

Matt keeps Nationals silverware

MATT Davis retained the Junior Nationals trophy by winning the 2013 event at Nympsfield in August with 2,935 points, beating fellow British team member Sam Roddie into second place with 2.763. Third was Luke Dale with 2.727.

Matt won two days in his Std Cirrus DDA and came fourth and seventh on the other flyable days but no one was able to topple him from his perch, as someone wrote on the Juniors website before the comp.

Former Bristol member Will Amor came 20th out of 27. Other local pilots, Emil Benson and Tom Hogarth, came 23rd and 25th respectively. Bristol Uni student Andrew Collings came 21st and fellow student Jake Brattle 22nd.

Meanwhile, Andy Davis (JS 2 Revelation) came fifth in the 18m Nationals at Bicester the same week as son Matt was winning the Juniors. Bob Bromwich (ASG 29) was 17th out of 40 contestants. They also had four contest days.

The Juniors nationally are sponsored by Bibby Offshore and the Junior Nationals had help from MBDA, Europe's largest supplier of complex weapons systems. The club welcomed representatives from MBDA, Phil Summers (Functional Resource Manager) and Jeremy Bethray (Graduate Engineer) toured-



Back on the sideboard: Matt Davis retains the Junior Nationals silver trophy



Matt Davis tells Phil Summers, of Juniors sponsors MBDA, about his glider



Matt Davis, above right, 20 on August 11, came 16th out of 48 in the Junior Worlds in Poland in August. He came second on Day 2 when the former Nym glider 822 won, flown by Luke Dale. Meanwhile Matt's dad, Andy, above, won the Open Nationals at AD in a field of 12, including John McWilliam and Sid Smith in 970, who came 9th. In the Std Nationals there, Russ Francis came eighth and Alison Mulder 15th out of a field of 17.

See also page 9



In the news again!

the grid speaking to competitors and "sampling the atmosphere". Both then enjoyed the competition launches, with Jeremy being actively involved in hooking on gliders. Subsequently each enjoyed extended soaring flights with 4-5 knot climbs to 4,000ft, trips to Aston Down and even the odd loop.

As a final gesture of appreciation MBDA authorised the aerotow retrieve of Jake Brattle (HXM) from Bicester as no retrieve crews were available.

It is hoped that the relationship with MBDA and the UK Junior Gliding Team can be developed further.

The Director, Russ Francis, presenting the prizes in the club memorial garden, thanked all the helpers and praised the competitors for their good behaviour. Prizes were supplied by LxNav/Navboys (first), LxAvionics/flywithCE (second), and Barry Walker for a "safe competition" added some cash prizes.

Club wants you to aim higher

THE club wants you to aim higher! Aim Higher is a wide-ranging and long-term BGA project which aims to help clubs to support the development of their club pilots by meeting their needs. And in doing so, it wants to encourage everyone to raise their sights on what is possible given the necessary skills, knowledge and confidence. For more information, please visit the <http://www.gliding.co.uk/bgainfo/aimhigher.htm>

The club intends to support this initiative. Please check this page regularly, as well as the Events page on the BGGC website.



How did this 'Freelander' end up on wrong retrieve? See page 9



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SUCCESS! On Friday, June 7, the Terra Firma Syndicate achieved its summer evening walk around the field for the first time since 2010. It was a bit “touch and go” though.

Following a run of very sunny weather, we had rain during the afternoon, which did affect what we saw. However, 21 members, including some new faces, turned out for the walk, which was led by Mike Johnston, formerly of the RSPB.

Almost immediately a leveret was seen running near the hangar and during the walk three hares were seen in more than one place, raising the total to six or possibly seven altogether.

The afternoon rain had really dampened down everything and there was a significant lack of insects. July is a quietish time for birds and even our faithfuls around the caravan site and south hangar were not in evidence. Some swifts were seen, flying high – more evidence of the weather! Our uncut “meadow” borders yielded quite a few flowers, including some early spotted orchids – we were a little too early for the full flush of pyramidal and the bee orchids.

At last! The TFS walk goes ahead



A bumble bee on knapweed



Vying for food outside Giuseppe's: a tortoiseshell and bee



Severn Skies

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More recently, the first weekend of the Juniors, was *my* first walk around the field for six weeks. It was warm and sunny and insects, most notably butterflies, were in abundance – small white, small tortoiseshell, gate-keeper, meadow brown, silver washed fritillary and, most numerous of all, the magnificent peacock.

In many areas around the field there are purple buddleia bushes, plus the odd lemon ball buddleia, and there were half a dozen or more peacock butterflies on every bush, as well as other butterflies and bees, etc. Besides the more common meadow flowers, our remnant harebells are in bloom (and will remain so for more than a month). The location where these are is marked by a black cone in the uncut grass on the west side of the track to the caravan site.

by Daphne Malfiggiani

Change is in the air. Quite a few of our summer migrants have already flown south but this does mean than we may see birds en route which have bred further north and, of course, we have the winter migrants to look forward to, bushes and trees sporting berries and nuts and autumn colours to enjoy.

