

Severn Skies

The magazine of
Bristol and Glos
Gliding Club

Winter 2005/6

Andy at the Palace



ANDY Davis and Pami at the Palace investiture on October 13. With them were Mat, Andy's mum, Aileen. Andy said: "I had the most fantastic day out. I could only take three guests, so Dad didn't go, but he joined us for a slap-up meal in Calcot Manor after we got back. We went up by train in our posh frocks and morning dress, including top hat and tails. Everybody at the Palace went out of their way to make the day really special and memorable. We didn't even step in any corgi poo!"

It's party time

A PARTY is to be held at the club during 2006 to mark the start of flying at Nympsfield in 1956. So watch this space!

A rain check

A HI-TECH clothes peg has been invented that won't open if rain is on its way – to stop you hanging out the washing. What we need, then, is that technology built into a trailer key!

News from afar

WELCOME to Hemraj, who is an assistant instructor. He has joined Nympsfield from Lasham and has started instructing with us.

Welcome also to Dan Welch, who has joined us from the Shropshire Club and in his first month has done a BI rating, 100km endorsements parts 1 and 2 and had his first wave flights. 300 km in winter wave at this rate!

Chris Osgood is back instructing, having persuaded various doctors and me he is fit to fly. Well done. Dave

FROM THE CFI

Hallsworth has completed his Assistant course and will start instructing as soon as I have done his acceptance checks.

Russ Francis, Rob Hanks and Jim Wilson are to do their Full Cat tests as soon as these can be arranged.

Please launch from level with the glider outline painted on the winch

Turn to page 2



HYWEL Moss takes a rest in the trench dug alongside the trailer line for a power supply installed for winter dehumidifiers. Project leader Graham Morris wrote: "As of October 22, the system was up and running. Thanks to all of you who have helped with the spade work. I would particularly like to thank Elaine and Andy, who have done most of the running around for this project. Also Hywel, who sourced ducting and rope, at no cost, so that the scheme can more easily be extended in the future, should the need arise. Lastly, but most certainly not least, Pete Mallinson who, with generous use of his JCB and his valuable time, dug and filled the trench. The total cost of providing 30 outlets came in at a little under £4,700. So far, at the time of writing, 28 places have been paid for. It's nice to know that with just a little arm twisting it is still possible to motivate enough enthusiasm to get tasks such as this completed."

Seasons greetings and happy soaring in '06!

IS it autumn? Is it winter? Who knows any longer! Sunrise and sunset still seem to be following the familiar pattern (though I gather there are moves afoot to change even that!) but our patch has been showing some of those signs of shifting seasons we're always hearing about, even in our short time of recording.

With many flowers still in bloom and the occasional sighting of butterflies well into what used to be thought of as autumn, if not winter.

The next Terra Firma Syndicate report in *Severn Skies* will mark our fifth anniversary and that's nowhere near a long enough timescale to be showing trends, but 50 or so years hence the reports might add something to general statistics (provided I find someone to take over when I finally hang up my binoculars!).

There is an interesting website on the subject of phenology, which is the study of recurring natural phenomena especially in relation to climate. This can be found at www.phenology.org.uk

I have been missing Nympsfield's autumn glory this year but memories of so many autumns at the club, plus the response to my plea to other members to report their observations on the monthly record sheets, have kept me up to date.

I was sorry to have missed the early Christmas goose! This was a single, unidentified bird seen grazing on the field on a weekday. Perhaps it was en route to the Wetlands and Wildfowl Trust at Slimbridge.

It was duly chased off and told to tell its mates they were not welcome. This is a relief for me since any nuisance in the natural history line seems to get associated with me and I would surely have had complaints about "my" geese!

As well as any unseasonal hangovers from summer, all the usual winter treats should be around and free to view and

Christmas goose that came early



A Shaggy Inkcup – by Daphne Malfiggiani

hear. Not only are our resident birds more visible, and more likely to be hanging around in flocks searching for food instead of noisily defending their territory, but many visitors fleeing colder climes, such as the redwing and fieldfare of the thrush family, who come to us from Scandinavia, arrived some weeks ago. Others to look out for are siskins, crossbills, blackcaps and bramblings.

Foxes show up well in winter and are about more in daylight hours as well. The roe deer, on the other hand, are not so prominent in their grey winter coats. The bucks will be shedding their antlers in order to regrow a bigger and better set in time for spring.

There never seems to be a time when you can't find some sort of flower in bloom on the field or just over the fence into the woods, where dog's mercury will probably be the first of the new season's flowers.

Should there be any snow lying this winter, it will be rewarding to search for tracks, etc.. There will be ample evidence of much activity from non subscription paying users of our field!

Nancy Barrett

CFI: from page 1

track, which is about 50 yards in front of the bus. This is so that the wingtip signaller can see around the bus and see gliders and aircraft on approach.

