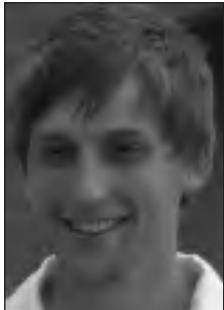


## Matt 13th in World Juniors

MATT Davis (Std Cirrus) came 13th out of 44 in the World Juniors at Musbach, Germany, in August.

He came ninth on the last (seventh) flying day and scored 3,755 points overall, compared with the winning Dutchman Tim Kuijpers's 4,536.

Matt also came fourth in the Lasham re-



13th: Matt Davis

gionals with 822 fifth. He was also the highest-placed under-21, sixth, in the Junior Championships at Aston Down in July, when only 15 competitors took part.

Other comps news about club pilots: Jon Meyer (Labelle) came 21st in the Nitra Europeans Club Class in July after a disappointing "fairly rubbish" four days' flying.

Andy Davis (JS1B) was fifth in the 18m Nationals at Tibenham in July. Former member Iain Evans (JS1) was third.

In the Club Class Nationals at Pocklington in August James Ewence (Std Cirrus) tied for 4th place. Steve Eyles (LS4) came 24th.

In the Shenington regionals in August chairman Colin McEwen (Ventus 2cx) flew only two of the three flying days because he had to go to a wedding, but came seventh.

The winner was Bob Bromwich (ASG29 18m). Bob also came 11th in

Competition Enterprise at Sutton Bank in July in a DG-500. And at the Northerns at Sutton Bank in July, Graham Morris came second, 40 points behind Tim Milner.



Regionals win: Bob Bromwich

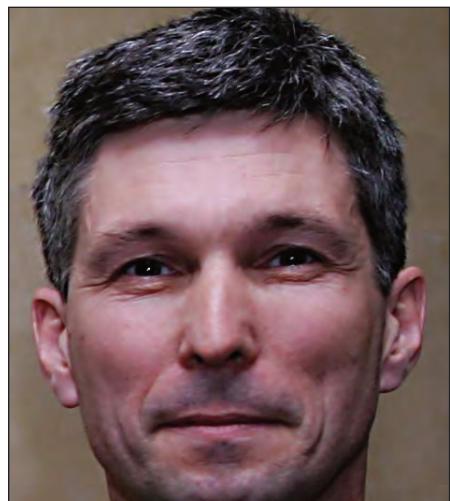
### Aerotow charges up

AS A result of fuel costs, the basic 1,000ft aerotow charge has been increased from £18 to £19.50. Above 1,000ft the charge per 100ft remains £1. A 2,000ft aerotow will therefore cost £29.50. Aerotow retrieves will now be £2.50 a minute.

### Sarah's loopy over gliding...

SARAH Williams, left, who devotes her life to raising money for charity, had a flight with Dave Hallsworth in June. Although she was born blind, Sarah has had some amazing adventures involving trekking the Arctic, cycling, canoeing, abseiling, and travelling the world to help disadvantaged children and teach Braille. In February she had an operation which restored the sight in her left eye. After the flight, in which Dave did a loop, Sarah said: "It was fantastic. I enjoyed it so much." The flight will give another subject for her public speaking tours to raise money for her charity.

Picture: Martin Freye



**RUSS Francis, who won day 6 of the Std Nationals at Bicester in July in his LS 8, 660. Overall, he came 11th with 4,002 points. Pete Bagnall came 25th with 1,718 in his Discus 158.**



THIS autumnal Terra Firma Syndicate article usually starts with a report on our annual summer evening walk – but not this year. The decision to cancel because rain was forecast turned out to be the right call – it **did** rain quite heavily and it's very unlikely that the wildlife would have shown itself for us.

I ended up with two possible leaders of the walk and they're both still enthusiastic to do one next year, so maybe we'll have two in 2012!

This year's show of orchids on the field was very good indeed, more than 600 Pyramidal and a few bee orchids towards the end of June and I hope a lot of members got to see them.

For those "hard of walking" members, I **did** put a notice on the TFS board giving a location where both these types could be viewed without leaving the car park.

Our patch of harebells, which is something I look forward to seeing each year when we get back from our Alps trip, continues to get bigger, year on year. I believe they spread by both seed and rhizomes but most importantly they are in a patch that doesn't get mown. They are near the entrance to the caravan site, the area roughly marked by a black traffic cone.

The general tally of different species of wildflowers *does* seem to be increasing on the field and if anyone knows a botanist or amateur wildflower expert who might be willing to do a survey for us, please let me know.

Once again there were no glow worm sightings noted this year but various butterflies and moths have been observed, including marbled whites, gatekeepers, burnet moths and scarlet tiger moths.

