



FINAL GLIDE

Issue 34: December 2015

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<http://www.oxfordgliding.com>

or click on the icons:  



Photo: Alan Lapworth

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Editorial

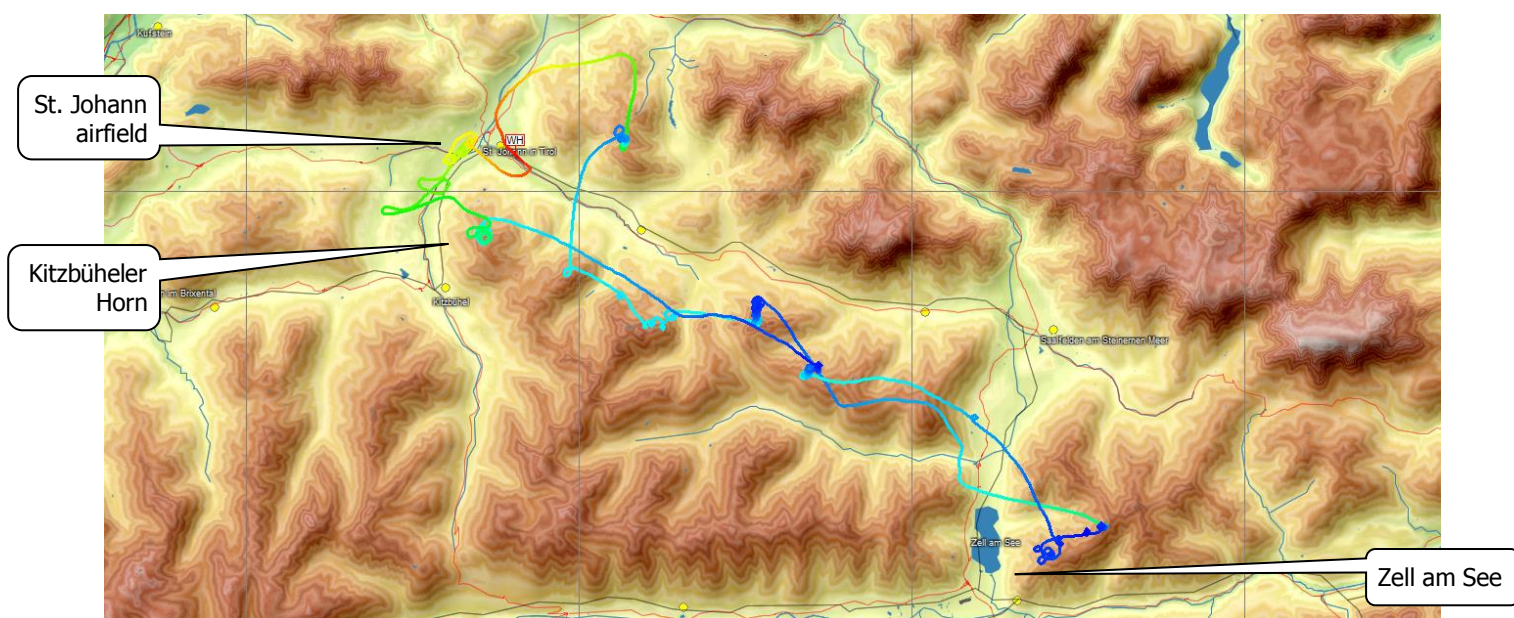
...and the winner of two launch vouchers (kindly donated by the CFI) for the best cover photo is: Alan Lapworth! Congratulations! A close runner-up was my own pic (see next page), taken from WH in Austria in May this year. I hope you'll enjoy this year's Final Glide.



Photo: Eifion Herbert



View from St. Johann across the mountains towards Saalbach and Zell am See



OGC Club Ladders

Nick Hill



Photo: Claudia Hill

Over the years OGC pilots have always compared their flights during the season by entering them on the club ladder. The ladders for OGC and other UK clubs can be found on the UK gliding ladder website (<http://www.bgaladder.co.uk>).

Once a flight is entered the flights are assigned a score based on nationally agreed rules and the results displayed in a variety of local and nation ladder tables. As glider pilots from all the BGA clubs enter details of their flights on the ladders the web site provides a simple way to compare flights on the same day with both those in OGC and amongst the wider UK gliding community. Useful information can be obtained about tasks set, speeds and distances achieved and if people experienced similar problems in the same areas as others. The primary national ladders for which the BGA awards annual trophies are:

- Open ladder: For any cross-country flight
- Weekend ladder: For cross-country flights made on weekends or Bank Holidays
- Junior ladder: For cross-country flights by pilots under the age of 26 at the start of the season (1st January)
- Wooden ladder: For gliders constructed primarily of wood and/or metal

Starting in 2012 OGC decided to introduce a ladder that only contains flights made from Weston-on-the-Green to better reflect normal club flying. The club ladder trophy is awarded to the pilot that tops this ladder.

