

Severn Skies

The magazine of Bristol and Glos Gliding Club

Autumn 2014



Dave Masson, the victor, and Gillian

Andy pipped at post in Worlds

ANDY Davis was leading the Open Class in the Worlds in Poland in August until the final, 10th day when he was beaten by 53pts by German Michael Sommer (see page 4).

Meanwhile son Matt, below, who came second in the Juniors at Lasham (see p4), was picked for the new Juniors Development Squad.

British Team coaches and members of the previous Junior Team have selected pilots they feel have the potential to represent Britain at the Junior Worlds.

The idea is that the squad gets brought up to speed with team ways of working, and that the internal competitiveness really drives them on to become better pilots.

The other pilots chosen for this year are Sam Roddie, Callum Harknes, Dan Brown, Tom Arscott, Bradley Hutchings, Dan Smallbone, Ryan Berry, Stefan Astley, Charlie Jessop and Mike Gatfield.

But it is not an exclusive group. Juniors who put in some epic performances could still find themselves on the way to Australia for Junior Worlds in 2015.



France on horizon



Trevor Stuart

TREVOR Stuart (621) flew to Dover during Enterprise and could see the French coast. It's said to be the longest out and return recorded for a UK competition.

He won a prize for his 571.2km o/r and came second overall.

Seeing the French coast made him realise how far he was from home! Paul Rice and Dave Masson were not far behind, with another noteworthy flight from Stuart Lees. A very rewarding flight in the club DG-505 resulted in awards for Steve Eyles and our NZ adventurer, Mike Oakley. They went to Dover and had a field landing near the Southampton TMA on the route home. The Director, Justin Wills, got back at 1am after a demanding retrieve!

With 30 pilots competing and another eight joining in, Dave Masson (LS6c 15W) won with 2110 points and was awarded the Enterprise Challenge Trophy.

Trevor (ASW 27B) was second with 2013; and Ken Barker (Std Cirrus) third with 1854.

As for local pilots, Tim Macfadyen (ASW 20) came sixth; Steve Noujaim eighth, Stuart Lees, 21st, Dominic Conway/Dave Zarb 22nd, Ralph Bowsfield 27th and Pete Bunniss 30th.

The trophies and bouquets for helpers were presented by Gillian Wills, wife of the Director. Justin was full of praise for Nympsfield.

The Sam Witter trophy went to the Phil King/Anthony Maitland duo for the most enterprising flight where the engine has been used; the Blunt Nails one for the best pilot/s performing well with low experience or flying low performance aircraft to Philippa Roberts; and the Cadman trophy for the most outstanding flight to Ken Barker for his trip out to St Neots on difficult Day 5 exploiting wave over Cambridgeshire (and filming it too).

The contest was launched by Air Chief Marshal Sir John Allison, who was Air Officer Commanding RAF Strike Command from 1997 to 1999. Afterwards there was a reception with a buffet supplied by Sainsbury's, one of 20 sponsors.

This annual seven-day competition is run at a variety of gliding sites around the UK and this is the first visit to Nympsfield. Unlike the usual comp, the entrants choose their own start time and task, and

the winner is the most ingenious. The opening Saturday turned out not to be a scoring day, but, with true spirit, one enterprising pilot narrowly missed a Gold height climb in a cb.

Monday 30th: A day with a very uncertain forecast. The task was to make out-and-returns in any or all of the four quadrants of the compass rose, with bonuses for doing more than one sector. Tim Macfadyen won with 382km.

Tuesday July 1: Dave Masson went for possibly the best day of the year with a very good strip of weather in the south and East Midlands. Being ambitious, a task was set with turning points every 50k or so to Ely and a similar set put to Haverfordwest, Nympsfield, Ely Harry West is 750k. Most pilots took the easy way and went in the general direction of East Anglia, where the conditions were good, nice with pretty views.

The problem was the return! The more thoughtful pilots used a roundabout route, but a number tried to get back in a straight line – mostly failing! Nick Gaunt, a perverse Yorkshireman, went the other way, to Carmarthen and back. Met man Dave Masson tried to live up to his forecast and did Ely and Brecon. A very enjoyable day

Continued on page 3



How old?!
Guess how old the editor will be in November! All being well, he'll be celebrating at the club around bonfire night so watch out for details in your weekly email from the office.

Free beers all round!