John Thorn and David Joyce are no longer Nympsfield tug pilots as they have stopped flying gliders. We have a requirement that all club tug pilots fly 10 hours P1 in gliders a year. It seems very likely that Doug Jones will no longer be able to fly the club tugs as our insurance will not cover anyone over 75.

I am now a Regional Coach. This is a new name for a BI coach but with extended responsibilities.

See you all in April (after my travels). Have a good ridge running winter and please do not give Graham too much hassle while he is standing in for me as acting CFI.

DVD library idea to go ahead

JULIA Dawson is going ahead with her idea of a gliding and gliding-related DVD and video library for members.

Membership fee: loan/donation of at least one DVD or video. Julia can advertise the titles and availability on her website and people can contact each other to arrange loans (with a fixed fee to cover P&P?). Titles so far offered include Redline Sky, Mokin', Never Ending Thermal, Liftin Air and Liftin' the Blues. julia.dawson@uwe.ac.uk

Welcome to new members

Brian Leslie Roberts

Kari Wheeler family member with Hemraj

Nithianandarajah, Ass Cat Instructor

Chris Scanlan has rejoined

Robert Winfield

Alistair Simon Worsley

Gary Cross

Joseph Westwood

Ray Hiscox

Retired Flying

FPTS

FPTS

Full flying

FPTS

FPTS

Full Flying

Assist Instr

FPTS

Severn Skies

is the magazine of the Bristol and Gloucestershire Gliding Club, Nympsfield, Stonehouse Glos GL10 3TX



Sent free to every British gliding club. The magazine can also be downloaded from www.bggc.co.uk

Phone numbers: 01453 860342; 01453 860060 (fax). Email: secretary@bggc.co.uk

Editor: Bernard Smyth, 47 Wavell Close, Yate, Bristol BS37 5UN. Tel/fax: 01454 329751; 07813 726245 (mobile) b.smyth@blueyonder.co.uk

Printed by Waterprint, 01342 844255

MORE than 80 former members held a reunion in September, 50 years after the club bought the airfield. Next year a party will be held to mark the 50th anniversary of the first launch from the site.

Lesley Parkes provided coffee on arrival and tea and cakes later – helped by Val Corrick, who did all the secretarial work and booked people. Jaycee did a buffet.

There were 32 two-seater flights during the day, which saw pleasant late-summer sunshine and some soaring.

Jed Barrett gave the visitors a talk in the bar on flying in the Alps, which to many there would have seemed a distant dream when they were flying wooden gliders.

Jed illustrated his talk with slides and video of what have become milk runs for him, up to Mont Blanc and the Matterhorn from Gap-Tallard.

One outcome of the reunion was a pile of new information and artefacts for the club history group.

Among them were photos of gliders at Lulsgate and of the building at Roundway, Wilts, a box of 35mm and 16mm cine film taken by the BBC for a television broadcast in 1957 and numerous aerial photographs of the surroundings of the field, taken to construct a relief map of the environs of the club in the late 60s.

The club also received instructors' manuals for the solo training period and a copy of the first BGA two-seater instructors' manual – real museum-worthy items.

Also, the reunion ended with the history group having a new volunteer, Bet Samuels, who is to put new cuttings in the bar album. So if you see

Old timers hear all about Alps soaring 'milk runs'



AT the reunion Doug Jones cut a special cake bought to mark his 60 years of gliding – a record he shares with Eric Smith

anything in the newspapers about the club please clip out the item and give it to the office for the history group, to add to those harvested by Elaine and Andy Townsend



Two ex-members who went on to greater things – Don Cameron of hot-air balloon fame and Geoff McBroom, who went into the microlight business



Lou Bisley, Jean Sutcliffe, and Phil and Anne Andrews inspect photos

We now TEACH ridge running!

A CHANGE of heart by the committee means I can now teach ridge running. The gliding club now has an approved ridge running syllabus and progress sheet for those wanting to extend their hill soaring skills.

A copy can be obtained from the club website at www.bggc.co.uk/nymphsfield/soaring/ridgesoaring.htm

– together with traces for most of the routes flown – in 15m non-turbo glider! The runs are graded 1-4 and include the escarpments to the north and south of us. More ambitious pilots may like to consider some of the Welsh hills (many at level 2!). Ideally, new runs should be flown in two-seaters and then repeated as a lead and follow. This should give you sufficient confidence to go solo on a new stretch of hill. If you're interested in learning this skill please contact one of the Ridge Running Instructor/Mentors. For the few who missed the talk on 1 October there is a transcript on the website.

Tim, many thanks for your support in this matter.

Trevor Stuart

Tree damage appeal

THE Scouts are interested in finding photos of storm damage to Pen Wood near the club site in the 90s after which a large number of trees were left lying where they fell for years. If you have any please contact Bernard Smyth (details on page 2).

Handy Hints – No 3

PUT your mobile in a pocket when you're flying – so that if you have to bale out it's not lying useless in the cockpit pocket!