Now, in mid August, is a fairly quiet time for birds as many of them recover from the rigours of feeding young and grow

# We need someone wild about flowers



A common toad, by Daphne Malfiggiani

new feathers, etc, but there are still young birds around, probably from second broods, like bullfinches and various tits. Virtually all the swifts have winged it back south but there are still swallows and house martins around.

We must have had swallows nesting somewhere around because at the beginning of July I saw four young ones perched on the twigs sticking out of the bonfire and being fed by adults.

There've been a few observations of red kites, including one sharing a thermal with gliders, so perhaps they're becoming honorary members of the club now!

In the summer issue I mentioned how many ash trees were continuing to spring up around our boundaries and encroach on the field. Nigel and Simon have

been doing sterling work trying to get rid of them but, at the time of writing, there is still much to be done so hopefully others will help with that job.

After the warm spring it could be a bumper year for fruit and nuts this autumn. I noticed some haws already turning red in June and the sloes are now starting to look almost ready for picking.

The airfield has proved in the past to be a useful stopping place for migrating birds, both those on their way to warmer climes and those hoping to escape colder ones so it's worth keeping an eye out for those as well as looking forward to the better views of both mammals and birds once the trees have dropped their leaves.

Nancy Barrett

## Fancy Sutton Bank this year?

A REMINDER that this year's expedition to Sutton Bank is from September 24 to October 2. We have had several Gold and Diamond heights there in the past and great fun on the ridges too.

If the weather's not up to that, there are lots of local places of interest to visit.

Members can stay in the clubhouse rooms, camp (free) or find a B&B (list on the Yorkshire club's website). If interested, contact Sid (07885 065664) or [sidsmith188@msn.com](mailto:sidsmith188@msn.com)

## Welcome to new members

**Marek Grabiec**

**Country member**

**Paul Gelsthorpe rejoined**

**Country member**

**Ray Lambe rejoined**

**Full flying**

**Timothy Howard**

**Adult member**

**Giles Jeffery**

**Country member**

**Max Bowser**

**Student member**

**Katrina Ash**

**Solo & Beyond, Adult**

**Rob Boulton**

**Solo & Beyond, Adult**



## Severn Skies

is the magazine of Bristol & Glos Gliding Club, Nympsfield, Stonehouse, Glos GL103TX

Tel 01453 860342; fax 01453 860060

Email: [office@bggc.co.uk](mailto:office@bggc.co.uk)

Website: [bggc.co.uk](http://bggc.co.uk)

*Sent free to every British gliding club. The magazine can also be downloaded from the website from under "About"*

Editor: Bernard Smyth

Tel/fax 01454 329751

Email: [b.smyth@blueyonder.co.uk](mailto:b.smyth@blueyonder.co.uk) (delete no spam)

Printed by Waterprint 01342 844255

# Wanted: ideas for boosting club income

## Three new Assistants

MARK Thompson, right, Greg O'Hagan, bottom left, and Martin Talbot, below right, passed out as Assistant Cat instructors after a week's course at the club in July. The course was run by Dave Bullock, from Windrushers GC at Bicester



## ADS for turbos

EASA has published AD 2011-0146 for the change of daily inspection procedures and pylon replacement if cracks are found in certain Schempp-Hirth Ventus and Discus Turbo sailplanes.

These types are affected: Ventus cT, Ventus 2cT, Discus bT, Discus 2T and Discus 2cT.

See the AD for serial number applicability and exempt aircraft at [http://ad.easa.europa.eu/blob/easa\\_ad\\_2011\\_0146.pdf](http://ad.easa.europa.eu/blob/easa_ad_2011_0146.pdf) AD\_2011-0146\_1

## Push here for a fast erection!



MEMBERSHIP and activity for this year are both significantly down when compared with the past two years.

Your committee has held two meetings to discuss our response to this trend.

The club's finances are currently on a sound footing, but unless we re-align our expenditure with our income they will soon deteriorate.

During the remainder of the year we will be examining ways to ensure that our operation is slimmed down to give maximum value to the smaller membership base. If you have ideas, please email them to me.

We are taking immediate steps to simplify administration in areas that provide little value.

We have reviewed the figures for winter activity and reluctantly concluded that the cost of a professional instructor during the winter months cannot be justified.

I will keep you informed as the process unfolds.

Colin McEwen

## Tow-out joy

CONGRATULATIONS to Steve Parker and Richard Starling for getting the new tow-out truck operational in June (sadly it was needed that day as the southerly wind prevented any actual winching).

It apparently worked flawlessly.