The results of various ladders for OGC members are presented in the tables. In both cases only the six highest scoring flights are used to calculate the ladder score for each pilot.

OGC Open Ladder

Pilot	Flight 1	Flight 2	Flight 3	Flight 4	Flight 5	Flight 6	Total
Richard Hall	3078	2860	2285	2257	2161	2135	14776
Krzysztof Kreis	3194	2968	2348	2267	2018	1658	14453
Claudia Hill	2885	2326	2287	2225	1930	1923	13576
Paul Smith	2867	2201	2041	1625	1516	1216	11466
Carole Shepherd	2133	2026	1925	1720			7804
Martin Hastings	2618	952	786	747			5103
Jonathan Hunt	1346	735	684	493			3258
Paul Morrison	2380						2380
Tim Marlow	753	684					1437
Patrick Wallace	628						628

OGC Weekend Ladder

Pilot	Flight 1	Flight 2	Flight 3	Flight 4	Flight 5	Flight 6	Total
Krzysztof Kreis	3194	2968	2348	2267	2018	1658	14453
Claudia Hill	2885	2326	2287	1764	1558	1533	12353
Richard Hall	2285	2161	2039	1716	1615	1537	11353
Paul Smith	2201	2041	1625	1516	1216	1135	9734
Carole Shepherd	2133	2026	1925	1720			7804
Jonathan Hunt	1346	735	684	493			3258
Andrew Butterfield	1943	818					2761
Martin Hastings	952	786	747				2485
Paul Morrison	2380						2380
Tim Marlow	753	684					1437
Patrick Wallace	628						628

OGC Wooden ladder

Pilot	Flight 1	Flight 2	Flight 3	Flight 4	Flight 5	Flight 6	Total
Krzysztof Kreis	3194	2968	2348	2267	2018	1658	14453

OGC WOG only ladder

Pilot	Flight 1	Flight 2	Flight 3	Flight 4	Flight 5	Flight 6	Total
Krzysztof Kreis	3194	2968	2348	2267	2018	1658	14453
Richard Hall	2285	2039	1716	1615	1537	1236	10428
Paul Smith	2201	2041	1625	1516	1216	1135	9734
Claudia Hill	2885	1533					4418
Jonathan Hunt	1346	735	684	793			3258
Andrew Butterfield	1943	818					2761
Martin Hastings	952	786	747				2485
Paul Morrison	2380						2380
Carole Shepherd	1720						1720
Tim Marlow	753	684					1437
Patrick Wallace	628						628

OCG distance ladders

2015

Pilot	Km	Flights	Avg Km
Claudia Hill	4556.7	19	239.8
Richard Hall	3985.8	15	265.7
Paul Smith	2471.8	11	224.7
Krzysztof Kreis	1989.5	7	284.2
Carole Shepherd	1082.1	4	270.5
Martin Hastings	842.3	4	210.6
Jonathan Hunt	559.0	5	111.8
Paul Morrison	418.5	1	418.5
Andrew Butterfield	409.9	2	205.0
Tim Marlow	205.4	2	102.7
Patrick Wallace	103.6	1	103.6
Totals	16624.6	71	234.1

2014

Pilot	Km	Flights	Avg km
Claudia Hill	4947.5	22	224.9
Richard Hall	3491.2	14	249.4
Paul Smith	2555.2	11	232.3
Krzysztof Kreis	1847.0	8	230.9
Martin Hastings	1807.8	8	226.0
Paul Wilford	314.0	1	314.0
Gordon Craig	305.2	1	305.2
Mark Brooks	258.6	4	64.6
Andrew Butterfield	165.9	2	82.9
Carole Shepherd	148.6	1	148.6
Totals	15841	72	220.0

A few points to note

For all ladders a comparison between 2015 and 2014 shows that the ladders were fairly similar in terms of the number of cross country flights, number of pilots and average cross county distance.

Krzysztof Kreis was the only one on the OGC wooden ladder this year. When transferred to the national wooden ladder his score did however place him second overall for the whole of the UK.

Krzysztof Kreis had a great year being top of the Weekend, Wooden, Wog only ladders and second on the open ladder.

Some notes on scoring and logger files

Full cross-country points plus a bonus are awarded for declared flights where the task is successfully completed as declared before take-off **AND** a logger file is posted on the web site.