THERE'S something about getting back to your own patch, which is what I did on August Bank Holiday weekend, after many weeks away. When I'd left Nympsfield for our annual trip to the French Alps in early July, the summer still felt young with plenty of breeding migrant birds around singing and defending territory and food opportunities, lots of flowers, including orchids, and trees looking freshly green. While we were away I believe High Summer happened – there wasn't much sign of that on my return with temperatures nudging a record low for an August night, but the field and its environs *did* look beautiful.

I wish I was better able to identify more plants as we certainly have wildflowers in profusion – take a look at any of those areas which, for some years now, we have been carefully leaving uncut until the flowers have seeded.

Both the deliberately uncut patches and the, what some might call, scruffy bits around trailers and caravans are full of many different species. These attract lots of butterflies, moths and other insects and harbour much other wildlife. The harebells, which I mention every year, *are* blooming in the long grass near the entrance to the caravans, but the black cones that have marked them for years have mysteriously disappeared. Only one glow worm has been observed this year – but that's one more than last year!

Although it was quiet on a short afternoon walk from clubhouse towards the west end on the north track, there was plenty to see – blackberries, bright red hips and haws, dark purple sloes, pink and orange spindleberries, much beechmast and some trees loaded with hazelnuts. I'm pretty certain next time I look for these last, the squirrels will have, well, squirrelled them away!

Eventually I heard a raven croaking and saw two of them

Summer's waned but it's good to be back



Orchids on Selsley Common

By Daphne Malfiggiani

fully grazing the middle of the field with a couple of hares nearby.

It was definitely good to be back!

Nancy Barrett

Sutton Bank wave expedition

THIS year's trip to Yorkshire Gliding Club will be from September 20-28, as there are other large groups visiting on the weeks either side. Anyone wishing to go along, please fill in their details on the notice in the main foyer or contact me. Sid

Mr Frog the mascot, right, is on Mike Strathern's check lists: See page 7



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using lift on the ridge and later watched a buzzard soaring and being constantly mobbed by a kestrel. A couple of swallows were hawking over the field and reminded me that they would soon be following the swifts and leaving us until next spring.

I also had brief views of a redstart, possibly a juvenile, already on migration. Our familiar pair of pied wagtails continue to bob about around the hangar and clubhouse lawn.

Around the caravan site there still seem to be plenty of young birds around, second broods maybe, including bullfinches, greenfinches, chaffinches, nuthatches and great, blue, coal and marsh tits, and a post-barbecue walk after 8.30 soon clocked up the calls of tawny owls in Woodchester Valley and the sight of three roe deer peace-

Welcome to new members

Lucian Iorga
Joshua Riches
Carl David Peacey
Isaac Scott
Paul Harris
Oleg Rzhondkovskyi
Benoit Miltgen
Andrew Gilbert

Adult Solo & Beyond
Student flying
Junior solo & beyond
Cadet
Student
Adult country
Student member
Country member

Enterprise enjoys 6 days

from page 1

with its challenges. The winner was Rod Witter, who went to Ely and on to Carmarthen, slightly regretting no trying Haverfordwest, but in the event lost his nerve 20km out and started the engine for a total 624km.

Wednesday, Day 4. At Catherine Wheel task, based on a quadrilateral on Bromyard, Pershore and Swindon, with the option of out and returns from each t/p, fitting the task between two shelves of high cloud.

The north west sector proved difficult under the cirrus. Some collected a few km from Pershore, but a greater distance was available from Swindon whence the less thoughtful pilots went SE towards Lasham, where the conditions were good.

The day was won by Dave Masson with a distance of 459km, flown to the NE of Swindon, giving a longer distance avail-



Tim Macfadyen, who came sixth, is congratulated by Gillian

except one who was last heard of by the writer near Dunstable, Dave Masson landing at Membury and Mr and Mrs King in their Duo landing after 6pm, having been to Radstock and Hungerford, but using their engine to retrieve.

Rod Witter, being an independent sort, disregarded all instructions and climbed to over 8000ft in wave over south Herefordshire.

The winner for the day was Tim Macfadyen with 194km, second was Trevor Stuart with 223km. Ken Barker was third, having been to Gransden Lodge and back to Dunstable for an aerotow retrieve which led to a wave flight!

Friday July 4 was a rest day, brought about by the weather. The annual Enterprise Club meeting was held.