ROG

NETT

Sailplane Services

For our current list of available lettings
and information for landlords
phone

01453 753594

or visit

www.cotswold-lettings.co.uk

50a London Road, Stroud, Glos GL5 2AD

ROGER TARGETT

Sailplane Services

FOR SPECIALIST REPAIRS AND MAINTENANCE

Offering outstanding workmanship, efficiency and service in:

- All glass, kevlar, wood and metal repairs
- Modifications
- Motor glider engine approval
- C of A renewals and general maintenance
- Weighing, including accurate in flight C of G positioning
- Re-finishing in all types of gelcoat and paint
- Hard wax polishing
- Competition sealing
- Instrumentation Systems
- BGA and PFA approved
- Canopy perspex replacement
- Aircraft recovery

Contact

Email: roger@sailplaneservices.co.uk

c/o Bristol and Gloucestershire Gliding Club, Nympsfield, Stonehouse, Gloucestershire, GL10 3TX
Office 01453 860861; Home 01453 860447; Mobile 07850 769060

www.sailplaneservices.co.uk

Crewing for the 2005 Junior Worlds

THE Pre-Worlds was run in 2004, at Husbands Bosworth, and wife Chris and I decided that, whether Jon was selected to the Team or not – we were going to attend the Worlds. So, there and then we arranged to hire a large caravan, parked just behind the clubhouse.

The months before the Worlds, with Jon getting in as much practice as possible on the Discus, so kindly loaned by Andy Davis, was also spent in gradually revising and revising a comprehensive check list.

I was naturally very proud to be Crew Chief, and to have such a staunch team with me, Chris, Jim Wilson, and my granddaughter, Persephone, who had cunningly arranged a visit from Australia to coincide.

Arrived at Hus Bos for the start of the Practice Week, we found that the British Team was placed between the Australians and the Dutch. There was some fierce competition to raise the highest flagpole, this being won convincingly by the Australians, with ours a close second, and the rest nowhere. One night, our lads lowered the Australian flag and replaced it with a pair of shorts. The Australians won that round also – the next morning our lads found that all their trailer handles had been greased!

The first activity was scrutineering. The gliders were filled with water, and the span measured. Then they were placed on scales, the pilot was weighed, and the water was dumped until the MAUW was reached. The gliders were then fitted with the tow-out gear and hooked to the car, and the weight on the main wheel was recorded. Each morning, on the way to the grid, ballasted, the Standard Class were towed over a set of scales and the weight checked against this figure. The Club Class were weighed on a random basis.

Someone produced six Union flags of a size to suit the canopies, and each morning we aimed to be rigged and ballasted and first team to go out to the grid, in convoy, with our Union flags fitted. One morning the Germans lined up with suitable Germanic music blaring – in short time someone found a copy of “Pomp and Circumstance”, and played it even louder! We felt that we had won that round. Each morning,

By Bill Meyer

after gridding, Chris would lay on bacon sandwiches in our caravan for all and sundry, which was another “team building” activity.

After Briefing, the team gathered in the team caravan for a team briefing. Meanwhile, the crew organised the drinking water, snacks, etc, so that we all tended to arrive back at the grid about the same time for all those last-minute sortings and the final run down the check list.

For this comp every glider had to provide its own towrope. This was a last-minute requirement, and we were very grateful to Martyn Wells for the loan of ropes at short notice.

As the grid ahead launched, our pilot got ready, we stuffed his Camelbaks in around him, plugged in the towrope and removed the trestles which had been holding the wings, and the ballast, level.

Immediately our man had launched we collected our gear into the car, and returned to the team gazebo, where Reb had a good radio with a high antenna (on the flagpole), to listen for the team starting, while standing by for a possible re-light.

Once away, it was time for a spot of lunch, any shopping, filling the water barrels for the next day, etc. Then the

crews, mostly parents, gathered in the gazebo to listen to the radio. I am sure that we were all much more anxious than were Mark, Jon and Andy.

On one day, we could tell by the chatter that things were dodgy, and tension in the gazebo ran high. One parent said: “There should be a regulation prohibiting parents from attending these things.”

Of course, the team training and coaching paid off, and our Standard Class pilots were 1-2-3 overall at the close of every day – and so to the podium. We were exhausted!



PAUL Gelsthorpe took this self portrait on a wave flight during this year's Sutton Bank expedition. Graham Morris and Sid Smith claimed Diamond heights and the two Alisons, Mulder and Moss, Gold heights. Next year's expid is being planned already.

The hills tell their story ...

2000 years ago, not far from here, one Roman soldier said to another:

Hey, Marcus, this is a fine bit of hill we're standing on. We can fortify our position from here, we will build a fortress – tell the soldiers.

Yes, Brutus, a splendid vantage point and look . . . another hill . . . and another beyond. If we had chariots with L/Ds of 40/1 we could reach those hills.

Marcus my word, my friend, in 2,000 years our citizens will be enjoying some splendid ridge running in such machines.

