

Andy adds to his trophies

ANDY Davis won the Open Class nationals at Aston Down in August. He amassed 2651 points in his JS1 against runner-up Robin May's 2505 in his EB 28.

The comp was restricted to three days by the weather. Richard Smith was eighth out of 22 competitors in his Nimbus 3DT.

In the Standard Class, won by Sarah Kelman (ASW 28), Mark Parker was 12th in his LS8, Russ Francis (LS8) came 14th, Anna Wells (LS8) 29th and Nick Wall (LS8) 32nd out of 34.

As *Severn Skies* went to press, Andy was competing at Lasham in the 18m Nationals with Iain Evans, Lemmy and John Tanner and Leigh Wells.

Mark Parker and Anna Wells were sharing an LS 8 in the Lasham regionals.

Steve Eyles and Norman Parry were competing in the Gransden Lodge regionals Club Class in LS 4s. Matt Davis was lying third in the Juniors at Bicester.

More comp news: pages 2, 5 and 6



Andy with his Open Class trophy

Picture: Frank Birlison



Leigh Wells receives the 15m Nationals trophy and the EADS memento from Director Tim Macfadyen. Report: page 6. Picture: Bob Page

Video project needs a star!

TOM Gillett is still keen to finish off a gliding video before the weather closes in. He asked around a few weeks ago and the office recommended someone to do the presentation but as that person wasn't around for a few weeks Tom got involved in other things.

The project took three days and the finished piece will be only about eight minutes long. So Tom is seeking someone who isn't working who could go to the club and film for a few days straight to get the job done.

Field landings advice

THERE is a new page on the BGA website providing links to a variety of advice and guidance on field landings:

See: www.gliding.co.uk/bgainfo/competitions/fieldlanding.htm



Georgie Fitzgibbon, our Sunday office girl, is off to Keele University in September to read History and International Relations. She leaves with our thanks for all her efforts.

SALISBURY Plain danger area will be significantly expanded from next winter, due to UAV activities. This will be activated by Notam. Cross-country pilots should make sure they are familiar with developments, watching out for more information.

Dinner-dance: The Bear at Rodborough, March 5.
Organisers: Trevor Stuart/Steve Eyles

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OUR summer walk in July, led by Ed Drewitt, was a week or two later than usual **and** it was a sunny evening, which meant an increase in the insects and birds we saw.

With Ed's knowledge, plus the input of those walking, our list of flowers was long – including field scabious, oxeye daisy, mignonette, white campion, St. John's wort, rock rose, various types of vetch, field poppy and thistle. The horse tail was also pointed out – already growing in the time of the dinosaurs! Meadow brown, ringlet, common blue butterflies were all seen and quite a number of marbled whites, also black fly and slugs – which can be viewed in a different light if they're not actually munching your favourite plants!

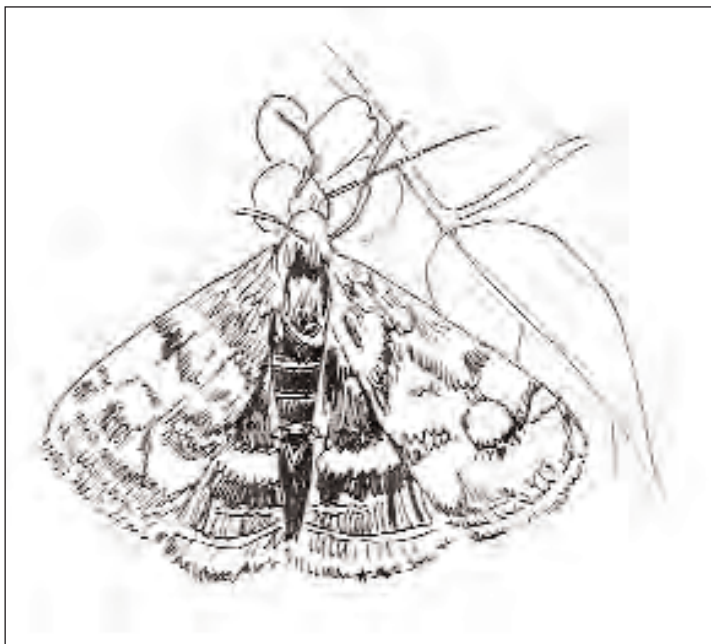
Ed pointed out many, mainly empty, cocoons of the burnet moths on grass stalks in the uncut part near the caravan site. The moths themselves, which are black with red spots, were in abundance on field scabious nearby.