Saturday July 5, Day 6. A task was set in Ever Decreasing Circles: out to a radius of a multiple of 20km and return, with the option of making a further o/r to 20km less.

The day delayed itself as the weather took its time clearing, but everyone launched under the threat of severe penalties if not completed by 6pm and scores in



Philippa Roberts, who won the Blunt Nail Trophy

able without running into the Sea air. Running results:

At Day 4: 1st Dave Masson, then: Trevor Stuart, Paul Rice and Geddes Chalmers, all running close. All to play for on Days 5 and 6!

Day 5: Another day requiring exact forecasting! A narrow strip of soarable weather forecast oriented 060/240 to the SE of Nympsfield. The task set was to fly to within a circle centred on Melksham and the out and returns in either direction along a funnel 30 degrees wide on the axis of the weather.

At midday the good weather looked just out of reach to the south, by about 2 Liam Vile in the K-6 was coerced into taking a launch, shaming everyone else into having a go. Most landed out or back by teatime,

Praise galore!

THE club office staff said after Enterprise that they had more compliments for the event than they can ever recall for any previous comp.



Ken Barker, who came third, plays out Enterprise

Photos: Ray Lemkin

Moving on...

ENTERPRISE is moving on to Lleweni Parc on October 18-19. This will be a low-key event with no entry fee and little in the way of administration apart from briefing, task setting and prizes awarded.

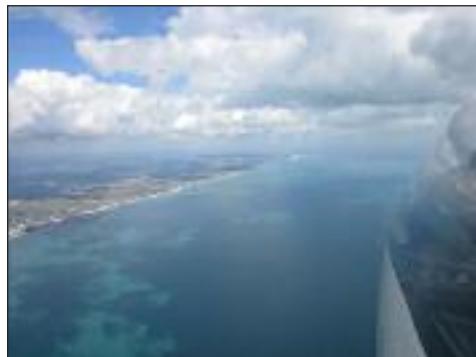
It is hoped new pilots will take advantage of this low-cost event, to experience the pleasures of Enterprise flying where the objective is to maximise the amount of flying achieved.

Contact office@lleweniparc.co.uk for more details.

by 6.30. A question arose if the scorer had an unfair advantage in that he automatically had received his scorecard, no matter when he finished!

All at sea...

Diana King's photo of the coast when she and husband Phil were heading for Eastbourne via the offshore route during Enterprise



● See part one of Ken Brown's history of comps at Nympsfield on p6

Andy loses out on Worlds last day

FROM leading the pack of 35 in the World Opens in Poland in August by a slim margin on Day 9, Andy Davis was beaten on the last day by Michael Sommer, of Germany.

On Day 9, Andy in a JS-1C had 6,884 points to Michael's 6,873 but on the final day the German, in an EB 29, had 7,505 to Andy's 7452. Frenchman Killian Walbrou in a JS-1C was third with 7,333.

The British Team followed July's World Championship successes with another World Team Cup and a silver medal at the championships for the 15m, 18m and Open classes at Leszno.

The team won the overall Team Cup, matching the success of the Standard, Club and 20m pilots in Finland, while Andy won a silver medal to go with the gold medals he won in 1993 and 2003.

In a strong all-round performance, Pete Harvey (JS-1C) finished 6th in the Open Class while Russell Cheetham (JS-1C) narrowly missed out on a medal in the 18m class, finishing 4th with Mike Young (ASG 29E) 12th.

In the 15m class, Leigh Wells and Phil Jones were 11th and 12th respectively.

In the Club Class at the London club at Dunstable in



Andy photographed during the Worlds in Leszno, Poland, in August

August, James Ewence (Std Cirrus) came third. Eight out of nine days were flown with some fantastic flights, including one around a lighthouse. Jon Meyer (Libelle) came sixth and Matt Davis (Std Cirrus) 18th. Kenny Barker (Std Cirrus) was 23rd.

In the Northerns at Sutton Bank, three contest days on the trot were followed by six scrubbed. Graham Morris (ASW 27) won and Bob Bromwich (DG 500M 20m) was third. Jake Brattle (K-6) was fifth.

In the **Juniors** at Lasham in August Matt Davis came second with 5101pts to the winner Tim Fletcher's 5261.