2000 years later, what really happened:

Hey, Parkers, this is a fine bit of hill we're standing on. We can fortify our position from here, we must build hangars – don't tell the members.

Yes, Walkers, a splendid advantage point and look . . . another hill . . . and another beyond. We can reach those hills in our exclusive turbo gliders. Your machine is particularly fine with its second seat for your pilots; Davis, Willis, Rollis and Tim Macfadyen.

Parkers, beware my friend, Astute-arse is showing our members the hills. He is encouraging others to fly our hills . . . in club machines!

We must stop him, Walkers, only recently did he foolishly out-land the K13, I will banish him.

But Parkers, how can that be done? There was no damage to field or machine. *Walkers, my friend, we must keep this ridge running thrill a secret. Astute-arse will be banned from teaching it . . . and so he was.*

Anonymous

BGGC Annual Dinner and Dance 18 February

At The Bear of Rodborough Hotel

www.cotswold-inns-hotels.co.uk/bear

Fantastic menu

Great band, by popular demand, same as last year – “Against The Grain”

Excellent accommodation at a bargain price £50 per double room £37-50 per single. Numbers by end of November please.

Tickets £30 a head before 24 December 2005

After Christmas £33 per head so buy early to avoid disappointment and paying more !

Seating prearranged so do let me know which table you would like to sit on – otherwise it's down to me!!!!!!!

To book, just fill in a booking form available from the office or on your club emails and give it into the office with a cheque.

Any queries please do speak to me

Many thanks

Gill Starling (Glider 100)

The menu

Roasted Root Vegetable Soup, Soured Cream
Smoked Chicken and Wild Mushroom Terrine, Apple Compote and Mieux Mustard Dressing
Home Cured Gravdax, Horseradish Salad

~~~~~  
Roasted Ribeye of Beef Forestiere  
Confit of Goosnargh Duck Leg, Braised Red Cabbage and Red Wine Jus  
Open Lasagne of Provençal Vegetables with Grilled Goats Cheese and Balsamic Vinegar

~~~~~  
All the above served with seasonal vegetables

~~~~~  
Caramelised Lemon and Orange Tart, Blackcurrant Sorbet  
Chocolate Bread and Butter Pudding, Raisin Syrup, Clotted Cream  
Potted Stilton, Port Jelly, Malt Loaf

~~~~~  
Coffee and Mints



Oxygen: A test and refill offer

AFTER several years, I finally ran my oxygen cylinder empty in September. Then came the problem of where to get it tested (required every five years) and refilled..

However I have, through one of my work colleagues, discovered Neptune Diving Ltd, which is at Unit 1, Shepherd Road in Gloucester. (tel: 01452 313605

or www.neptunediving.co.uk). It can do a test for £18.50, refill for £6 to £15 depending on volume and also has a full range of fittings to adapt to most bottles.

The only bottles they cannot test are BOC manufacture as these are exchange items. If you are not in too much of a hurry, I may also be able to arrange a collection and delivery service. **Sid**

By Dave Cooper

ELECTRIC flight seems to have come fully of age in recent years.

I can well remember the early attempts with heavy motor /battery combinations and the resulting hard landings that would ensue...

As with most things worthwhile, the pioneers persevered and, with the assistance of modern technology, we now have very practical and cost-effective solutions to age-old modelling problems. There are some strong parallels here with the modern full-size "turbo" gliders that are becoming increasingly popular. For a beginner to model gliding, if the pilot has not contacted some useable lift within the first 30 seconds or so, then, a landing of some description is imminent. A glider fitted with a small electric motor /propeller can widen the search area dramatically and the chances of "staying up" are vastly improved. Of course, many purists will argue that this isn't 'proper' gliding, but, it could make the difference between someone who will carry on with the hobby and another who will give up.

OK, so what type of models are suitable and available ? Well, a few years ago at Wroughton, I witnessed an electric ducted-fan jet type that would put many an i/c-engined machine to shame

Modellers' Corner

and would even give a modern gas-turbine type a run for its money. The main difference being in the restricted flight time rather than any shortage of power to fly a full aerobatic schedule – including, low-level beat-ups of Wroughton's lengthy runways. Also on display these days are multi-engine models, float planes, pylon racers, in fact, just about anything you can think of including electric helicopters !

For a newcomer to electric model gliding, I would advise a proven electric design – something like an *Irvine* "Early Bird" (of the type that I was given last Christmas and is still unflown !). This model is described as 'ARTF' or Almost-Ready-to-Fly. Modellers with experience of building from plans could go for something like the *Nexus* plan "Ohm Maiden" which has a good contest pedigree. Another possibility is to adapt a discarded free-flight or other existing radio model which may be gathering dust in a quiet corner of the workshop. A few pointers here may help to get things right... firstly, I would start with something like a 100S type of wing ie around 100" of span, possibly with a Clark Y, Eppler or mild Gottingen section. Secondly, the fuselage will probably need beefing-up

in the area where the battery and motor will be located. In the event of a heavy landing, the rechargeable flight pack, which is probably the heaviest single item on board, is going to be looking for a new home somewhere up-front. Motor-wise, a bog standard 'car buggy-type' 540 motor will suffice along with a 1700 to 2000 milliamp flight pack. A three channel (35 MHz) radio set is desirable to give motor control along with rudder and elevators.