Nancy Barrett Pictures of the TFS walk: page 5 Tips to avoid winch launch wing drops

THE AAIB report into a fatal accident caused by a wing drop and subsequent cartwheel last year made a number of recommendations to EASA and to the BGA about the ability of cable release mechanisms to be operated at any stage of the launch without restricting the range of movement of any flying control.

As any mod to mechanisms is likely to be some time away, it is appropriate to emphasise again the key advice to pilots on how to reduce the possibility of a cartwheel after a wing drop:

- Start the launch with your hand on the release
- If you cannot keep the wings level, release immediately – before the wing touches the ground

Everyone involved should act to ensure it is as safe as possible by correctly setting up for the launch, ensuring the wing is balanced at all-out, waiting for the glider to creep forward before giving all-out, running with the wing, etc as recommended on the BGA web page at www.gliding.co.uk/safewinchlaunching

Welcome to new members

- | | |
|--------------------|------------------------------------|
| Chris Bogath | Adult flying |
| Ken Ditlefsen | Adult flying Solo & Beyond |
| Jocelino Rodrigues | Student |
| David Steenson | Solo & Beyond (adult) |
| Nicolas Jacquet | Junior flying |
| Keith Sleigh | Adult flying |
| Carla McKenzie | Associate |
| Dan Welch | Returning member |
| Leo Cheng | Student Solo & Beyond |
| Andrew Knight | Student Solo & Beyond |
| Mark Scott | Adult flying (from a trial lesson) |

Grant helps club buy 10 FLARM units

THANKS to work mainly by Greg O'Hagan, the club has received a £6,500 grant from Sport England Small Grants to buy 10 FLARM* units for all club gliders, the tug and the university Astir.

The award also covers the provision of remote displays for the two-seater gliders.

We have also received funding to support the training of pilots during the sometimes difficult transition to cross-country flying through the provision of dedicated two-seater cross-country flying with experienced instructors/coaches.

*The name FLARM was inspired from "flight alarm".

How we did it!



Greg O'Hagan writes:

DURING last winter the BGGC instructors lobbied the club committee to consider the installation of F L A R M

equipment in club gliders. This equipment is designed to reduce the risk of mid-air collision through the provision of alerts where similarly equipped gliders are detected.

Given that many private gliders are now so equipped it was felt that the time was right to equip the club fleet. However with 10 aircraft, including the tug (launch aircraft) and the Bristol University glider, and at approximately £650 per aircraft, the total investment was considerable.

Despite objections that 'you will not get money for this', inquiries were made to identify potential outside funding sources.

Sport England seemed an obvious place to start. A visit to their website revealed that the project might satisfy the Small Grant Award scheme criteria. This scheme being designed to satisfy funding requirements of up to £10,000 for small or short duration projects aimed at increasing participation.

The Sport England site includes a great deal of helpful information identifying the points likely to help in producing a successful application, whilst the actual application process itself was easy and could be managed entirely online.

The easy bit was the provision of documentation confirming the club's proper establishment (eg Articles and



IT'S IN: Kevin Neave points to the FLARM instrument he and Christophe Mutricy installed in the DG 505. Inset: the FLARM next to the Panic Button!

Antenna check

PILOTS are highly recommend to use either of these tools to verify that your FLARM antennas are mounted in a good location and working well:

<http://www.lxnnav.com/flarmrange.html>

http://www.flarm.com/support/analyze/index_en.html

Memorandum of Association, Club Rules, Tax Status, recent accounts and bank statements etc) with documents being scanned for submission online.

For those of you who still enjoy paperwork, the application can be done the old fashioned way as well. Having done the easy bit, the thinking bit started. The Sport England advice highlighted the importance of gaining outside support for any project.

Phone calls and emails resulted in strong statements of support the British Gliding Association, the local County Sports Partnership (Active Gloucestershire) and Stroud District Council. Their encouragement was vital.

The Sport England advice further highlights that a fundamental objective should be to increase participation. This was a difficult point to address as the FLARM equipment, per se, would not directly increase participation.

However it will allow the club to demonstrate its continued commitment to flying in the safest possible environment, an increasingly vital consideration in today's environment, particularly given the club's wish to increase the involve-

ment of younger fliers. These points were therefore highlighted in the application, and will be emphasised in future publicity, noting that this has to be done in an appropriate manner; we do not want to "frighten" people.

In order to further emphasis the participation element a small additional amount was requested (~£1000) in order to support pilots during the transition from local to cross-country flying, a time when many 'give-up'.