We are used to seeing flocks of black-headed gulls crossing the field at each end of the day as they go to their feeding area and then back at night to roost at Frampton, but lesser black backs were also pointed out. There is an excess of these in Bristol and we learned of a Gloucester connection, with some birds commuting daily.

It being the time of year when birds are quieter and more skulking as they moult, more were heard than seen, including blackcap, blackbird and wren but most of the group saw long-tailed, great and blue tits and our familiar pied wagtails. The green woodpeckers that are *always* around the south hangar decided to have an evening elsewhere. On the mammal side, roe deer and hare were spotted and a vole hole.

This year's walk attracted a smaller number of people than

Praise for how we look after wildlife



A mint moth, by Daphne Malfiggiani. Photo of walk: p3

usual – some members who might have come were busy preparing for the Nationals – but some visiting pilots and crew joined us and everyone enjoyed it.

Ed was enthusiastic about our wonderful patch of the Cotswolds and his opinion that we were looking after it well was very welcome.

It's now mid-August and, after a month away at that other Nympsfield hangout in the French Alps, it was good to check out the field again for myself, though I was delighted to see that others have been writing up their observations on the TFS board in my absence.

A raven was very vocal on the north ridge and the swallows are still about, although the swifts have mainly left our shores until next May. The haws and sloes are already looking very autumnal and I ate my first blackber-

ries of the season. A special treat was seeing our harebells in bloom. These are spreading in one of the patches we leave uncut and, if you want to see them, look for a couple of black traffic cones near the entrance to the caravan park and you will see four or five patches of these lovely blue flowers.

Nancy Barrett

NYM pilots do well in comps

GRAHAM Morris (ASW 27b) came second in the Northerns at Sutton Bank in August. He had 785 points against the winner Mike Armstrong's 820 in his Ventus 2ct/18m.

In the Club Class at Hus Bos in July Jon Meyer came second in his Std Libelle with 2642 points against the winner Allan Tribe's 2788 in an LS4. Tim Macfadyen (ASW 20) was third with 2558 points and Ken Barker (Std Cirirus) was 4th with 2493. Iain Evans (ASW 19) was eighth with 2472, James Ewence (Std Cirrus) 11th and Rose Johnson (DG-101) 15th. Steve Eyles (LS4) drew up the rear with 1691.

At the Interservices at Keevil (Bannerdown) in August, 27 competed in the Open class and 23rd were Dominic Conway and David Zarb in their Ventus 2cT/18m CZ. They had logger failure on day 2 and DNF.

Welcome to new members

Peter Bunniss
James Dorman
Christophe Mutricy
Yakub Gramatyka
Matt Finch
Marek Grabiec
Andre Oliveira
Stephen Daynes
Laura-Molly Cooper
Giles Jeffery

Adult flying (ex member)
Adult member
Solo & Beyond, adult
Student flying
Cadet
Country member
Solo & Beyond, adult
Solo & Beyond, adult
Cadet
Country member



Severn Skies

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It's all in the planning – a 200km downwind dash

Iain Evans tells about his Wizzy record

THEY'RE right – there's nothing on the box these days. So we whiled away a couple of winter evenings looking at the gliding records on the BGA website, to see which ones were worth a go at when our new toy arrived – the beautiful JS1, the latest high performance 18M racing machine.