## Get Clued Up

THE future of airspace and medical matters are among the subjects discussed in the 2011 edition of the *Clued Up*, a dedicated CAA safety publication for General Aviation pilots, which has just been published.

You can read it at <http://www.flyer.co.uk/cluedup/mag/>

## How club instruction booking system works

THE website calendar shows two morning and two afternoon slots as either taken or open. To TAKE a slot please call the club during office hours on or before the day before the day you wish to fly. If more than one instructor is on duty, more slots will be shown. Although priority must be given to booked pupils, it will frequently be possible to arrange non-booked instruction, particularly in the mornings and and on non-cross country days.

## Paolo benefits from fund

PAOLO Nicolai is this year's recipient of the Doug Jones fund that encourages x/c flying. Other members can make payments into the B105 account to help pay for more post-Bronze pilots to benefit.

## Gliding on YouTube

AN amusing 1930s video about early gliding is available on YouTube, together with many others about the sport. See [www.youtube.com/watch?feature=player\\_embedded&v=m-ASRQECL-c&gl=GB](http://www.youtube.com/watch?feature=player_embedded&v=m-ASRQECL-c&gl=GB)

## Beavers' great day

THE Beavers who came to the club to gain their Air Activity badges reported what a "great" day they had in an article that is pinned to the club noticeboard

JEREMY Mitcheson was transfixed by this knob in my Discus in August.

He said: "I was doing the CGSHIFTCB (shows how thorough I haven't been in previous DIs!).

"I wonder whether readers of *Severn Skies*, or Discus aficionados, might enjoy the picture and be able to throw some light on it!"

"I haven't yet tried it out yet, but suspect that it is something to do with the artificial horizon."

# *Aquarius Furniture*



You may be pleasantly surprised at just how affordable bespoke is.

Handmade in Stroud, Gloucestershire

t: 01453 882247    m: 07875 047767

[www.aquariusfurniture.co.uk](http://www.aquariusfurniture.co.uk)

IT WAS great to see the 25 old timers who attended our meeting at Nympsfield on May 25, many of whom came a considerable distance. I think the first prize (for distance along a line through Nympsfield?) should be awarded to John Cochrane, who came from Truro. It was particularly nice to see him, since he was club chairman when it moved to Nympsfield all those years ago. Some old-timers are still members of the club, of course, and I am particularly grateful to Betty Samuels, Ken Brown and Doug Jones for their help and support.

My organisation of the event, I have to say, was not faultless, and I have learned some lessons for the future. I should have specified the programme and timing more precisely, and made absolutely certain that our speaker from the Vintage Glider Club was actually coming. When he did turn up, having at last seen my email reminder, he was very apologetic, but it was too late in the day for the talk.

Another issue was that the club's restaurant turned out not to be the best possible venue. It was noisy and I didn't know that there would be another group having a lunch party there that day. Next time we must surely use the club bar, which is a much better room, with a great view of the airfield.

A further issue concerns the fact that the OTs now span a period of more than 50 years. It is now possible to come to a reunion and to fail to meet anyone you know, despite having been a member for, say, 10 years.

It would have been helpful to have had some support from the club committee, and next time I'll try harder to get some. In organising the event, my basic problem was that I had somehow forgotten that 38 years have elapsed since I was a member, and the club is now a very different place. One can't just walk back into the past and expect to pick up where you left off, and the occasion needed more detailed organisation than I had expected.

Apart from our OT group, a visiting lunch party and (in their own encampment at the east end of the field) some members of the Vintage Glider Club, the clubhouse, workshops and hangars were pretty much deserted. In the '60s or '70s one could just turn up and be sure to meet familiar friends – course instructors such as Pete Etheridge and Tony Pentelow, weekday regulars like Ray Jefferies and Ted Holmes, keen pilots like Jane Warter or Rex Garland, the engineers Brian Mumford or Guy Harris, who kept our ground equipment going, and exotic summer migrants like Jim Webster (to whom I shall



**From the left, Mike Hodgson, John Harding, Ken Brown, Chris Wales, John Lord, Chris Meyer (nee Cooper), Mo Aldridge, Jean Sutcliffe, Ralph Hindle and, on the near right, Oliver Dearden**

*Picture Betty Samuels*

always be grateful, since he greatly encouraged my interest in literature, setting me off on a lifetime of teaching and writing). The absence of club members I found unsettling.