This funding will be used for a series of two-seater training flights conducted with appropriate candidates with the club's most experienced cross-country pilots in the 'back-seat' in order to help pilots through this sometimes difficult transition. The money will be managed through an existing club fund that is already being used to fund young cadets.

In order to provide background information, additional material describing the club's unique position on the Cotswold edge, in particular highlighting the site's recognition by Sport England as a Significant Area for Sport (SASP) and the quality of training provided within the club, multiple former World and National Champions being based at the club, was delivered, along with a Sports Development Plan for 2013 and beyond.

Having made the application, it was a question of sitting back and waiting.

The progress of the application could be monitored online and right on time (10 weeks or so) the status progressed from "Application Submitted" through "Sent for Review" to "Full Award Offered".

All in all a really easy process, from start to finish.

Students win award with a little help from us

STUDENTS from Marling School, Stroud, impressed supervisors of the Boeing Build-a-Plane project that benefited from help from the gliding club. They received a Breitling Certificate of Recognition at the Royal Aero Club Awards.

The presentations for 2012 took place at the Royal Air Force Club in London. Air Chief Marshal (retired) Sir Michael Alcock presented awards, and the guests had a great party.

The plane the students built, a RANS s6 Coyote two-seater, had its first flight in May, the culmination of four years' work.

Marling won a bid to become part of the Schools Build-A-Plane Project in 2009, which aimed to interest young people in engineering. They used a partitioned-off part of our tug hangar to put the fuselage and a wing together. The other wing was assembled by a school in Stonehouse.

Eventually the plane was completed in Roger Targett's hangar and stored in the club's south hangar while paperwork was completed.

Dr Stuart Wilson, headteacher at Marling, said: "The plane arrived in pieces and they built it from scratch.

"They have faced many challenges but they have learnt to work as a team and solve logistical and mechanical issues. It was a proud moment for everyone involved to see the plane fly."

The students worked alongside other local schools, Maidenhill and Stroud High, to build the two-seater.

As well as building the plane, pupils managed and publicised the project and raised funds for the scheme.



The students with Air Chief Marshal (retired) Sir Michael Alcock and their certificate at the Royal Air Force Club

Photo: Here and Now Photography



Chris Rollings, left, with some of his coaching week crew and punters in June

Two items for sale



- LX5000 glide computer (updated to v11.0) c/w with 2 x LCD vario units. Also the wiring loom although that could do with some tidying up.
- iPAQ 4700 c/w charging cradle and leather carry case. There is also the Brodit cradle which would need wiring in. The iPAQ is loaded with an older version of Winpilot.

Contact Alan Price: a_price@btinternet.com

Caption competition



Guess what Greg O'Hagan is saying after his latest landout. Answers to the editor, with a pint for the sender of the best one! Contact details: page 2

Sid's Task Week 2013

By Sid Smith

THIS has to be the Task Week to break all records – very hot with not a drop of rain with six contest days and locally soarable on the other two!

Day 1 Sat July 6: Difficult blue conditions to start with but later improved to reasonable cu to 3,5k' with a 200k O/r Towcester for A class and 127k O/r Enstone for B.

Simon Bawden won the A class at 64kph and Xtophe the B class at 51kph

Day 2 Sun July 7: A class were set 310k Sherborne-Alton and B Class 233k Park-Popham.

After a really slow start getting away from Nym, conditions rapidly improved to 4kt to 5kft on occasions. Graham Morris won the A class at 91kph and Stu Lees the B class (rather slower, but via part of the A task)

Day 3 Mon July 8: 141k Enstone-Broadway for A class, won by Alison Mulder at 63kph and Little Rissington-Broadway for B class won by Stu Lees at 49kph.

A real struggle to get going on first leg, but eventually picked up with isolated cu to a massive 3.5kft asl..!

Tuesday was a rest day as it was too hot, low and blue.

Day 4 Wed July 10: With an expectation of an approaching weak front introducing a very narrow band of useable cu, A class were set Newbury-Frome-Shaftesbury, but as conditions didn't start until 1pm, fell back to 204k Newbury-Frome and 168k Newbury-Devizes for B class.

The narrow band was even narrower than predicted and conditions never quite peaked, only briefly

reaching 4,3k asl (mostly nearer 3.3 k asl) with a very early shutoff.

Only Ralph Johnson and Alison Mulder completed the A class with Alison winning at 61kph. The B class being won by Stu Lees, who landed at Rivar Hill.

Day 5 Thur July 11: No formal tasks

were set as forecast was for hot and blue to no more than 3,000 asl – and so it was proved by Xtophe, who managed a 32km four turning point wander to 'win' the day for the B class. Some people will do anything for a bottle of wine! This was also the only entry for the National Ladder for the whole country!