Rose (Johnson) was a jump ahead of me, having done a new women's record in S Africa the previous winter in the demonstrator JS1. But it was a "girlie" record and it did take her four goes at it!

Some of the UK records are a bit daunting, such as Phil Jones awesome 199 kph for the 100km goal flight, but other downwind dashes looked eminently achievable (sorry Lemmy). All you need is the weather and a willing retrieve muppet (henceforth known as wonderful wife).

I had booked on to Andy's task week as it looked the perfect way to get in practice in the new glider for the season. The week started very inauspiciously when WZ (henceforth known as Wizzy) proved to be so full of energy and enthusiasm that she jumped off the tow hitch and ran into the back of the van whilst we were towing her down the field. We were a very miserable pair as we towed her home for a repair to the elevator, but two days later we had her looking as beautiful as ever and we were back at Nympsfield.

Andy's task setting made the most of some lovely weather and I thought the highlight of the week was going to be doing my first 750km on the Friday. However, the next day Sid's forecast for the weekend was that Sunday looked "almost implausibly good except for the slight problem of a 25-knot wind". Perfect weather for a downwind dash. Saturday



Ed Drewitt talks to members on the Terra Firma Syndicate annual walk around the airfield in July. See Praise for how we look after wildlife: page 2

evening was spent making plans. The Mynd to Lasham is not quite 200km, so we needed to make a new turnpoint 5km out to the west of the Mynd to make a 202km task. The advantage of this is that I could fly into wind about 100km up to the Mynd and then, if need be, sit on the ridge "stress free", and wait for a good street to set up, without having to worry about getting blown away from the start.

In order to break the record, I had to do it in less than approx 1hr 30mins, so the ideal time to start would be between 13.30 and 14.00. I was given strict instructions from the boss not to start before 13.00 at the earliest.

The day started early and I took a winch launch at about 10.30. I had a cracking run up to the Mynd, following the energy and jumping the streets as need be, arriving at the Mynd about in 1hr 15mins, despite the headwind. Cloudbase was already about 4,500ft, and I could see cirrus pushing in

quickly from the west, so, despite risking the wrath of the dragon, I decided there wasn't any point waiting. I pushed out to the start point and then accelerated to VNE 157kts to go through the start zone at 3,000ft (500ft lower than I had planned), which would allow me to be "on the deck" at Lasham and still be within the 1000m difference in height rule. The energy line looked perfect and I arrived in my first thermal 16km down track at 4,000ft and climbed in 4.3kts up to 4,800ft.

The rest of the flight was remarkably straightforward, mostly cruising at 90kts with regular 4- knot climbs but I did have to deviate round Brize, taking me off the energy line and forcing me to take a 2.2kt climb for 700ft to stay comfortable, and slowing down towards the end when the sky wasn't so convincing, but with the 20+kt tail wind that wasn't a disaster.

The final glide looked awful from 3,400ft QFE (Lasham) with 60km to run but with the tailwind that was well within Wizzy's capabilities. I admit my legs felt rather shaky when I arrived at Lasham for an achieved speed of 144.7kph and two new UK records (open and 20M).

All that was left to do was wait for the wonderful wife to come and fetch me. Give Wizzy a wash and put her to bed and then complete the dreaded paperwork.

Many thanks to Andy for a great task week, Sid for his forecasting, Uys, Attie and Bossie for designing such a great glider and my wonderful wife (aka retrieve muppet) for sending me off.

What a great week for Andy's trainees: page 5



What led to this intrepid early aviator to be headlined Loopy? See page 10

Winter instructor is to be hired

Still time to enter the 100km task

DON'T forget the club 100km task, which is open to any member up to December 31. The task is NYM-SUW-BCL-NYM or NYM-BCL-SUW-NYM, both 115 FAI triangles. No pre-declaration is needed, just record your flight with a logger or GPS.

The start line is 6km radius at 90 degrees to the first leg and the max start height is 5,000ft above the airfield and the CFI wants your result declaration to confirm that no cloud flying was done.