All in all, its best to keep things really simple in the early days – I have seen several successful models where the motor is switched on and off by a small micro-switch activated simply by momentarily selecting full down elevator. Later on, one can progress to the more powerful cobalt and brushless geared motors coupled to electronic speed controllers etc. which are capable of truly awesome performance (and cost accordingly !).

One refinement I would go for from the onset is that of folding propeller blades.

Not only will this give less drag whilst in the power-off glide configuration but, more importantly, they stand a much better chance of surviving the next contact with Mother Earth – that's if your landings are anything like mine.



Severn Valley Sailplanes

Passage Road, Arlingham, Gloucestershire

01452 741 463 or 01452 741513

www.svsp.co.uk

More than just a glider repair workshop

Visit our shop

Extensive range of repair materials and maintenance products
Pilot Supplies
Tapes and Mylar
Resin and Gel
Glass Cloth, Plywood
Waxes and Polishes

Soaring Flight Mouldings

Purpose-made GPS and PDA mounts for a safer cockpit
Cables, Leads and Connectors for most GPS and PDAs

Full workshop facilities

C of As and Permit Renewals

**Repairs to Glass, Carbon and Wood
Repainting & Refinishing**

FIT FLEET™

NATIONAL

STROUD TYRE Co



TYRES AT LOW PRICES



- COMPUTERISED BALANCING • FROM MINI TO FERRARI
- LASER ALIGNMENT
- HIGH PERFORMANCE LOW PROFILE TYRE SPECIALISTS
- MASSIVE STOCK
- 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.

WHY? IF the wind is across the line of launch, and the glider is flown with the wings level, it will drift until it is climbing downwind of the winch. This is the easiest way to fly the launch, and will give the maximum gain of height. When the cable is dropped, it will drop downwind from the winch and therefore downwind from the line of launch.

If the cable must not be allowed to drop downwind from the line of launch, then the glider must be flown so as to climb upwind of the line of launch, so that when the cable is dropped it will fall on the line of launch.

The most difficult case is when the glider is at the top of the launch (which is where the biggest cable load is likely to happen) and the cable breaks at the winch (or the winch fails), the whole length of cable then lays itself out as the cable parachute carries it downwind.

HOW? The big forces acting on the glider during a cable launch are:

The weight of the glider.

The pull of the cable.

The lift from the wings.

The weight of the glider will always act vertically down, there is nothing the pilot can do about this.

The pull of the cable will always be toward the winch/tow-car. So if the wings are held level in a crosswind the glider will drift until it is directly downwind of the winch/tow-car. If the glider is held upwind by banking, the cable pull will oppose this and try to bring the glider back downwind.

The lift from the wings is under the control of the pilot (within the limit set by the stalling angle of attack). If the glider is banked then a component of lift will act horizontally in the direction of the bank. It is this horizontal component of lift from banking which must be used to hold off for drift, if the bank is reduced or the wings are allowed to level then the glider will at once drift downwind.

When the glider is banked the position of the nose, ie yaw, slip or skid does not make a lot of difference to the effectiveness of holding off. However, it is much more efficient to maintain aerodynamically balanced flight, this also reduces the risk of a stall/spin if the angle of attack is allowed to get high. Thus, the yaw-string should be in

the middle. Banking to hold off drift while cable launching is the only flight condition in which the glider is banked but not turning. If the bank is held constant in aerodynamically balanced flight (with the string in the middle), then the 'G' loads are not balanced (and

drift" is required, in which direction and how much.

Having planned the drift hold-off required, the pilot should then consider the launch failure options, taking into account the immediate turn that will result if the glider is banked when the launch fails.

When the launch starts, the glider should be held wings level until in the full climb, only then should the glider be banked to hold off drift. If this risks undesirable

cable drift then the launch should not be made. At Nympsfield the glider should be held wings level until above tree-top level and through the associated turbulence and gradient. Once bank is applied to hold off drift enough must be used to keep the glider upwind of the line of launch, it is not enough to be over this line. The pilot should look down (over the upwind, lower side of the canopy) to check that the glider is being held sufficiently upwind of the line of launch for the cable drop to be on, not downwind of, the line of launch.

The glider should be flown with the string in the middle (aerodynamically balanced).

The pilot must accept that the 'G' loads will not be balanced, and the ball not in the middle. The bank must be fully maintained until the cable is released.