Yes... It makes one think. The club possessed in past days a quite remarkable atmosphere of warmth, tolerance and humour, which is associated in my mind with certain key people, some of them already mentioned. Others that come to mind are Rosemary Sandford, Gordon Fisher, Pete and Annie Bray, Nancy Duggan, Annie Wales (indeed, all the Wales's, and all the Saints too) plus the indefatigable Peter Jeeves and the generous instructors who were always there, rain or shine: Ken Brown, Ron Lewis, Alwyn Sutcliffe, Keith Aldridge, Jim Stuart-Menteth and more. Was there ever a time when one could go into the workshop and not find Pete Philpot working on the Scud, Cyril Pugh fettling the Tiger? And late in the evening, who's that landing in a colourful Skylark? Why, it's Tom Bradbury, who probably knows the sky better than anyone who ever lived.

Many people are missing from that list, of course, because the number of generous, amusing, skilful and altogether unforgettable characters associated with Nympsfield (and before that, with Lulsgate) is very long indeed. I feel very fortunate to have encountered such people, and I keep wondering why it was that gliding – in those days, one of the most frustrating and time-consuming activities known to mankind – attracted so many special people.

It wasn't just Nympsfield, either. Visiting another gliding club, or going to a

competition, one immediately discovered another batch of remarkable people – at Lasham, for example, Ann and Lorne Welch, Derek Piggott, the remarkable Wills family, Wally Kahn – the list of talent is endless, and the gliding movement as a whole (self-governing, professional, democratic, friendly and tolerant) reflected the nature of its members.

At our reunion meeting Mark Westwood reminded me that the period that he and I particularly remember is the sixties, when a lot of other things were also happening. Of course Mark is quite right. The sixties! Let it be! It was suddenly a time of possibility, optimism, rule-breaking, an escape from the weary 1950s when (memory suggests) we had no money and a lot of rain. I remember Bristol as a city whose bombed centre lay in ruins for years, and it wasn't until the mid-1960s that we saw a real increase in wealth and opportunity, buildings going up, the city being transformed. (Not always in a good way...)

In the sixties flying became possible for ordinary people, especially if we worked in the aircraft industry, as many of us did. Wow – subsidised gliding! Does anyone do that any more? In those days flying was still an adventure, something that most people didn't do, and perhaps that's one of the reasons why there were so many remarkable characters: people who went gliding were the adventurous sort, people who liked a challenge, something unusual, a bit risky, a bit romantic. It didn't matter that we only flew for four minutes in a week, because we were on an airfield, among other flyers, talking flying and even, in quite a number of cases, strongly

*Continued on page 6*

*Old timers: Continued from page 5*  
tempted to make flying a permanent way of life.

The club was a tightly integrated group and its ethos was strongly self-reliant. Enthusiastic and committed people like John Parry-Jones (always known as P-J, of course) and John Cochrane discovered the Nympsfield site and found ways to purchase it despite the club having no significant funds of its own. From a few uneven fields the club members made an airfield, turned a cowshed into a clubhouse and

then built, scrounged, fabricated or otherwise created almost everything that we needed in order to fly: winches, tow-cars, trailers, hangars and even (such were the talents of members like Doug Jones and Tony P) their own gliders.

The club invented self-sufficiency way before anybody noticed that there was such a thing. We had to be self-sufficient or we couldn't fly. We had to be robust, too, because any sign of pretentiousness would quickly be jumped upon by the club's many specialists in ironical humour.

Being a novelist, I have often thought of writing a story called The club, which would show how a remarkable group of committed and capable (but more-or-less penniless) people achieved marvellous things entirely through their own efforts. But of course the story isn't fiction – it happened, and anyway Ken has already told it.

Gliding appears to be very different now, and a good deal less fun. I understand that Nympsfield's membership, like that of many other UK gliding clubs, is less than half what it once was, and has become a serious cause for concern. Most pilots are private owners – something like 70 private gliders are kept at the club – and gliding now seems to have the air of a professional activity, fenced in by tight regulation. It is no longer entirely responsible for its own destiny, as it was in our day, and seems not to attract people of the same characterful kind.

Is there now too much emphasis on competitive gliding, rather than flying for its own sake? It seems so; the passing of time has perhaps taken the romance from solo gliding flight. Many other activities compete with gliding, many of them far cheaper, less time-consuming, less constrained by regulation and cost, and glider pilots can no longer think of themselves as brave pioneers of the air.

In our day it was not like that. Even on a winter's day, the cloud down on the hill, hangar doors firmly shut, the club was a marvellously entertaining place to be. I begin to think that, despite its frustrations, we had gliding's best years, and perhaps they were also its most amusing, its most creative, its most friendly years. Maybe that's one of the reasons why reunions are such fun.

Have I been talking baloney? Quite possibly! However, if sufficient people would like to meet again, maybe in a year or so, please let me know, and I will do another circular, and hopefully a better job of organising another get-together.

Chairman Colin McEwen suggests that a selection of current members might be invited to a future event.