The finish is when you stop on the airfield or cross a line of 2km radius centred on NYM and at right angles to the last leg. Enter your flight details on the BGA Ladder, your task result is the Ladder "Handicapped Speed".

Post your result on the club 100k task board in the clubhouse, signed to declare you have followed the rules. There are categories for novice, intermediate and pundit; also for club two-seaters, singles and other two-seaters.

Contest dropped

THE caption competition introduced in the past couple of *Severn Skies* has been dropped through lack of interest.

THE August committee meeting agreed that:

- ❑ the club would employ a winter Instructor and an advert will be placed on Glider.net
- ❑ the K-21 will be re-finished over the winter;
- ❑ re-surfacing of parts of the west end of the airfield will proceed very soon
- ❑ the launchpoint bus will be converted to be tow-able with a view to replacing it in winter 2011 and
- ❑ funding was approved for a replacement cable tow-out vehicle.

At an earlier meeting the following points arose:

Flying: At the end of May, compared with 2008-9, aerotows and total flying were up, winch launches down, and club glider hours similar.

Gliders: FDF was damaged following a wheels-up field landing. Unfortunately this involved the main metal frame and entails an insurance claim.

The K-13 was out of service for annual inspection and ARC renewal, led by Ian Hey. This will involve significant re-covering.

Junior Gliding Centre status: The mass of paperwork required is mostly in place and we have now been accepted on this scheme.

Maintenance: A great deal of long overdue maintenance is having to be undertaken; apart from the gas supply, the airfield surface, club trailers, south hangar and clubhouse windows all need considerable work to prevent further deterioration.

Membership: There has been a significant decline in membership from a year ago. Addressing this needs to be a priority. The general picture of the past 10 years is of an increase to a peak in 2004-5, followed by a gradual decline to similar levels to 2000.

Noticeboard: The possibility of an information board on the airfield by the car park is being explored.

Chicken and egg situation?

"THE re-introduction of air sports such as gliding to the Olympics has been occasionally proposed by the world governing body, the Fédération Aéronautique Internationale (FAI), but this has been rejected on the grounds of lack of public interest." – *Wikipedia*

Well done, Alex

WELL done to Alex Betteridge, a student member who went solo in May.



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Pipped at the post by one point!

Andy Davis tells how one decision cost the Hus Bos Regionals title

IT WAS a great comp – unusually consistent run of weather for the UK, nine days racing out of a possible nine, including quite a variety of conditions from difficult to very good indeed.

A total of over 2100 kilometres of racing and the margin between first and second place was one point – equivalent to about six seconds of time difference in about 40 hours of racing – to put that in perspective, one 360 turn takes about 15-20 seconds!

The Midland Regionals at Husbands Bosworth is arguably the highest level Regional comp in the UK with a large entry flown as a single handicapped class. Entries include half of the UK women's team, several nationals level pilots, including former nationals winners, and former European champion (Paul Crabb) and multiple nationals and former world Champion (me).

Matt and I flew together in the two-seat syndicate Duo Discus, 802. With the expectation of one day mid way through the comp when I did all the flying (we didn't win the day!), Matt did virtually all of the flying on every day as we were using the week as a coaching opportunity for Matt.

Flew with great skill

He flew very well with great skill and confidence for his experience level and was leading by 75 points going into the last day's 240km race. The first half of the flight in quite difficult broken thermal conditions went very well and we were just above the second place pilot (he was flying a higher performance 15m class ASG29) half way round the race in a perfect tactical position when Matt left a weak climb relatively low down to look for something better.

The next likely-looking cloud did not provide the promised climb and we were then forced to take another weak climb away from low down for about 10 minutes before being able to move on and around the next turning point.

The climb we originally left turned into a good one and this slice of good luck allowed the second place pilot to finish some 10 minutes ahead of us, gain 76 points on us and pip us for first place.