W J (Bill) Dean

Cable launching - holding off for drift

the ball will NOT be in the middle) and the pilot will feel gravity pulling to one side. This feels odd and unnatural, and the pilot is likely to move the rudder to make it "feel right". This is why pilots trying to "hold off drift" are seen with the glider turned into wind with hardly any bank, or in desperation they let the wings go level towards the top of the launch, just when holding off is most needed.

If while banked to hold off drift the launch fails, the glider will immediately start turning into wind (because it is banked). This must be allowed for in launch failure planning. However quickly the wings are levelled from the bank, the glider is bound to have turned somewhat.

HOW TO FLY THE HOLD-OFF

Before starting the launch, as part of eventualities, the glider pilot should consider the wind strength and direction and plan whether "holding off for

Solo2silver schemes goes ahead

THE committee has backed Tim Allen's scheme Solo2Silver to help post solo students progress more easily towards their Silver C.

Tim says that after a huge response, not only from our club, it seemed there was a need to do something, no matter how small.

Although the newly-soloed pilots need to still make the effort to progress, most said that they would really benefit from talking to more experienced pilots who would be able to help them with the basics of gliding.

Not only are people unsure of some general tips which will help them advance in their flying but they are also unsure who to ask.

Tim says: "What I would like to organise is a series of lectures to help

with these basic theories and also to make those of you who are willing to help out, more recognisable."

The club has agreed to use some of the website for this purpose. The plan is to have a dedicated Solo2Silver section, where photos of those who have agreed to help out will be posted along with their name and the areas in which they feel happy to help with.

Tim asks anyone willing to help with this scheme, either by agreeing to fly with new pilots or by helping out in one of the planned talks, and is happy to have their picture on the club's website, to email him or contact the office and he'll arrange to get a photo taken.

Tim can be contacted at:
Tim@timothyallen.com

THOUGHT I'd share an amusing land-out story that reflects the present sensitivities at some popular local land-out airfields.

Anyway the start of the story is reasonably familiar to most. I came out from under this nice

cloud street over Sandhill Farm on my final leg of a Nympsfield to Silverstone to Chieveley cross-country, having just asked the fat lady to stop singing...had she started too early?...yes she had, The sky was blue, the wind was 20knot WSW and there were big lenticulars over Wales. Great...wave affect and strong sea breeze...stupid, stupid fat lady.

Anyway I struggled for the next 45 minutes and was picking fields when I notice this awesome square airfield just in gliding range and thought yes – South Cerney, I'll have a bit of that. I'd checked no NOTAMS and confirmed its availability AND suitability with a quick call to the gliding fraternity over the radio...nobody told me at this stage what was in store for when I landed.

Anyway, after a nice landing on the immaculate grass strip straight into wind, the glider ground to a halt and all I could hear was the howling wind over the cockpit...wow that wind had got strong. Anyway turning on the positive attitude I thought I can aerotow retrieve from here in this wind direction, no problemo. So I checked out my surroundings and, despite there being a large number of smart looking army trucks in a compound beyond the perimeter fence, I thought this is going to be straightforward (that bad fat lady again).

I called Tim Macfadyen, who had made it back of course and he suggested going over and seeing the sleepy guard at the site entrance, to get the relevant permissions. My response was "Do I really have to, boss, I'm lined up and ready to go...don't even think anybody has noticed me". As ever the CFI was firm and said "You have to seek permission from the landowner if you want to aerotow out."

So I cleared the cockpit of expensive items and set off on the "land-out walk", head down, grumbling about bureaucracy and laws and rules, and sea breezes, and how did they get back, and look at that sky over there, and wanting only one more climb, blah, blah, blah. The closer I got to the surrounding fortified buildings, big and

proud army flags, large hard looking German shepherds I stopped grumbling and thought "Oh dear, what have I got myself into here, sleepy guard, my

Sea breeze to boot camp

a***." Then as if by magic, the sleepy guard appeared marching towards me ... and he was not smiling, had a gun pointing in my direction and was very very wide awake. By this stage, not kidding, my hands went up (remembering what had happened to that Brazilian lad in London only three weeks before) and my voice went up an octave as I said my sorry's in a fairly pitiful fashion.

The guard then said he would "have to escort me to the guardhouse" – great I'm not going to get shot, but I'm going to get locked up. Anyway I asked permission to make a phone call and phoned Tim explaining that that I'd found the sleepy guard as he suggested and it wasn't quite going to plan!!

Anyway, the security guards were all OK and, having seen me land, had wondered what I was going to do. I didn't ask what would have happened if I hadn't come over (a horrible image of speeding Land Rovers and levelled weapons comes to mind). One saw my dishevelled state and offered me a much-needed cuppa. They said "we'll have to get the senior officer down here". "Surely that isn't necessary, is it?" I said, imagining some guy coming off the phone to the Queen in all his regalia to come and talk to little old me.