Oli Barter came 10th, Jake Brattle 21st and Andrew Collings 35th out of 47. Former member Will Amor was 29th.



Andy Davis and his father Bill being filmed for BBC Points West before he went off to the World Championships in Poland in July for a practice week

Website update

WORK has begun on redeveloping the BGA website. As well as being a key marketing tool, one of the main objectives of the redevelopment is to help all pilots find information easily and quickly. The BGA receives many complaints about the search capability on the current website.

Until the new site is available, you might find it helpful, when searching, to use Google rather than the search tool on the BGA site. A Google search can be directed just to search the BGA website by adding site:gliding.co.uk to the search term. The club will have an entry on the new site, too.



Andy Davis receives the trophy for winning the Open Nationals at Lasham from manager Werner Stroud in June. The first five places in the Opens went to pilots flying JS-1Cs



THAT great turning point for 40 years, Didcot power station, was blown up in July. Three enormous cooling towers at the disused Didcot A were flattened with more than 180kg of explosives. The 36,000 tonnes of material came down in seconds. Hundreds of people gathered to watch the spectacle at 05:01 BST, despite warnings of a huge dust cloud. Didcot B survives

Cadets go solo

DORIAN Bury and coach Chris Rollings, right, during a coaching week in June. Cadet Dorian persuaded his brother and dad to visit the club, below right. Dorian got to 4,500ft on his first K-8 flight.

Two other cadets also soloed within 24 hours of each other (see below). Douggie Vance, pictured below being congratulated by Dave Hallsworth on going solo in July, was on a Caroline Trust award

Dorian cracks soaring!



Sebastian Smaka, 15, celebrates going solo in the Grob. He and another cadet, Joe Hall, also 15, above left, went solo within 24 hours of each other



Dave Hallsworth congratulates Alex Fordham, a Bristol Uni student who did his first solo on aerotow and later converted to the HXM at the inter-uni comp at Aston Down in June

Welcome back!

GEORGE Szabo-Toth returned to gliding after an illness and was cleared to fly solo again.

Meanwhile Paul Ivens was taken ill on the airfield in August. He was taken to hospital and operated on at Princess Margaret Hospital, Swindon. The operation went well and he was expected to be in for three or four days.

These notes are based on the author's experience in competing in competitions in the 1950s and 1960s, and scoring them in the 1970s to 1990s, with additional information from friends

BEFORE WWII, points in gliding competitions were awarded for height gains and duration as well as distance, but after the war this as quickly dropped for a format which is not all that different from today's.

Tasks were set by the organisation each day and these comprised:

- Free distance
- Free distance beyond a set TP
- Distance along a line
- Flight to a goal
- Pilot declared goal
- Out and return
- Triangle

The closed circle tasks were only set in light wind conditions because the best gliders of the day had glide angles of only about 1 in 25 at around 40 knots. Setting TPs also presented problems as arrangements had to be made to get observers to each one. The task of the observers was to look out for gliders rounding the TP, but more importantly to put out markers and change them at intervals. To be controlled, a pilot had either to be seen, or to report what marker he had seen at the time he claimed to have rounded it. This meant that task setting was very inflexible, as once the observers had been sent out, they could not be recalled or moved.

Take-off times were selected by the pilots, who made their selections in a set order, though once the selection process was finished, pilots were free to change their selection to any free slot. This process led to a certain amount of one-upmanship, with pundits deliberately choosing either a very early or late time, waiting for the rest to cluster around it, and then quietly selecting their preferred time later.

Scoring, done by slide rule, was out of 100 points. There was a minimum scoring distance, known as X, and the day was devalued if fewer than a prescribed proportion of gliders failed to pass a distance Y. With speed tasks, a set 30% of points were allocated to speed. Start and finish times were recorded by the organisation, and 2,000ft was the maximum height for a start. This was so that the observers could see and identify the gliders.

Launch times were acceptable if a glider was not seen to start. Very rudimentary handicapping was applied. There were three categories, single seaters up to 15 metre span, all other single seaters, and two-seaters.

The only competitions, apart from the

weekend or holiday rallies which some clubs ran, were the Nationals. The criteria for entry were a Silver C, or instructor rating and at least 12 aerotows. The entry was divided into two leagues, mainly self selected, with the more ambitious pilots opting for League 1.