The winner was a team entry of Gary Stingemore, of Hus Bos, and Richard



Andy and Matt Davis pore over a chart at the 15m Nationals

Browne, both top-level nationals pilots, Gary having won the nationals and flown for the UK in European championships in the past.

All in all, a good learning opportunity for Matt and he coped very well with some challenging conditions.

Results

- 1 10XS Gary Stingemore Richard Browne ASG29E 7152
- 2 802 A Davis M Davis Duo Discus 7151
- 3 JS1 Iain Evans 6310

Old timers may get together again

IT has been suggested that another old timers' reunion be held at the club and as *Severn Skies* went to press the idea was being discussed.

One was held in 1992 and the last two, in 2005/06, were big successes. Old members had the chance of a flight and there was refreshments in the bar afterwards.

What a great week for all Andy's trainees

A RECORD week of flying was enjoyed by members who took part in Andy Davis' coaching and task week.

Tasks were set on eight out of the nine days.

The "crowning" day was Friday, May 28, when pilots flew as far as East Anglia and Lincolnshire. It was a "fantastic" soaring day, said Andy, "probably the best UK day I have seen for many years".

In the longest flight, Iain Evans did 750 kilometres in a new JS1b Revelation glider from South Africa.

On the same day nine pilots flew 500-kilometre tasks, three for the first time, one flew 600km and six flew more than 300km.

Two of the two-seater gliders also flew 500km. The pilots who completed their first 500km flights were Dave Jesty, Hywel Moss and Simon Bawden.

On the final Sunday, Iain Evans also broke two UK goal records in the JS1, at 144kph, subject to BGA ratification.

Pete Bagnall put all he had learnt during the week into practice when he won two classes for the club at an inter-club competition at Talgarth.

The participants enjoyed some challenging and exciting flying in the varied conditions with big tasks in excess of 300 kilometres flown on three days.

Andy hopes to run another training week next year so get your bid in early!

FOR SALE:

Aircraft: Bellanca Scout 8GCBC Registration G-BGGD

Engine: Lycoming 0-360 C2E, fitted with a Hoffman HO4/27HM-A170 110 four-bladed propeller and a Gomolzig silencer, all appropriately

approved. Airframe hours: 5798. Engine Hours: 1394 (176 hours since four new barrels and pistons fitted)

Aircraft has been at Nympsfield since 12 hours airframe and engine in 1979.

New wings (metal construction as opposed to wood) fitted in late 2004.

Performance over one year for an average tow height of 2275ft at Nympsfield is 8.74 minutes average, which compares with our Pawnee 235 average time of 7.86 minutes for the 2275ft height.

Asking price is £24,750.

Please contact Ian Hey or Pete Bray at Bristol and Glos Gliding Club, Nympsfield (details on p2)

Leigh wins Nationals by 11 points

LEIGH Wells won the 15m Nationals at Nympsfield in July with Chris Starkey the runner-up and Tim Scott third. Leigh had 4715 points, Chris 4704 and Tim 4650.

Best Nympsfield pilot was Trevor Stuart in ASW27b 621 with 3856 points for 11th place. Graham Morris (ASW27b) came 14th with 3733 points and Matt Davis 16th with 3709. Russ Francis (LS8) came 17th and Steve Eyles (LS4) 26th.

There were 29 competitors and six competition days. Dave Draper pulled out after Day 2 due to illness and John Spencer due to an accident.

Director was Tim Macfadyen and his assistant and Safety Officer was Julian Rees. The met was done by Rob Simpson and Sid Smith and scoring was by Dave Hallsworth and Steve Lesley. Dave was also the tugmaster, the Chief Marshal, Neil Spicer, airspace was by Mike Dixon and in Control were Lindsey Parker and Fran Rees. Mike Jordy did the start/finish line.

Tasks

July 3: Day 1: 328.4km. Nympsfield-Thrapston-Potton-Towcester-Nympsfield Finish East. Considerably better weather than forecast resulted in a slightly devalued day but no one complained at a good race. All got back, one used his engine.