Friday was another rest day – too hot low and blue again, as even Andy Davis testified..!

Day 6 Sat July 13: A promise of slightly better

if very slow to develop conditions held up (just!). Stu Lees won the B class task of O/r Newbury and Alison mulder won the A class 196k of Kingsclere-Didcot

Prizegiving was on the Sunday morning with Stu Lees winning the closely-fought B class with 2,810 points and Ralph Johnson from Parham creeping up from the outside of an equally closely-fought A class to win with an overall 6,714 points.

Be prepared!

THE CAA has published Information Notice IN-2013/089 which describes some of the possible effects of the 11-year peak in sunspot activity expected this autumn.

The main likely effects on glider pilots are possible GPS malfunction and increased cosmic radiation exposure. www.caa.co.uk/docs/33/InformationNotice2013089.pdf

Field landing video out

THE Ted Lysakowski Memorial Trust has sponsored a 47-minute video covering all aspects of the field landing process. It is available as a single file or you can view individual chapters in high resolution at www.glidering.co.uk/bgainfo/competitions/fieldlanding.htm

Oh what a Task Week that was!



Class act: Stu Lees, top, and Ralph Johnson with Sid
Photos: Alison Mulder



Above and right: The Terra Firma Syndicate walk round the field.
See page 2

Photos: Jed Barrett

Voice from the past: I loved NYM

FORMER member Dave Hodsmen, who won the Western Regionals in 1982 in a Kestrel 19, contacted the club recently to add some photos to the history archives.

He wrote: I now live in Cumbria but may well be moving south in the near future. I had a great time at Nympsfield, such a great bunch of people. I more or less fell out of gliding, when I left Nympsfield in the early 80s I guess. I moved to Talgarth and enjoyed flying there for several years. Later ('88) I trained as a commercial pilot and from then on I've mostly been out of gliding, apart from a few forays, such as flying in Texas in a 1-26 at \$5 an hour to build up flying hours towards my American Airline Transport Pilot's Licence, believe it or not! They accepted them as equal value to power aircraft for my total flying hours requirement!! When I went to the FAA office and spoke to a guy there I said - is there any chance if I could use some of my gliding hours for the 1500 hour requirement? And he said "No I don't think so! - but let's have a look at the rulebook..." He then said "Well, it says you need 1,500 hours overall flight time in aircraft. I guess a glider is an aircraft, so yes, you get your hours for cross-country, night flying, instrument etc as well and you can use your gliding hours for the total too."

I was a member of the at Midlothian in 1988, a very friendly and British style of operation based south of Fort Worth/Dallas, where I noticed they had a Cessna 150 in the hangar. It had been converted to tail-wheel by moving the mainwheels forward

Getting it taped

Dave Hodsmen remembered the early days of computer use at Nympsfield and Ken Brown added: "I did score some of the Nympsfield comps with a TRS80. The early ones used tape cassette storage. Later I advanced to using 5 1/4 floppies. After graduating through a Genie III with built-in disc drives I finally went over to a PC running in DOS in 1992. I still am unable to download Dropbox photos! I am better with pure logic than trying to work other people's software!"

and they called it a "Texas Taildragger". I asked if it was possible to fly it - and he said yes, you are a member of the club and you've got a PPL with taildragger experience, no problem at all - just get checked out with Bill Hollins over there and I'm sure it's going to be no problem for you to fly it. In fact it's not flown enough by the members of the club so it would be good to give it some flight time and you'd have it mostly to yourself too.

So I went over to speak to Bill. He said "Yeah sure I can take you for a check ride, hop in". So we went for a ride I demonstrated that I didn't crash it and he said yes no problems, you can fly (almost) any weekday you want, just pick the keys up from the clubhouse and take it away. I said, how much does it cost to fly it? He said it's \$15 an hour. Really? That sounds OK, how about gasoline? Oh, we've got a

tank on the field here, you just fill up and enter it in the logbook. Yes, but how much is the gas? Well, it's included in the price so it's \$15 an hour, wet. Great! Would it be possible to take cross-country? Oh yes, no problem. Well I'd like to build my hours for my commercial licence - is that OK?, and I also may need to fill up at an FBO at different airfields as I want to take it some distance. Yes, no problem just get a receipt and we'll take it off your bill!

So I was able to take the plane from the airfield and park it round the back of a hangar at my training airport, Meacham Field, Fort Worth, for a few weekdays at a time with the blessing of the club.

I then started to build hours and since I required not only cross-country time but night flying too, I did night cross country a lot of the time. That was exciting in a single engine aircraft in the dark, you just keep your fingers crossed. But it was well maintained and never faltered on me although I had a near death experience with a thunderstorm at one stage, taking off into the downwash from a large cloud but managed to scrape by and miss the houses and telephone lines. I remember very gingerly leaning the mixture to get maximum power but not wanting to overdo it!! I think that was taking off from .