Anyway, in the meantime Trevor Stuart called me to see how I was getting on and said that he'd been in there a few times and that I shouldn't take any "proverbial" from these guys. At this stage the senior officer arrives as a massive 240lb captain in full fatigues, a stern look and battle scars to match, while Trevor continues to talk me into sticking up for myself ... me thinking, it's all right for him to say that, he is not standing where I am!! As my hand moves up over the phone to make sure this captain can't hear the conversation and me just smiling up at this guy, and saying to Trevor "no problem, cheers I'll do that, it'll be absolutely clear ... sorted, bye, got to go...bye".

Anyway the captain was a top bloke and sorted out all the paperwork to get

me a retrieve organised (while charging me two landing fees for a total of £36). While we were almost finished I had noticed early on a large fresh four-inch scar on his writing hand and asked him how it had happened, thinking it was absailing out of a Hercules at 200knots or wrestling six suicide bombers, but he laughed and in his politest Jamaican/Sandhurst accent said he'd dropped the iron on it the other day!

That was a seriously bad (and brave) iron and I said he definitely needed to work on that story.

Half an hour later I aerotowed out behind John French, who had been busy on other aerotow retrieves that afternoon. At least I wasn't the only one who'd messed up.

With hindsight, all at South Cerney were fine and the whole retrieve was uneventful ... but the experience was a bit of a rollercoaster, having not been exposed to that part of our world before – other than in TV dramas!

So the moral of the story:

- Beware the sea breeze
- An airfield is always better than a field, despite the hassle factor. Take advice from pundits about this though as some are more welcoming than others
- Always go and find the landowner and smile a lot.
- The bad guys out there don't stand a chance
- And most important of all – be very careful while ironing.

Rob T

Wanted

Quarter share in basic glass-fibre machine. Approx £5-6K anticipated – Mervyn Darville mervyndarville@hotmail.com 01454-414606. Mervyn Darville has been a club member on and of since 1975, got the Bronze in the 1980s and has just taken a refresher course

For sale

1/9th share in Duo Discus 802 for sale: £6,100. Superb, totally complete kit with tee hangar at Nympsfield. Subs only £36 a month. Must be sold, make me an offer. Julian Fack on 07812 108 588 or j.fack@virgin.net

A wartime story of sailplane soaring

*From the Air Training Corps Gazette,
December 1943*

Advanced soaring, by "Stringbag"

ABOVE Dunstable Downs on an early summer day, 13 planes beat along the ridge from Whipsnade Zoo to Totternhoe. They were like yachts jockeying for position at the start of a race.

But now and again one of the sailplanes would fly out from the crest of the down, pass over the hamlet of Totternhoe, crab sideways over the ploughed fields behind the hangar, and then make a quick rush back to the crest of the hill. It would clear this by the barest of margins, and then laboriously climb aloft again on the wings of the ridge currents. If you watched this particular sailplane you would see that it would make another exploratory voyage over the valley as soon as it had won back six or seven hundred feet. The next time, perhaps, it would stop suddenly in its circuit, and begin to make tight turns as it drifted with the wind. Instead of sinking steadily it would begin to climb away and the wind would bring it gradually back over the ridge. But now the ridge had no interest for it. The circles continued and the wind carried it back and back over the down, over Kensworth, across the London Road, and on towards Luton. And climbing all the time, it would gradually become a speck, to be absorbed in the folds of one of the great cumulus clouds which were continually drifting across the sky. Another pilot had said goodbye to Dunstable.

What had happened? Somewhere down below a bubble of warm air had broken away from the ground. It had been detected by the pilot, first of all by passing from smooth to rough air, and then by his variometer, a super-sensitive instrument recording the rate of climb or descent from 6in per second. At the moment when the thermal was picked up it was probably not more than 200 yards in diameter, and to keep inside it the tightest possible turns had been necessary. At this stage the bubble was probably rising at 5ft a second, leaving him with a net gain of 2ft per second after deducting his natural rate of sink of 3ft per second. Another 1,000ft higher up the sailplane was climbing much faster. The thermal had

accelerated to 15ft per second, and the aircraft was therefore gaining height at 2ft per second, or more than 700ft per minute.

The use of such thermals is the first lesson in advanced soaring which the pilot must learn. To him they are the links between his home ridge and the clouds.

The hunting down of a thermal is a matter of experience coupled with a correct interpretation of a weather report. Generally speaking, the thermals are stronger in summer than in winter. A patch of ploughed ground, a wood, or a the roofs of a village will warm up in the morning sunshine more rapidly than the surrounding country. As soon as the hot air accumulates in sufficient quantities it will break away like a great soap bubble, and rising heavenwards will eventually form a little cumulus cloud at its dew point. I have climbed from 200ft over a ploughed field to 4,000ft circling continuously inside such a bubble. The pilot of a service aircraft crashing through a thermal at 300mph will feel it only as a savage bump. The sailplane pilot will find it to consist of a patch of restless, unstable air, with nothing which is violent about it. (!!! – ed).