Many entries were teams of up to thee pi-

ing TPs was introduced. With better performance, speed tasks were being set more often, and it was becoming more difficult to get enough volunteers to observe at TPs. The BGA decreed that Instamatic cameras had to be used. This was to prevent advantage to pilots who could provide better cameras. The

Instamatic was cheap. It took 20 one-inch-square pictures per reel, with the film in a cassette which just dropped into the camera.

At Nympsfield, a developing system was devised which used three pieces of drainpipe about 2ft long glued upright to a board, one each for developer, wash and fixer. A spindle, about

lots flying in turn, with non-flying crew members making an entry of up to four people. Rigging aids were almost unknown, so muscle was needed.

With no radios (let alone mobile phones), and mainly distance tasks, crews would set off at about the same time as their pilot and ring back to control at intervals to see whether their pilot had reported landing. They had to rely on the public phones boxes provided in some villages or the boxes provided by the AA and RAC for their members. Members with keys to these boxes were in demand. Often there would be a line of trailers at one of them with one person making a call on behalf of several crews. Pilots who landed out had to provide a landing certificate signed by two witnesses to confirm the landing place.

Over the years the system gradually evolved to take account of changing circumstances.

One of the first changes was the introduction in 1961 of a rating system to control the entry to the Nationals. This became necessary as more and more pilots wanted to enter. One result of this was that team entries were almost entirely eliminated, as only one pilot per entry could get a rating, and the lower performance gliders were squeezed out. The other was the institution of Regional competitions as an entry route into the Nationals.

The Bristol Club held rated weekend rallies in 1961 and 1964, and full Regionals after that. Handicapping based on glider performance was introduced for the regionals, but the Nationals were unhandicapped. The scoring rules were also changed so that the points allocated to speed depended on the proportion of gliders finishing the task. The next big change happened in 1967 when the pilot-selected start was replaced by the now universal grid system, in which the pilots were launched in a set order which advanced each contest day, with the time of first launch being decided by the organisation. The start line was not opened until a set time after the last pilot had been offered a launch. At the same time, photographic evidence of reach-

the same length as the drainpipes, carried a disc at each end. Each disc had six radial slots cut in it. When the film was broken out of its cassette (in the dark), a small bulldog clip was fixed to each end and these were fitted into the slots of the upper and lower discs. When the six slots had been taken up with films, the spindle was immersed into the developing chemicals. The films were given a quick wash and then hung up to dry. Photographic evidence required the films to be assessed. Not only had the appropriate TP to be confirmed, but the photograph had to be taken from the correct sector, and working out where each photograph had been taken from was something of a black art.

With photographic evidence, there was a perceived problem that a pilot might fly to and photograph the first TP, return to site and "start" and be timed for flying just to the second turning point and back. To overcome this, the organisers had to define a "recognition time interval", which was supposed to be less than the minimum time needed to fly to the first turning point and back. For a start to count, it had to be preceded by the launch or a series of starts all at intervals less than the recognition time interval.

This put more work on the start line observers as many pilots made multiple starts. Fortunately radios were now becoming more common and reliable so pilots could warn the start line of their intention to start. By this time also a locator system was introduced to define landing positions. A piece of tracing paper had a cross printed on it. The cross was placed over the landing place on a quarter million map, and enough map detail was traced on to the locator to define the position. The locator was still supposed to be signed by two witnesses. Pure distance tasks were phased out and replaced by cats cradles. In this task, the organisation defined half a dozen or so TPs and pilots could visit as many as they liked in any order. Points were awarded for the distance flown (a scorer's nightmare!).

The second half of this feature will appear in the next magazine.

Checklist that could save your life

FOLLOWING on from the article on rigging in the last issue, **Mike Strathern** has posted a checklist he uses.

He wrote: My checklist is not designed to ensure your controls are connected – its main purpose is to make sure I haven't forgotten anything before I fly so I can walk away from the glider on the grid with a clear mind.

We all jest about flying with your car keys etc, its designed to make sure you don't do this rather than make sure you controls are connected but it does prompt a check.

The way I make sure is to follow a strict routine which is put the wings on, then the tailplane and connect and lock the hotelier on the spot, then connect the wing controls and lock the hotelier joints (Wiedkin sleeves in mine), then waggle the controls to check, then get someone else to waggle the stick (I restrain the control surfaces as we have heaps of muppets who would put their thumb through the ailerons and elevator! The idea isn't supposed to be for



An ASW 20 after a suspected failure to connect the elevator

control checks, however I do note it as item 1. Don't get distracted.