I more or less gave up gliding in 1990 with some limited exception. I've been a member of Portmoak for a couple of years in the mid-2000s but I don't live close enough now. I supplemented my flying with paragliding, which I took up in 2006, and now no longer fly as an airline captain, having lost my class one medical unfortunately.

Plate taken

DEREK (Del) Copeland, from Lasham, flew into Nympsfield in a Bocian on July 7 to claim the Lasham/Nympsfield Wooden Plate.

After a struggle we managed to get suitable tools to get it off the wall - only to find that the front of the case slid open - so we re-attached the case to the wall.

I left him at the launchpoint with the people there promising to get him a launch to return to Lasham.

It did occur to me that if he succeeded in flying back, he would have won the plaque back for Nympsfield! **KRB**

Del didn't make it home to Lasham. He landed short at Popham.

"It's 105km each way," he wrote on glider pilot network "and is going a bit in an old wooden glider."

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Tony Gaze

WE were sad to hear that Tony Gaze, a former club vice president, died in July.

Tony, an Australian, came to the UK to study at Cambridge but on the outbreak of war joined the RAF. After training as a Spitfire fighter pilot he was credited with 12½ victories, including shooting down an ME262 jet fighter, and was awarded the Distinguished Flying Cross three times. Towards the end of the war he took part in the defence against the German V1 flying bombs. This involved intercepting them over the Channel, and flying alongside with his wingtip just under the tip of the V1, flipping it into a spin so that it would crash harmlessly short of its target.

After the war, Tony became a racing driver, representing Australia at many meetings, and in the UK he was instrumental in getting Goodwood set up as a racing circuit. He married Katie Wakefield and came to live at her home in Caradoc Court near Ross-on-Wye, just across the river from the club. Tony joined the club

Obituary

soon after it moved to its present site in 1956, and soon afterwards bought a Slingsby Eagle 3. In this he set a UK two-seater 200km triangle speed record with Rosemary Storey in May 1960, and in June 1961 set a UK out and return record of 170 miles (about 280km) also with Rosemary. He took part in a number of gliding competitions with some success, and represented Australia in the World Championships at Butzweilerhof in 1960. He also acted as host to the Australian team at the South Cerney Worlds in 1965.

Tony swapped his Eagle for a Ka6, though how he got his length into it was a mystery. Later he owned a Standard Aus-



tria and then a Dart 17. Those who knew him in those days remember him for his unselfishness and unassuming manner.

Early on, he bought an Auster Tugmaster (later changed for a Rallye Commodore) in which he used to fly to the club from an airstrip on the Caradoc estate. He provided innumerable tows for members with these when the club's tugs were not available, and often missed the chance to soar himself to get other people into the air.

Tony returned to Australia in 1977 after his wife died.

Although Tony was clearly a very wealthy man, this did not show in his manner. However, at one competition, when his retrieve car broke down, the Lasham public address requested that a member of his crew should "bring his other Jaguar".

After his memorial service at Geelong Grammar School chapel in August there was a fly-past by a Mk 8 Spitfire from Temora Air Museum. His ashes are to be scattered at Goodwood.

KRB and BS

SOUTH Cotswold section of the Vintage Motor Cycle Club held its Car Park Concours on Sunday July 7 at the club.

Members showed off their favourite bike and perhaps won prizes. Other local sections joined in.

There was a good show of motorcycles, which was no doubt helped by the good weather. The participants enjoyed the venue and a few stayed on after the award-giving to dine at Giuseppe's Gourmet.

The visit puts the club on their map and they will no doubt return for some future event, perhaps a stop-off on a rally. In fact the Bristol Section will visit us in September.

None of the visitors flew on the day but I handed out about 15 leaflets and two or three said they might come back and book a flight.

After the prizegiving for the best motorcycles I thanked them all for accepting our invitation to come to Nympsfield and suggested they might like to consider a trial lesson.

One chap said he wasn't brave enough and I asked if he still intended to ride his motorcycle home. He took the point!

Thanks go to Roger Targett, who kindly allowed them to use the concrete apron in front of his hangar. **PB**

Steer clear of fire college

THE former Moreton-in-Marsh airfield's old disused runways and anywhere else on the Fire Service College site is unsuitable for landouts. The old runways have been built on and there are a number of large LPG fuelled training rigs across the site.

Motorcycle rally puts us on map for future visits



The vintage bikes lined up while the Pawnee flies by

Photo: Pete Bunniss

Hands off these storage tins

THE UL91 fuel sample storage tins are NOT to be used for anything other than the tugs. These samples are taken and stored, to meet BGA and CAA recommendations and in the event of an air accident investigation, all seven tins might be needed to inspect the fuel contained in them.