I have also had a number of emails from OTs agreeing that the club was once a very a remarkable place – for example, one from Don Cameron, who says the club was



## FAMILY TREE FUNERAL COMPANY



**for a more personal funeral**  
The Old Painswick Inn • Stroud GL5 1QG  
**01453 767 769**  
**WWW.FAMILYTREEFUNERALS.CO.UK**

## FOR SALE

Ninth share in Duo Discus 802.  
£6,800. Contact David Barker, telephone 01453 873410 or david\_barker7@tiscali.co.uk

# Obituary

## Danny Goldsworthy

DANNY, who was our course instructor from 1999 to 2003, sadly died in Grantham Hospital in July after he lost his battle with a long-term breathing illness.

Danny was a professional instructor who flew at many clubs and helped many people achieve their gliding goals.

He was well respected and very knowledgeable. He had recently retired and called into Nympsfield briefly a few weeks before his death.

He bought a share in Fournier RF5b, a life-long ambition and fortunately did have time to enjoy some good flights at Saltby Gliding Club in Lincolnshire.

The funeral was

at Grantham followed by a memorial service and celebration of his life in the chapel at Belvoir Castle. His ashes were later scattered on Saltby airfield.

We send our sincere condolences to his family.

**Dave Bland and Jon French** write: Danny came from Devon, despite most people thinking he was a Northerner due to his connections with Newark and Notts GC. He had been in the RAF and sales before becoming a full-time gliding instructor. Jon French got to know him at Aston Down before poaching him to Nympsfield.

One of the big things Danno, as he was known, did at Nympsfield was the 'Inspector Course'.

During a beer session Dave came up with the idea of training new inspectors and Danno got lumbered with running it. However, this resulted in Jon and Nigel becoming inspectors and the formation of the 'Thursday Night' crew who maintained the gliders during the mid 2000s and who ran the Thursday 'Corporate Night' sessions during the summer.

Danny and we really became mates over the years and the bar always seemed the place where we would debate the day's happenings.

On one occasion it was Danny who pushed Dave into the belief that he was not a 'monkey' but actually a very skilled and capable glider repairer, and he was overjoyed when Dave left and set out on his own with Chris Rollings at Tiger Airways. For that kicking off his a\*\*\* and en-



## Royal honour for Steve

STEVE Noujaim with the Duke of Edinburgh after receiving an illuminated scroll for his record-breaking flight to South Africa and back in his homebuilt aircraft. The presentation was at The Air League annual reception in London in June.

couragement Dave will be forever grateful to him.

His flying instruction was much the same. If he believed in someone he would move heaven and earth to push them along, irrespective of the fact that he was not in the best of health.

Unfortunately the clubhouse fire did not do his already bad lungs a lot of good, as he breathed in a fair bit of smoke. However, despite poor accommodation in the old bunkhouse, Danny remained loyal to Nympsfield when other instructors would have walked.

He moved on to instructing with his mates at Saltby, where he lived out his days, proving that the 'answer is yes, now what's the question?'

John Sentance, his mate and regional examiner up north, told us when they tried to throw his ashes out of the aircraft he refused to go without a fight and we're sure he would have continued up to platinum height, he really was that keen on flying. Good on ya, mate.

## Book a Thursday party

THERE are a few Thursday evenings left for group bookings of 6-20 people for 2,000ft aerotows at £59 each. If you can arrange a party contact the office.

## Lasham Nationals marks 60 years

IN THE very week 60 years ago that Surrey Gliding Club moved to Lasham to start what has become the world's largest gliding centre, the club staged the Open Class Nationals.

Veteran Wally Kahn performed the opening ceremony on August 20 at the invitation of the Director, retired Squadron Leader Bob Bickers, and Lasham Gliding Society.

The competition was remarkable because among the British competitors who were fighting for a place in the 2012 World Championship British team were TWO

## Fancy some new club clothing?

CLOTHING with the club logo on can be ordered from the office.

There are not many items available over the counter, but the following can be ordered from the supplier for you.

Hats £8.50; polos £14; sweatshirts £15; rugby shirts £25; shell jackets £41; fleece jackets £20; body warmers £17.

## Free email alerts service offered

THE CAA offers pilots their free email alerting service.

You can sign up to receive publications and newsletter from a selection of categories at [www.caa.co.uk/subscriptions](http://www.caa.co.uk/subscriptions)

## Booker saved from chop

PLANS for a new sports stadium and sports village complex at Wycombe Air Park, which would have threatened the existence of Booker GC, have been rejected by the local council.

## Wally Kahn

former world champions, including one double winner (Andy Davis); THREE former European Champions one of whom has won three times; SEVEN former National Champions, two of whom have won the title 10 and four times each; THREE former Junior National Champions and one former World record holder champion.