July 4: Scrubbed. Comp forum held.

July 5: Day 2: 313.3km. Nympsfield-Great Malvern-Bedford Bridge-Broadway-Stroud E-Nympsfield Finish East. Similar to Day 1.

July 6: Day 3: 315.6km. Nympsfield-Sandhill Farm-Andover SE- Northampton South-Nympsfield Finish East. Task reduced from 500km just before launching when Cirrus thickened. Correct decision, almost all got back.

July 7: Scrubbed.

July 8: Day 4: 258.8km. Nailsworth-Banbury-Worcester Racecourse- Charlbury-Nympsfield Finish East. 11 got back, a tricky day with some very thick cirrus (as forecast). A few more would have got back

on a shorter task but the last leg was the difficult, into-wind one.

July 9: Day 5: 208.6km. Nailsworth-Northampton West-Enstone-Nympsfield Finish East. Similar to Day 4

July 10: Scrubbed at 2.00 after the only grid squat of the comp.

July 11: Day 6: 202.5km. Nailsworth-Ilsley-Bullington-Sandhill Farm-Nympsfield Finish East

Reduced from 300km at the 10.00 briefing when the cirrus thickened and spread out and looked very threatening upwind on the sat pics. As the start line opened (11.45) the cirrus dispersed and 300km would have been just on with maybe a 250km being ideal, but difficult to fit in with the airspace without having some very short legs.

There were no airspace infringements – the first comp Tim has ever been involved in with no infringements. There was one accident during the comp – John Spencer tried to start his engine too low and in the heavy sink downwind of a hill 2km from the finish. He arrived wheels up in a field that he said he selected at 100ft and damaged the front fuselage and engine pylon.

Tim told the BGA that in the comp forum after Day 1 everyone except Tim Scott much preferred the new starting procedure and thinks it safer than the old one.

After Day 1 pilots were 2:1 against the anti-team flying rules. After Day 5 they were 4:1 against. Banning the use of radio did not stop Tim Scott and Leigh Wells doing some team flying. They freely admitted this.

Team flying visually is not against the rules. Everyone Tim spoke to thought it crazy that the British Team could not practise as a team for the Worlds at these Nationals. The new rules were very unpopular indeed with crews and the organisation as neither has any idea what is happening for several hours each day. They make gliding into an even worse

spectator sport than it already is. Tim believes they are unenforceable.

The competitors all seemed to go home happy. Tim had many comments that they much preferred to get back from an under-set than to land out on an over-set. The weather and luck helped but the aim was always to get most back.

Gap trip a success

OUR DG-505 was at Gap for 30 days this summer, flying on 25. Of the five non-flying days; Rob Hanks had one “rest day” with no P2 arranged, Kevin Neave and Carol took two “rest” days, and the final two days would have been usable had we wanted to wait until mid-afternoon to fly.

The longest flight was 5hrs 40 the shortest 3hrs 31, with most of the rest in the 4-5 hour range. Total flying was 113 hours. And most people at Gap were saying that this wasn't a particularly good year!

Thanks to Martin Greathead for getting the trailer ready for the trip, to Alan Montague for towing it down, and to Rob for sitting in the back for the first three weeks.

Thanks also to James for taking time out from his trip with SWGC to fly with Carol and me, giving us the confidence to go exploring in BIG mountains on our own. If you're bored with the Cotswold edge, the Welsh ridges, and the July weather then book the DG and take it to Gap next year.

Kevin Neave

Gasp, RASP praised!

I KNOW I (and others) have slagged off the Regional Atmospheric Soaring Prediction as the 'Randomly Accurate Soaring Programme', but it has made some very significant improvements in accuracy this year. So much so that, failing any better information (like mine of course), I would now recommend it to be used as a primary source for task planning. The only reservations are that it seems to over-predict ground heating under high cover and it is quite important to note some of the detail.

Sid