the pilot (who regained consciousness at the point of flare), safely brought the aircraft to rest on the runway at Derby Airfield.

Fatality in France

WE are sorry to have to report the death of a British pilot in a gliding accident in the Southern Alps in June. The French authorities are investigating.

Rigging and Daily Inspection

THE BGA has recently received several incident reports which relate to very worrying instances of mis-rigging. Very fortunately, none of these resulted in injury or damage (hence the term "incident"), but the consequences could so easily have been tragic. Question – what is an incident? Answer – an accident waiting to happen! Please take the greatest care and concentrate 100 per cent when rigging and DI-ing your glider – your life and those of your syndicate partners depend on it. More details at www.glidering.co.uk/safety

AAIB update

THE UK Air Accident Investigation Branch's June 2006 bulletin reports an accident at Nene Valley GC last December when, after a normal approach and touchdown, a Scheibe SF25E motorglider, G-BHSD, appeared to decelerate more rapidly than normal. On leaving the aircraft the pilot found that the monowheel landing gear had collapsed. An inspection of the aircraft revealed that the collapse was due to the failure of a previous poor-quality repair to the landing gear swinging arm assembly (www.aaib.dft.gov.uk/publications/bulletins/june_2006.cfm)

Airprox filed

AN Airprox report has been filed involving a Boeing 737 and a civil motorglider. The incident took place 22 miles north-west of Birmingham on 22 April 2006 at 1616 hours, at approximately 8,000ft.

Accident/incident summaries (continued)

AIRCRAFT				DATE	PILOT(S)			
Ref	Type	Registration	Damage	Time	Place	Age	Injury	P1 Hours
038	K-21	3586	Write-off	13-Apr-06	Long Mynd	66	Minor	-
				1810		14	Serious	-

INITIAL REPORT: Crash involving serious injuries to P2 and minor injuries to P1 during a training flight. The glider was a write off. Under investigation by BGA.

039	SZD 55	G-CKLR	Substantial	01-Apr-06	Upavon	58	None	145
				1500				

The pilot was returning to the airfield ahead of an approaching squall and followed another glider in the circuit, setting up a circuit to land in the undershoot area, making the assumption that the other glider would land in the normal area. However, it landed short and he had to land even shorter and hit a concrete post before the undershoot.

040	K-13	-	None	-Apr-06	Incident Rpt	-	None	-
				1430				

A problem was reported with the ailerons on a K13. Inspection revealed that the starboard control locking pin had worked loose. It was found that when they become bent it is possible to fit the pin so it goes through the connection around, rather than through the rigging pin, and out of the bottom hole. Suggestion: to twist the pin to check secure.

041	Falke Motorglider	G-FLKE	Minor	07-Apr-06	Gransden Lodge	64	None	2100
				1100				

The motorglider pilot took a gliding friend for a local flight and allowed him to control the aircraft as a glider, while operating the engine controls himself. After a normal approach the aircraft appears to have rounded out too high and dropped onto the ground, damaging the propeller.

042	Duo Discus	4661	Minor	26-Apr-06	Husbands Bosworth	67	None	342
				1538		24	None	0

Returning from an instructional flight the glider made a wheel-up landing on the grass causing minor damage to the gel coat and the area around the winch hook frame.

043	Grob 109 Motorglider	G-KNEK	Substantial	29-Apr-06	Currock Hill	24	None	67
				2040		-	None	-

Flying in the motorglider's right hand, rather than his usual left hand seat the pilot found he was undershooting. Confusing the stick and airbrake controls he made matters worse and, despite prompting and a last minute attempt to round out by P2, the aircraft crashed into the undershoot area. The undercarriage and propeller were badly damaged.

044	ASW 19B	3846	Minor	09-Apr-06	Tibham	53	None	147
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The pilot had a briefing on getting the best out of the glider on the winch but misunderstood the advice that full forward trim might be needed. Instead the stick was held fully forward on the ground which resulted in very poor acceleration and the chute opened. A PIO developed during the landing but this was controlled after bouncing on the nose.