Martin Talbot, Tugmaster

Safe aerotowing leaflet available

THERE'S another new BGA leaflet out – this time on safe aerotowing – at www.gliding.co.uk/bgainfo/safety/safeaerotowing.htm

Inter-Club final date

THE Inter-Club League final will be held at Bidford on Saturday/Sunday, August 31/September 1.

A Grand Day Out!



All set: Will Howitt off to Duxford in Sally B

Gordon Davis arranged to take two cadets to Duxford Flying Legends Air Show in his Super Dimona, Kilo Alpha. Will Howitt and Dan Smith tell what great days out they had

We departed for Duxford slightly earlier than originally planned due to an opening in the landing slots, which was great because it meant that we would have more time to look around the exhibitions. Gordon flew the take-off and landing, but he let me take control throughout most of the flight. It was quite a simple route, as obviously in the air there are no set paths to take as there is on the ground. However, I was involved in some navigating, because you couldn't just fly in a completely

straight line, due to the restricted flying areas that were dotted around - you had to skirt around these without going too far off course. The controls are very similar to a glider, but the difference was that because it was a powered aircraft, there was less judgement involved such as finding thermals. The plane was lovely to fly, being very smooth, and taking little

effort to manoeuvre. The storage compartment also came in very useful considering how much water we needed due to the intense heat of the day!

Upon arrival, we had to taxi to a parking space to the side of the runway, along with all of the other aircraft. We were then taken to the main show by a shuttle van which picked people up as it drove past the parked aircraft. Much like at Nympsfield, it took us around the edge of the airfield for safety reasons, and then dropped us off at the entrance office. Once in, we had a few hours until the show began, which meant we had time to look around the various flight museums around the airfield. The museums were set in different

hangars, and the exhibits ranged from World War 2 aircraft, such as the magnificent Lancaster bomber, to some of the more modern American aircraft, such as the Lockheed SR-71 Blackbird, one of my personal favourites. There was even a Concorde, which we were able to walk around in, and it was very interesting to learn about its development and how its engineers got it to fly at such high speeds.

After wandering around these captivating exhibits for a few hours, the time for the show finally arrived. We made our way to one of the viewing areas around the airfield, but then realised that it would be a hard task standing up for the entire length of the show in the blistering heat, so Gordon thoughtfully bought two folding chairs from one of the many shopping stalls. We then were able to find a nice spot where we could sit down and enjoy the show. The show was magnificent, with many pilots showing off their prowess in the air, especially the Aerostar stunt flyers, who flew a group of 5 Yak 50s with incredible precision and skill, performing an array of amazing, synchronized stunts. They also performed some more dangerous stunts, such as flying what seemed to be directly at each other, but veering off at the last second, or even flying past each

Continued on page 11



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By Stefano Longo

IT WAS the evening of the last Sunday of May when Paolo and I were comfortably towing Steve Moss' trailer on our way to retrieve him. He had landed out somewhere in Wales. Paolo's phone rings. He's driving so I grab the phone.

Stefano—"It's Trevor! Why is he ringing you?"

Paolo—"I don't know, maybe he's landed out and he needs a retrieve? Just answer."

Stefano—"Hi Trevor, it's Stefano here, how are you?"

Trevor—"Hi, where are you?"

Stefano—"In Wales, on our way to retrieve Steve. Actually, according to this beautiful car's satnav, we're almost there!"

Trevor—"Please come back immediately, you..."

Bad signal, I can't hear anything else.

Paolo—"So? Did he offer you a flight on the Nimbus?"

Stefano—"... He wants us to drive straight back!?"

The phone rings again. A confused Paolo stops at the side of the road.

Paolo—"Hello?"

This time it's Steve Moss.

Steve—"Hi Paolo, please go back to Nympsfield now, I don't want to upset Trevor any more than we have done already!"

Paolo—"OK, but we're only one mile away from you."

Steve—"Doesn't matter, just go back. Now!"

We carry on driving looking for an impossible U-turn on the tiniest Welsh roads when we see, not too far from us, Steve with his glider. We drive into the field, unhitch the trailer, exchange only a few words and begin our journey back to Nympsfield with our heads down. In the rear mirror I can still see Steve. We left him on his own in the middle of that field, with his glider, his trailer and another few hours to wait ahead of him.

For the benefit of those who weren't around that Sunday, this is how the story goes. Let's start from when we found out, at the clubhouse, that Steve had landed out. Paolo and I volunteered to go, it would have been a great occasion for us to collect some Brownie points. We were going to miss the club's barbecue but we didn't care. We were determined to show to the other fellow pilots what valuable members we were.