In July 1939 a friend of mine was waiting 800ft above the Dunstable ridge for the approach of a great cumulus cloud in which he hoped to break the British height record. Between him and the cloud front was a gap of five or six miles which it was first necessary to bridge. The feat was accomplished by means of a gentle thermal, such as the

one I have described. It took him up at 3ft per second to 3,500ft, and with this height in hand he set off for the big stuff.

As the wall of cloud ahead got nearer, it grew in size and blackness, and he battered his way through an area of down current into a gloom enhanced by contrast with the brilliant sunshine he had left. Flying under the blackest patch of all, he struck life at 8ft per second and then as he entered the dark folds of the front edge the climb indicator moved right across the dial and jammed at 20ft per second. Still circling, flying on his instruments, he was now climbing at more than 2,000ft per minute – a rate of climb which would have done credit to a Hurricane. In seven and a half minutes the altimeter was reading 10,000ft. The cloud was still as thick as ever, turbulent and dark. There was risk of the sailplane being caught in the fountain of air which is believed to turn outwards and downwards with extreme violence at the head of such a thunder-type of cloud. It was, however, not until he had reached 15,000ft that increasing roughness of the air warned him of the danger point. Centralising all controls, he thereupon flew on a steady course, and struggling through torrents of wild air shot out of the side of the cloud into dazzling sunshine. Ribbons of ice festooned the leading edge of his wings. Every little protuberance was encrusted like a Christmas-tree. He had, however, broken the height record and had made one of the finest flights ever recorded by a sailplane..

Military gliding

GLIDING practised in the Army has little resemblance to free gliding or soaring. It is, in fact, a form of power flying, except for the brief period when the tow-rope is released preparatory to the landing of the glider ...Pilots are first trained in powered aircraft and then go on to the lighter types of glider before operating the Horsas ...Glider and tug are both equipped with radio and the cable can be released by either. Towed gliding is thought by some experts to have commercial possibilities after the war, especially for freight, rather as strings of barges are towed in inland and coastal waters. It is possible that passengers will prefer powered aircraft. Towed gliding might have some attractions as a sport. A string of soaring planes could be towed to a fairly good height and then released. The glider pilots competing to remain airborne for the longest possible time or to cover the greatest distance in a straight line. *ATC Gazette, December 1943*

Keep your height gain logger traces

THE BGA Airspace committee is concerned that regulatory bodies are not aware of how much use we make of upper air space.

If we are not seen to use it, we run the risk of losing some of the freedoms that we now enjoy.

To help our case, pilots are asked to submit logger traces for all flights over 10,000ft (and most definitely all those

over FL195) to the National Ladder site – <http://www.aircross.co.uk/bgaladder/>

Whenever the wind is between a westerly and northerly we can get good wave heights at Nympsfield, the wind doesn't even need to be very strong.

Chris Hughes has done more than 40 flights of over 10,000ft from our club. So whenever you are flying from Nympsfield and you think that there is

a chance of contacting good wave please take a logger in order to get the flight recognised.

From now on I will try to keep a club log of these flights of over 10,000ft so please let me know when you achieve these great feats.

You can contact me at rob.thompson@british-energy.com or on 07909 996164.

Rob T

IT'S WHAT YOU WOULD HAVE TO BE!



to fly without the appropriate insurance cover - which is exactly what we provide, including a complete back-up and advice service at all times.



Contact **Stephen Hill** or **Andrew Hatfield** by:

Phone: 01765 690777 Fax: 01765 690544 Email: hillaviation@btconnect.com
Unit 1A, Sycamore Business Park, Copt Hewick, Ripon, North Yorkshire, HG4 5DF

Authorised and regulated by the Financial Services Authority

BODYWORKS



Sports Massage and Remedial Therapy
Alison Moss BSc (Hons), SMT Dip, MAAF
For an appointment please call

Tyan, High Street,
Arlingham, Gloucestershire GL2 7JN

Phone 01452 740242
Mobile 07973 752934
Fax 07092 157639

Email bodyworksuk@btinternet.com

Promoting and Enhancing Active Lifestyles

GLIDER PILOTS AND CREW

Are you suffering with back, neck and shoulder ache from lifting heavy wings or sitting in the cockpit too long? Ever been too sore to fly and missed that day of days or had to cut short a flight due to pain?

Do you have muscle aches and pain from general fettleing/DIY/other sports over the non-flying weekend?

Sport Massage can help to relieve the pain, improve your overall mobility and endurance so you can do the things you love. It can also aid and speed recovery and relieve sore and tired muscles after long flights.

You do not need to be a sports person to benefit from Sports Massage. We all can suffer from tension headaches, sore neck and shoulders from being at a computer or the wheel of a car too long, back-ache, sore hips from too much DIY or gardening, tight leg muscles, knee and ankle problems...just walking the dog!

I have successfully treated a variety of injuries and clients include glider pilots, rugby players, motor racing drivers, canoeists, climbers and people like you!