Wally Kahn, who featured in this year's Queen's Birthday Honours for services to gliding over more than 66 years, was one of the founders and main driving forces of Lasham and he was supported at the opening ceremony by seven of the other great founding fathers.



# STROUD TYRE Co

STEERING

FLEET  
WEL-  
COME

SERVICING

BATTERIES

BRAKES

SUSPENSION

TYRES

AT LOW PRICES



- COMPUTERISED BALANCING ● FROM MINI TO FERRARI
- LASER ALIGNMENT ● MASSIVE STOCK
- HIGH PERFORMANCE LOW PROFILE TYRE SPECIALISTS ● GOOD SERVICE AS STANDARD



**TEL 01453 767747 OR 752186**

**UNIT 5 & 6 WALLBRIDGE INDUSTRIAL ESTATE, STROUD**

## Our task, your security

...the security you get with the best value gliding insurance

Established by prominent figures in British gliding, Joint Aviation is the leading, independent sailplane insurance agency in Europe.

Joint Aviation has in-depth knowledge of gliding and gliding insurance as well as providing the personal contact that ensures every sailplane client receives the same high standards of services and competitive prices.

**0044 (0)1420 88664**

for general enquiries

**0044 (0) 7802 708670**

Terry Joint mobile

**0044 (0) 1420 542003**

Facsimile

**email:** office@jointaviation.co.uk

**Joint Aviation Services Limited**

8 Old Aylesfield Buildings  
Froyle Road, Shalden, Alton  
Hants GU34 4BY

**www.joint.co.uk**



**Joint Aviation Services Ltd**

**...Our task, your security**

Authorised and Regulated by the Financial Services Authority

# Want to see at ATC work?

PILOTS will once again have the opportunity to view proceedings at Air Traffic Control units at a host of participating civil and military aerodromes.

The Bristol events will be on October 7 and 8.

As the Airspace and Safety Initiative release details of this year's Visit ATC Day, pilots curious to see life from an air traffic controller's perspective are being encouraged to sign up for a tour of any of the dozen or so ATC units that are opening their doors for a day or a weekend during October.

The scheme, now in its third year, intends to increase the mutual understanding of pilots and controllers.

All the visits will require registration and are open only to holders of pilot licences (NPPL, PPL, BGA certificate etc and student pilots).

Those attending will be required to show their licence or evidence that they are learning to fly.

Pilots who have not pre-registered or cannot produce their licence or evidence on the day will not be admitted.

To register for the Bristol event, contact [Ian.Beadle@nats.co.uk](mailto:Ian.Beadle@nats.co.uk)

# A great trip on a do-nothing day!

Vintage Week, Nympsfield – May 21-28

By Barry Walker – ARCUS

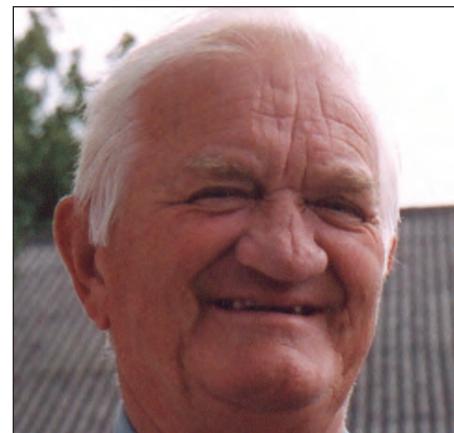
WEDNESDAY May 25 looked a weak, clear day, with a strong south wind 15 to 20kts across the field, the sort of day when we do nothing. However, the Vintage Club were understandably anxious to fly, the hardier two-seaters and Pawnee duly obliged.

Watching from the ground, I had the impression that there was wave over the Woodchester Valley, whereupon Justin Wills and I decided to fly.

We had a very rough aerotow to 2000ft and spent the next 1½ hours soaring locally in weak conditions. Max height 3,000ft AMSL. We could not soar as well as Peter Redshaw's immaculate T-49.

We discussed landing or an engine run across to the Forest of Dean – which we did – where a large black cloud sat. We arrived under power at 3,500ft where we contacted weak lift of 1 kt between Cinderford and Coleford, slowly climbing to cloudbase in very dark and poor conditions. The wind was 210° at 25kts.

We then glided to just short of Abergavenny at 70kts and contacted wave of 2 to 3kts. On to Abergavenny, turning into the Usk Valley, by this time in cloud and rotor, bursting out into sunshine over Brecon, then changing direction to due west and climbing to 10,800ft. At Sennybridge



Great flying: Barry Walker

we were in 6 to 8kts, 110km from Nympsfield.

Time to go home!