I don't think its suitable at all for use for control checking – do a DI separately.

One of my past jobs was developing complicated manufacturing engineering processes that could run by non engineers. That was fun! We did it by developing a system and process and sticking with to stop mistakes and accidents: Develop a system to rig, hook up controls and DI and use it. Don't waver.

Here's my checklist (below) I do before I even leave the glider on the grid at a comp. I do this list without any distractions or I start again. Number 1 is: Are the controls checked? – and this is after a formal

Mike's reminder



PLB (locator beacon or ELT emergency location beacon, mandatory in NZ if you fly more than 10NM away from a home airfield). Frog is Mike's mascot!

DI and duplicate but it's just a confirmation in the peace and quiet. I then walk away.

The F test we used proved 100% inspection doesn't work. It was just a simple sentence (see below) and you had as long as you wanted to find out how many Fs were used.

People hardly ever got it right first time, getting different answers every time they did it, which proved you needed a system that didn't use 100% checking and you had to engineer out errors (auto-connect controls), as Ray says (below).

I agree a good independent check is a massive step towards elimination (and it's mandatory in NZ) and would have found both the ASW 20 problems discussed in this (Facebook) thread.

I use my comp checklist as so many

Mike's DI checklist

Controls connected. Check

Main tyre OK

Glider clean, no bugs

Taped up well

Tail dolly off

Battery connected

TE tube plugged in firm

Task sheet on board

GPS fitted and 3 wires in

GPS programmed with task

PDA programmed with task

Drinking water

In flight food

Maps; Pen; Sunnies

times I've forgotten to take a hat or a phone or plastic bags and so on, and one day it could be my elevator especially having owned an auto-connect glider since 1988 now have one with seven controls to forget! I didn't use it earlier this year and I was about to get in and I noticed my total energy tube was not fitted!

Count the number of Fs in the following sentence and do it few times. Get the same answer every time? Bet you don't!

Often unrealised, feature films are the result of years of scientific study combined with the experience of over fifty years.

Ray Lemkin commented: This is an area I spent a lot of my last 10 years in the nuclear industry analysing via events and "anomalies".

The long-term statistical models suggest that Michael's rule-based check approach will reduce the probability of an error to about 1:100, (for an inexperienced pilot); the skill-based experienced pilot will have an error rate of 1:10,000, and the addition of concurrent or independent verification can reduce this further. It is nearly impossible to remove human error of omission without engineering out the risk.

The basis of the research comes from Professor James Reason, the industrial guru of human error analysis.

Mike added that he used this checklist for the Duo X this year:

Controls connected; tyre pumped up; taped up; static ports untaped; tail dolly off; 2 x batteries connected and charged; TE tube plugged in; pitot tube plugged in; task sheet on board; Sn10 programmed; drinking water; in-flight food; maps; PDA programmed; PDA power source; sunnies; hat; PLB; wing loading set in Sn10; phone; money; raincoat; pee bags carried; pen; 2 x parachutes; frog mascot.

Mike also puts the tailplane fitting pin on his seat straps so it doesn't get forgotten.

Hat

PLB (locator beacon or ELT emergency location beacon, mandatory in NZ if you fly more than 10NM away from your home airfield)

Parachute

Wing loading set in LNAV

Phone

Money

Extra clothes

Oxygen in qty OK

Eds and cannular connected

Pee tube and pee bags carried

Landout book

Oh, and Mr Frog

A year of high flying for BUGC students

By Oli Llewellyn

AND so we head to the briefing room, a re-finished G-BUGC, fully ballasted and ready to take on another year.

I would like to thank Jimmy Young on behalf of the club committee and members for his innovative thinking, hard work, and enthusiastic leadership.

A university gliding club is much like a K-8 flown in a hurricane, easily broken, and with the help of a keen committee, this year's team have ensured another year of high flying. No mean feat.

I would also like to thank BGGC for their continued help and encouragement, which allows the relationship between our membership, ever changing, and theirs, experienced and established, to exist and even strengthen.

A resilient student gliding section should be a key objective of both our clubs, maintaining a level of exposure to the sport that builds the foundations for the future gliding community.