Paolo promptly collects all the information he needs: GPS coordinates, trailer's registration and details of Steve's car. "It's a Freelander 2 parked near the launch-point," Paolo tells me while still on the

phone with Steve. So we go to the launch-point, jump into the Freelander and hitch the trailer.

We were aware of the many embarrassing stories where the retrievers made fool of themselves. But we had nothing to

Tale of 'wrong car' retrieve...

worry about, we were confident that we did everything right. What can ever go wrong? The trailer was empty and it was the right one. The only detail was that the trailer and car number plates didn't match. "It must be the syndicate partner's plate on the trailer," Paolo assumes. And off we go, on this beautiful, brand new (apparently only six weeks old Freelander 2. The new car smell scent accompanied us during the trip.

Meanwhile, at the airfield, some members notice that Steve's car is still there. They walk away convinced that Paolo must have gone with his own Ford Focus. Christophe, however, is more suspicious as he spots Paolo's car in the club's car park. He wonders for a moment what vehicle could have been taken for the retrieve, but he doesn't worry excessively as he walks to the bar.

Only one man, Graham, is about to realise what had happened. The missing piece of information he needs to solve the puzzle is Trevor coming to him saying, "My car has been stolen!" With an unusual mixed feeling of amusement for the irony of the situation and sympathy for Trevor, Graham replies: "I know what has happened! The Italians have mistaken the two cars and taken your shiny Freelander instead on Steve's one." After all, the cars were similar (although Trevor will probably never agree with this).

Graham couldn't refrain from running to the bar and sharing this story with the others. The news spread quickly. Everyone, but one person, found the event ridiculously entertaining. If you think you've heard all possible retrieves-gone-wrong stories, here you go, have this new and unthinkable one for your collection.

It's 20:15 when Paolo and I arrive back at the club. On the return trip from Wales a pensive Paolo asks: "Did Trevor sound upset on the phone? It was a mistake, did you tell him?"

"What if we get a stone chip!" he says, while driving terrified at 65mph in the slow lane of the M5, "it wouldn't be my fault, I was only trying to help!" At some point, we even considered the option of leaving the Freelander (or free-lender, as it was named afterwards) at the club's car park and running away, so that we didn't have to face a fuming Trevor. To our surprise, Trevor wasn't fuming (but he wasn't exactly happy either) and all I remember him saying is: "There have been cases where people went for a retrieve with the wrong trailer. But never with the wrong car!" We took that as a polite suggestion to pay more attention next time.

We wasted some fuel, Steve had to wait for four hours in a field and Trevor (and his P2, Alan Montague) had a late supper that night.

As a good landing is one which you can walk away from, by analogy, I'd say that a good retrieve is when nobody gets hurt and nothing gets broken. Nevertheless, that night I'd been pondering on what it could have been done differently in order to avoid those inconveniences. Here are my humble suggestions.

To Paolo: You could assume that the trailer's number plate is the syndicate partner's one when it doesn't match. But it might pay off investing some time double-checking things.

To Steve: You won't sound patronising if you give extra details and spell out instructions next time. You never know who you're dealing with.

To the other club members: Don't laugh too much, next time it might be you waiting in a field for four hours or being stuck at Nympsfield, all because you happen to have a similar car to the guy who's landed out.

To Trevor: There is a beautiful and truthful English phrase that has motivated and inspired me every time I've been submerged by bad luck and incompetent people. Shit happens. And it happens to everyone!

Davises clean up in two regionals

MATT Davis flying with dad Andy (Duo Discus) won the Shenington Regionals in June. And Andy won the Lasham regionals in May/June in BW, the Arcus E.

Jon Meyer (Libelle 669) came joint second in the Club Class that ran alongside the regionals, and Matt (Std Cirrus DDA) came ninth. Steve Eyles (LS4 490) came 21st. Steve commented on the six days' flying: "Wow. 2200k - 30-plus hours."

X/C interest rekindled on popular coaching week

By Andy Davis

MY coaching week in May was oversubscribed with 20 pilots participating and more on the waiting list. Around half the participants were BGGC members with the other half coming from as far afield as Essex, Lasham, The Long Mynd and Talgarth. Most had previously attended a coaching week at Nympsfield and were keen to repeat their experience.

The first weekend brought unsoarable conditions with low cloud bases and the forecast rain duly arrived after midday, but this afforded an opportunity for introductory briefings to be carried out in a leisurely way and for those pilots who were not current on the ridge or the winch to have check flights with the club duty instructors followed by some general group discussions on soaring matters in the afternoon.

The weather then picked up and it was possible to soar and to fly cross-country on every remaining day but one.

Flying activities were supported by pre-flight discussion sessions and debriefs covering topics as diverse as the use of SeeYou to analyse flights, met analysis, thermal structure, cloud assessment, rout-

ing and speed to fly. The remaining non-flying day was put to good use with a small group I pressganged into carrying out the annual check on EKF, which was duly returned to club use by the end of the week.