Turning 180° and, apart from flying around airspace, we flew back to Nympsfield not turning once. Flying at 60-65 kts, we arrived back at 3,000ft.

Total flight time: four hours.

The reason for telling the story is simply to show how much potential there is at Nympsfield with or without an iron thermal. On this day, apart from a few initial gliders, we were the only ones that flew.

The aerotow was exciting but the flying was great. So in a strong southerly our ridge can produce useable wave, over the forest and then on to Wales, in wave from the Forest Ridge.



AA rated security  
Competitive premiums  
No hull excess to pay  
Protected no claims discount  
Established reputation and experience  
Specialist insurance supporting our sport



The natural choice

01765 690777

[hillaovation@btconnect.com](mailto:hillaovation@btconnect.com)

[www.hillaovation.com](http://www.hillaovation.com)

Unit 1a, Sycamore Business Park,  
Copt Hewick, Ripon, HG4 5DF

# A Nympsfield anthem from way back when

(To the tune of Galway Bay)  
*If you ever go across the hills to Nympers  
Maybe if you pause upon your way  
You will hear the endless ticking of Instructors  
And see the Swallow-benders at their play.*

*O to hear the latest drama of the dumper  
And fumbles on the winch all ruddy day  
And to smell a fresh breeze blowing o'er the cesspit  
And know the North Ridge must be good today.*

*O to hear again the anguish of Inspectors,  
The Course Instructor's voice a mile away;  
And the Tutor circling madly in the Quarry  
Has a thermal that the hot ships cannot play.*

*When the strangers come and try to do it their way,  
We watch them when they're coming in to land,  
Then we help them put the wreckage in the trailer  
And sympathise about the clutching hand.*

*O to sit upon a bar stool in the evening,  
And watch the others putting toys away,  
And to hear the glib excuses of the pundits  
And the curse of those the Bandit does not pay.*

*When at last you totter off towards the car park,  
And everything around is inky black,*

*There's a signal flashing bravely in the darkness –  
It's the Thursday Evening Party upping slack.*

*If there is going to be a life hereafter,  
I know what sort of site it's going to be;  
It will have a ridge that works in all directions  
And six-knot wave each day from ten 'til three.*

NH 14 May 1974

## Reminder: GPS is only a back-up

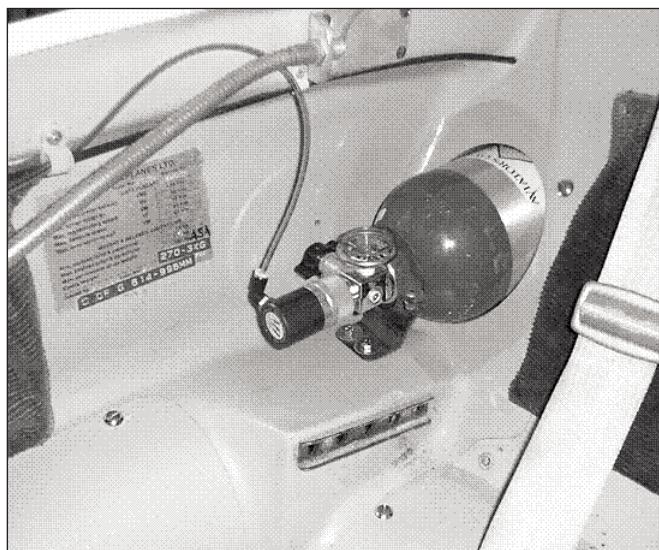
POSITIONS derived from GPS signals are usually very accurate. But this general accuracy can lead a pilot to believe that the instrument can do no wrong, which sadly is not the case. Since there is no integral monitoring system in most satellite navigation computers, there is no indication to the pilot that the information s/he thinks s/he is getting is incorrect. Only use GPS as a back-up to the normal primary means of navigation! *Gasil* magazine, No 6 of 2011 see: <http://www.caa.co.uk/gasil>

## Fancy your hand at aerobatics?

A NEW aerobatics club is forming around the MDM-1 Fox and Swift S1 gliders – the most capable dual and solo aerobatic gliders in the world.

Members will be provided with training from Beginner to Unlimited competition standard with the top UK aerobatic instructors and members of the British Glider Aerobic Team. The aim is to promote glider aerobatics at all levels and to give cost effective access to the Fox and the Swift.