Classifieds

Please send the text of your classified advert to Debbie Carr at the BGA office (not to the editor) - debbie@gliding.co.uk. Call 0116 253 1051 if you have any queries about classified adverts.

Please remember that, if you are emailing text, your advert may not appear unless we have received payment by post or credit card by the deadline. The deadline for classifieds to be included in the October-November 2006 issue of *Sailplane & Gliding* is **September 4, 2006**, after which any adverts received will be published in the following issue.

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Volume 1 number 4 (Sep-26 1930)
Volume 1 number 41 (Jun-19 1931)
Volume 1 number 42 (Jun-26 1931)
Volume 5 number 2 (February 1934)
Volume 5 number 3 (March 1934)
Volume 5 number 7 (July 1934)
Volume 12 number 1 (February 1944)
Volume 12 number 7 (August 1944)
Volume 12 number 11 (December 1944)

She can also put you in touch with other collectors who are seeking to buy copies to fill in the gaps in their collections. Contact her on 01392 464491 or at editor@sailplaneandgliding.co.uk

Skywings

is the official monthly magazine of the British Hang Gliding and Paragliding Association. £27 per annum subscriptions from BHPA, The Old Schoolroom, Loughborough Road, Leicester, England LE4 5PJ. Tel: 0116 2611322 <http://test.ebrd.com/skywings/home.html>



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A great chance to win substantial cash prizes and at the same time enable the Philip Wills Memorial Fund to make loans to clubs for site purchase and development.

This monthly lottery started in July 1992 and has room for many more participants. Starting in February 2003 the first prize winner drawn will take half the prize money each month and the next two drawn will take a quarter each.

HALF of the proceeds go to the Philip Wills Memorial Fund to help with its work in developing BGA clubs and the other HALF is distributed each month in the form of 3 CASH PRIZES. The more participants we have, the greater the prize money pool.

1st PRIZE – 50% of the prize money pool.

2 Runner Up Prizes of 25% each of the prize money pool.

Chances/numbers can only be bought from the BGA at £1.00 each. Those whose money has been received at the BGA by the end of each month will then participate in the draw on the first Wednesday of each following month. Tickets will not be issued in order to keep the administrative costs low but each member will purchase a "number" which will go into the draw. It is hoped that members will purchase 12 months' worth of tickets at a time. Winners will receive their prizes direct from the BGA and a list of their names will be published in S&G.

Please complete the form below and return it to the BGA with your payment. Please note that only BGA members and their families may participate and that the BGA is registered under the Lotteries And Amusements Act 1976 with Leicester City Council.

Pete Stratten, Promoter

To: Pete Stratten, British Gliding Association, Kimberley House, Vaughan Way, Leicester LE1 4SE

Please include me in the "1000 club" and I enclose £12.00 (payable to BGA) for twelve months of entries, or multiples thereof.

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Para-Cushion Back 303

The standard back mounted container, model 303, measures 24" (60cm) tall by 16" (40cm) wide by 3" (7cm) thick and weighs approximately 15lb. (6.5kg).

The parachute is rated for all up weights of 254lbs and deployment speeds of up to 150kts.

PARABACK303 £1,150.00



Para-Cushion Chair 305

Like the Para-Cushion Back 303 except this back mounted container is built to extend from the shoulders of the user to just above the knees. This long design allows the parachute to be packed in a larger area keeping the system at only 2.5" thick.

The system measures 42" long (105cm) by 16" (40cm) wide by 2.5" to 1" thick and weighs approximately 16.5lb. (7.5kg).

The parachute is rated for all up weights of 254lbs and deployment speeds of up to 150kts.

PARACHAIR £1,150.00

Para-Cushion Seat 304

The Model 304 is designed to be used in place of a seat cushion.

The system's container measures 12" x 16" x 3" thick (minimum). By using an additional Confor foam pad the thickness of the pack may be from 3" to 6" thick depending on the type of airplane and how high the user desires to be in the cockpit. The back pad is only a 1/2" thick, and uses Confor foam padding.

The parachute is rated for all up weights of 254lbs and deployment speed of up to 150kts.

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