I feel we are in a good position to dig in now and protect against times ahead. Perhaps experienced heads at BGGC could strategically advise on how we can better future-proof our club. We welcome in the

The
BUGC
Face-
book
photo



new academic year with Jake Brattle as our president. An experienced committee member, I am sure we are in safe hands for another year. Jake recently led the Bristol team at the Inter-university gliding competition.

I am pleased to announce Bristol achieved a convincing first place in the cross-country, a close second in progression and fourth in the soaring competition.

Well done to Jake, Alex Fordham, Andrew Underwood, Paul Harris and Oliver Norman.

We hope to see more BUGC members

taking part next year.

As ever, the beginning of the academic year is a crucial time for recruiting new members and setting off on the right foot and come October we hope to hit the ground running. See you at the airfield!

Lulsgate has a special offer

BRISTOL Flying Club at Lulsgate is offering a light aircraft flying lesson for £85 with gold pilot's wings and club membership thrown in. All on Amazon offers.

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A soaraway task week

RALPH Johnson (Parham) won the A class in Sid's task week in July and Carol Smith won the B.

Sunday An optimistic 111k task was set for the A class and 80k for B with the expectation that showers would start too soon to allow any meaningful attempt. In the event the showers stayed away long enough for two people to attempt the A Class with Alison Mulder completing at a blistering 48kph.

Monday: a good day too. Everyone got into the air promptly and set off, which was good because it soon went soft locally as soon as they had gone.

St. Catherine's point was turned by many, including Fred Hill, for the first time, most got back to Nym with interesting stories.

Tuesday Winner for Monday by a clear margin in A class was David Jesty, who did his own 'Enterprise' 500k. Stu Lees made a bold attempt at the B class task to win the day. Tuesday was set 330k for A and 275k for B and a more straightforward day with reasonable cu to 4,5k' ASL most of the way round, with so far most having completed



the A and Carol looked to have won the B class as the only one to complete.

Wednesday: Tuesday was closely won by Matt Wright from North Hill with 73kph handicap and B class by Carol with 55kph. Special mention to Frank Davies from Hus Bos for 93kph round the task, but handicap beat him and Alison in LS4 for an enterprising 500k that didn't quite make it back home. Forecast not too optimistic Wednes



Carol Smith, above, receives her tankard for winning the task week B class. And, right, Ralph Johnson shows his appreciation for his reward from Sid for winning the A class. Left: Ralph presents Sid with some whisky bought by the competitors as a thank-you for his efforts



day and ended up more or less to prediction with broken climbs in a fairly brisk easterly and patchy overdevelopment. A class was set 143k O/r Didcot and B class 87k O/r Sandhill. It was a close-run day for A class with around two hours to complete and not many pilots getting round.

Thursday. A bit of a grid-squat waiting for conditions to develop meant the A class fell back to 240k MOR-TOW-MEM and the B class MoR-TOW-MOR. Conditions were exceptionally good once they got going with 5kt climbs to 5.5k' asl. The A class was on by Ralph at 98kph and the B

by Carol at 64kph. **Friday:** The forecast gave a short weather window with good conditions before it went to heavy showers and so it proved. A class were set 194k BID-ENS-SOA, won by Alison (who as usual extended the task a little, but still won when scored unhandicapped) and the B class 133k O/R SOA, won by Andy Collings at 82kph (H'cap).

Saturday: The forecast suggested the high cover would clear PM to give a brief window of good conditions to the north followed by light showers and a 104k was set for B class and 138k for A class. Unfortunately, despite falling back to shorter tasks, the weather window arrived too late to send the grid and the day was scrubbed. Andy Collings won himself a day prize by proving the B task was not quite possible from a positional tow and landed at Brockworth.

The prizegiving and BBQ was held in the evening with the engraved overall winners' mugs going to Carol Smith and to Ralph Johnson.

Overall a seven-day run of very good, if tiring, weather.

Sid Smith



Browned off? No!
John and Pauline Patchett in Australia.
He doesn't look all that happy but Pauline says they're fine. John's not browned off – just brown... Well, he had got a beer!

Trust in need

THE Caroline Trust, which gave a grant to Douggie Vance (see page 5), has distributed £59,884 by way of 355 grants. Some recipients getting two bites but mostly only one.