Highlights of the week included a boisterously windy day with many participants experiencing the ridge run south from Nympsfield along the Cotswold Edge and some surprisingly good thermal conditions in which participants enjoyed task flying over the Marlborough Downs in the former Lyneham airspace. The participants were surprised to find out what is possible in the UK on a less than perfect soaring day with an optimistic outlook and some determination and were pleasantly surprised by the amount of cross-country flying they were able to do. Many felt that the week rekindled their enthusiasm for cross-country flying.

Sadly a few participants, having believed the long-range weather forecasts, left part way through the week, which was a great pity as not only did they miss out on some great flying but also denied others an opportunity to join the week.

All in all a successful week with most

participants enjoying themselves and taking away some useful learning points as well as rekindling their enthusiasm for cross-country flying.

Soaring book 'a good read'

JIM Richards, a soaring pilot and retired film director who flew sailplanes in Australia for more than three decades, has written a book, *The Road To Narromine*. He wrote to the club as he believes members would find it "a good read".

He said the book contains many episodes about soaring and is a factual memoir, written in the pacy style of a novel, full of action, interesting characters, texture and descriptive detail. It covers his experiences in the sport in Australia, from fumbling first lessons to aerobatics, cross-country, and competition flying. Every soaring pilot, of any level, "will recognise him-or-herself in the situations depicted-sometimes humorous, sometimes edgy, always involving".

The book is also about people, places, events and grass-roots culture – from World War II in England (as a five-year-old he saw the Dambusters land after their historic raid), to Madison Avenue advertising, to edge-of-seat commercial film shoots ... to driving the eponymous route from Sydney to Narromine, NSW, a world-renowned soaring destination.

More information is available at jimrichardsauthor.net



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Duxford day out: From page 8
 other at slightly different distances, so it looked like there were going to crash. This got the crowd mesmerized in admiration. At times they also produced trails of smoke from the exhaust, which produced fantastic patterns in the air.

Another incredible part of the show was the Lysander, which was able to fly incredibly slowly, nearly hovering, and it was amazing how it managed to do this without any downwards thrusters to keep it airborne.

About quarter of an hour before the show ended, we started making our way to the exit, because we wanted to get into the take-off shuttle queue early. During the long queue time, the finale of the show began, with the entire cast of the show flying past in large groups. Thankfully this helped to get us through the waiting, and eventually it was our turn to be taken back around the airfield to our aircraft. There were no designated take-off slots, instead there was just a small queue of aircraft waiting at the end of the runway, and even the helicopters had to queue up! We had a bit of trouble taxiing to the queue because of the wingspan of our aircraft, which meant we had to get out and manually manoeuvre it through a gap.

As opposed to the journey there, there was no set time of arrival for the return. This meant we didn't have to go in as straight a line as possible, and so I was allowed to perform some basic turns before eventually going in to land back at

Nympsfield at around 8pm. Sadly the day had ended – all in all it was a fantastic day out with the wonderful new experience of flying Gordon's plane, through the highly interesting and informative museums and exhibitions to the huge thrill and excitement of the air show – although I probably should have used sun cream! Finally huge thanks to Gordon for making this opportunity possible – very generous and thoughtful of him. I hope I was good company for him. Also, as always, many thanks to Fred (Ballard) for his indefatigable input in helping to set this up. **Will**

Cadet **Daniel Smith** writes: It was a

brilliant opportunity to fly cross-country in a motor glider. It was a really enjoyable experience flying over a longer distance than usual and seeing various landmarks. Also it was exciting flying into and out of the air show itself.

I would like to thank Gordon, the pilot of the motor glider that I flew with to Duxford, CFI Chris Edwards, junior co-ordinator Fred Ballard, as well as Doug Jones, sponsor of my scholarship scheme, for helping to organise and fund the trip.

The air show predominantly consisted of WW2 aircraft some of which included the B17 Flying Fortress, Lancaster bomber, Dakota, Hawker Hurricane and Spitfire.

The museums at Duxford showed me a great deal of history of British aircraft as well as the air show, which was a fantastic opportunity to see the capabilities of the participating aircraft.

Overall the day was a great success and I am extremely thankful that I got the opportunity to be able to go and do this.



Jed Barrett landed 242 in a field with a circus after taking off from Gap. After a couple of hours of low-down work trying to gain height, he landed out north of Briancon and shared the field with a circus big top (not that big!), some camels, horses and llamas. None of these were interested in the glider, unlike curious cattle. It's the first field, as opposed to airfield landing he's done down there in 34 years of flying. He was back just in time for a barbecue and had a rest day the next day.

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