If you would like to register an interest in this club or find out more, contact [glider.aero.club@gmail.com](mailto:glider.aero.club@gmail.com)



**Severn Valley Sailplanes  
Passage Road  
Arlingham  
Gloucestershire**

**TEL 01452 741 463**

**Agents for Mountain High Oxygen Systems.  
Full installation service available**



**PDA mounting  
systems**

**Cabling  
service**

**Installation  
and fault  
rectification**

**Complete  
panel  
installations**

**Shop via our  
catalogue  
or on line at:**

**[www.svsp.co.uk](http://www.svsp.co.uk)**



## Old and new at vintage rally

THE Vintage Glider Club pilots enjoyed their rally at Nympsfield in May and the club hopes they will visit us again.

On the first flying day, Sunday, a strong westerly in the morning slowed down the first launch to towards lunchtime and then as wind died slightly a start was made. There were a couple of afternoon showers.

Private pilots managed many runs out and return to Bath Racecourse and the club DG-505 and the Duo Discus 802 managed to take a number of locals and visitors to show them the ridge.

On the Tuesday the expectation of a good XC day brought a number of shiny glass gliders out among the vintage boys. Thermal development began early and so did the launching, but there were landouts, which tested the ground team. It was brisk with some wave involvement that interfered with the local ridge and gave the pilots of the lighter vintage gliders a good workout.

The next day saw a brisk southerly wind so there was no chance to winch, but the keen vintage club members did not let that get in the way of enjoying their aircraft.

The suggestion that there might be some wave helped too and suddenly there was an aerotow queue. The air was quite difficult to use and not everyone managed to hook into it. From time to time there were gaggles of vintage gliders in the sky and an ultra modern Arcus. Mike Jordy and Peter Redshaw of Lakes GC in his immaculate Capstan managed the conditions well. Perhaps Mike's local knowledge helped. In one climb together with Barry Walker and Justin Wills in the Arcus, the tortoise did in fact beat the hare.

Despite the normal enthusiasm of the Vintage Club visitors there were only a few of the hardier ones ready to fly in brisk and frisky northwesterly Nympsfield air on the Thursday. The sky looked amazing as gliders roared up and down the local ridges. There were strange areas of lift under the grey overcast that kept pilots up

**Old and new: The Arcus lines up alongside the well-known Petrel owned by Graham Saw. Graham has owned this lovely glider for many years now, and has made a fantastic restoration of her**

even when they were trying to lose height. Flights were as long as were wanted. The approaches were fairly typical for the conditions and the versatile vintage team coped well.

On Friday the prospect of an afternoon clearance allowed for a slow start. However the sight of the club K-13 working the ridge got things moving a bit sooner. The ridge "sort of" worked although it was more thermal than ridge – no matter, it was soarable.

One by one the visitors launched colourfully into the sky. And as the sun came through it got a little warmer and smiles got a little broader. The afternoon sky was quite different with strong cu and good thermals, and some pilots even reported wave and climbs to over 4,500ft. There

were quite a few sightseers to enjoying the spectacle too. A great day of flying. It was a treat to see these beautiful vintage gliders in the air.

There were also demonstrations by scale model enthusiasts during the rally.

## Look after club EW dataloggers

WOULD anyone borrowing the Club EW loggers please return them to the Club Office immediately after use? To leave them lying on the floor in the briefing room, as I found both of them the other weekend, is not appropriate.

If these expensive items become lost or damaged, I doubt they will be replaced.

Sid

## Like the Curate's egg: Sid's task week 2011

THIS year the task week was a bit lower profile with no scoring, but a free entry to compensate. Nevertheless we welcomed a large group from the Highland GC and a couple of pilots from North Hill.

Unfortunately after three initial cross-country days, the weather deteriorated and it wasn't possible to task again until the final Sunday, so our visitors spent some time sightseeing or practising spinning in the DG-505.

Conditions were fairly challenging each day with a lot of overdevelopment, but most made it round their selected tasks including the larger 'Barking Mad' task on each day with very few landouts.

The more ambitious task were 175k NYM-GRM-ENS-NYM on Day 1, 171k NYM-BID-ENS-NYM Day 2 with Treva managing an enterprising run to Pontefract and return, 164k NYM-CHV-DID-NYM Day 3 with Steve Eyles extending it to a 300k.

The final Sunday saw everyone safely round 165k NYM-HOB-BAN-NYM or 126k o/r ENS, with Steve Eyles completing the 165k at 92kph before the weather deteriorated.

Many thanks to those who stood in to winch and to fly the second tug when necessary.

I don't know what my situation will be next year but hope to announce whether I am running another Task Week (or not) in early April.

Sid



**Specialist Sailplane  
& Sport Aircraft  
Repair and  
Maintenance Centre**



**We also manufacture bespoke aircraft  
performance improving lightweight carbon  
aerodynamic components -  
Visit our Website: (*new address*)  
[www.targettaviation.com](http://www.targettaviation.com)**

**or Phone: 01453 860861 / Mobile: 07850 769060**