It is particularly keen to help 13-16 year olds who are just starting to glide. In 2013/14 there were 63 grants worth £14,000; in 2012/13 32 grants worth £7,150; and in 2011/12, 24 worth £5,550.

But at this year's rate it will run out of cash next autumn so donations (under gift aid preferably) are needed.

Apart from the usual £250 pre-solo and £150 post-solo awards, it also occasionally provides more extensive support to an individual where we can get someone to sponsor them (for whatever sum they want to give but typically £250 to £1,000).

The trust is therefore keen to find donors who will back this scheme.

All time given by the trustees is at no charge and they pay for all administration and marketing.

This means that every penny paid to the charity goes to the beneficiaries.

You can become a friend of the trust at www.carolinetrust.org.uk/how_you_can_help.htm



33 turns up again – at AD

The so-called "Experimental" Skylark 2c has turned up at Aston Down. Over the winters of 1959 and 1960, Denis Corrick and Nympsfield partners carried out a number of far-reaching performance modifications to their Skylark 2, for which Slingsby allocated the designation 2c. Among the partners was Ken Brown. Recently 33 was seen at Aston Down, still in its yellow livery with its pointed number. In the photo, the chap in the blue and black pullover is Martin Corrick, son of Denis Corrick. The man with white hair is one of the new owners, Frank Birlison. Ken Brown met Frank at Aston Down in August. He took him a box of bits and pieces to do with the measurement of the PE on 33. Ken said he seems to have kept most of it and could even remember what the various things were used for.

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Basic safety reminders

THE BGA Safety Committee reminded all pilots it is their to ensure they operate legally and with due regard to other air-space users. Operating legally goes without saying. A number of factors contribute to flying with due regard to others, not least of which are pre-flight planning and in-flight thinking. Most pilots get it right most of the time. However, each year, various organisations raise concerns about gliding including:

- Entering an ATZ without permission
 - Landing at an airfield without notification where notification is required
 - Landing at an airfield without taking into consideration other traffic
 - Disrupting air displays
 - Disrupting parachute drops
 - Unwisely loitering in an ILS approach path clearly marked on a chart
- It is very important that all pilots:
- Are fully aware of the environment in which they are operating
 - Check NOTAMs before flying
 - Plan ahead and think ahead
 - Make their presence known by radio if flying close to an airfield where there is a likelihood of interaction with local traffic.

A recent BGA and LAA study identified that 53% of powered aircraft collisions and

80% of glider collisions occur near airfields.

The committee also reminded pilots there are a number of points that all might want to consider about parachutes.

1 The decision to get out

If the glider is uncontrollable, it is likely the decision will have been made for you!

If the glider has been hit in the tail, you may decide to get out even if the glider remains controllable in the immediate aftermath of the collision; the aerodynamic loads may cause a damaged tail to detach

Wing main spars are very strong; if your wing is damaged and the glider remains controllable you may decide to stay with the glider and land

2. Getting out

Not easy from a stationary glider on the ground. It will be much more difficult if the broken glider is generating increased G.

Do you know how to get out in this particular glider? Where is the canopy jettison control? Which way does it move? Should you operate the normal canopy release at the same time as the emergency release, or in a particular sequence?

Are you mentally prepared for taking the correct actions after a collision, on every flight?

Have you ever practised getting out in an emergency, on the ground? If not, please practise.

You need helpers to look after the canopy, and a mattress alongside the cockpit. How long did it take? Have one of your helpers time you with a stopwatch. Practise again, and do it faster. Note that in a real situation, you may need to push the canopy clear.

3 Parachuting: Guidance for glider pilots has been published online, for example at www.dg-flugzeugbau.de/fallschirm-vorbereitung-e.html

Bank hol blues

ON A test flight after the annuals checks on a club two-seater time was spent scrabbling to 1250M. At this point the glider was pointed to Wotton, P2 in control.

P1 What day is it?

P2 Friday.

P1 Is it a bank holiday?

P2 Yes.

P1 What time do the supermarkets shut?

P2 16:00.

P1 What time is it now?

P2 15:05.

Glider now crossing over Stinchcombe golf course.

P1 I have dinner guests tonight.

P2 Oh.

P1 I have not bought the food for it.

P2 Heading back.

Once on the ground the P2 last saw the P1 disappearing in a dust cloud from the car park.

P1 and P2 shall remain nameless.



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