These logger files are also of great use to the BGA airspace committees and others in proving how much glider traffic there is on any given day and where gliders fly including areas with special access rights such as wave boxes to show they are being used.

It is therefore always a good idea to upload a logger trace of the flight to both maximise the points that can be scored and to help the BGA and others in on-going negotiations and activities to keep airspace available for gliding.

Height Ladder

The height ladder was more popular this year and attracted four entries:

Pilot	Flight Points
Richard Hall	626
Paul Smith	596
Tim Marlow	117
Martin Hastings	58

Important changes to IGC rules governing badge claims

The International Gliding Commission (IGC) rules governing badge claims is updated every October and there have been some important changes this year.

The Silver Distance has been redefined to *a straight distance flight of at least 50 km from the release point*. This removes the option to claim a silver distance badge from one leg of a larger task.

Stand-alone barographs (whether mechanical or electronic) are no longer permitted as documentation evidence. This means a 50Km silver distance flight or height gain **can no longer be claimed** using only a barograph as had been the case up until now. An IGC approved logger or position recorder must now be used for all badge claims.

These rule changes have sparked some debate in IGC forums and various country reps are currently lobbying to have the 50Km distance rules changed.

"Badges – we don't need no stinking badges!"

Paul Morrison

Okay, so when Mel Brooks wrote this line in the legendary Blazing Saddles he probably wasn't thinking about gliding, but a recent stint helping the BGA promote gliding at Telford has made me think – what is it that brought you into the sport and what do you want / get from it?

When you come to think about it, the sport of gliding can be many things to different people and as competitive as you want it to be. For me, ever since my first flight at four years of age, I've always wanted to fly and gliding was the cheapest and only way I could scratch that itch. It was also a lot more dynamic and fun than the 'spam can' flying I'd done as a passenger up to then. Never did I imagine what a big part gliding and OGC would come to play in my life, nor what a springboard this would be to lead me to other types of flying too.

For some, gliding is all about the competition – one participant pitting their wits against another and it could be argued that the medium is almost irrelevant, if they weren't doing this in the air they'd be doing so on the track or at sea.

For others, myself included, it's more about the journey than the destination. On a nice summer day for example, it's nice to have a task in mind, but it's more important to have a nice safe trip with some excellent views in my opinion. Ultimately I am competing against the elements and testing my own abilities, but getting to where I want to be and back home again in the shortest possible time is not the be all and end all.

In the power world the concept of the "£100 Burger" is well known and is used to describe the trip to some distant airfield for lunch and back for no real reason. To some extent a bumble in a glider on a nice day is the gliding equivalent, but it's a lot cheaper.

It never fails to amaze me how many non-glider pilots think that all we do is soar locally and the message we need to get out there is that ultimately, gliding can be what you want to make of it. If aerobatics are your thing, you can do that. If fast cross-country flying is your goal, you can do that too. If you want to fly locally, never straying from the airfield boundary, then that is available too. And finally, if you really want to fly competitively and / or claim all the FAI badges that there are, then you can do that too – but you do not have to.

So, the next time someone says "Why on Earth would you want to fly an aircraft without an engine?" Why not answer "Why on Earth wouldn't I?"

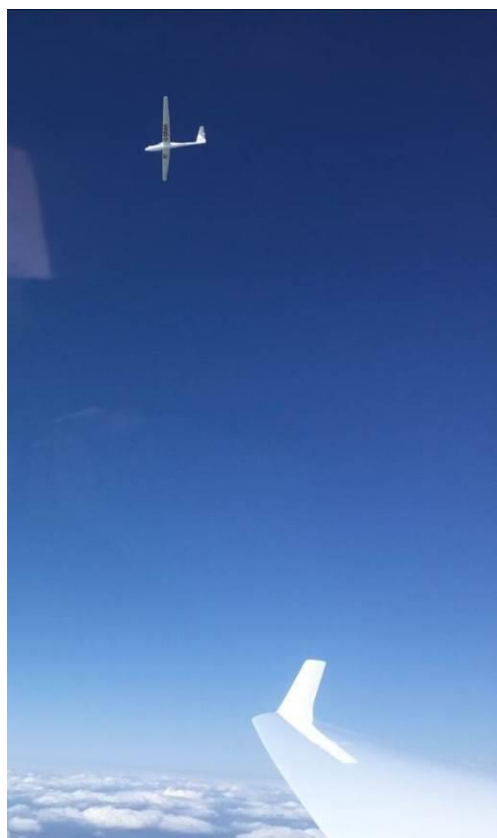
Wave from Weston

Text + photos: Richard Hall

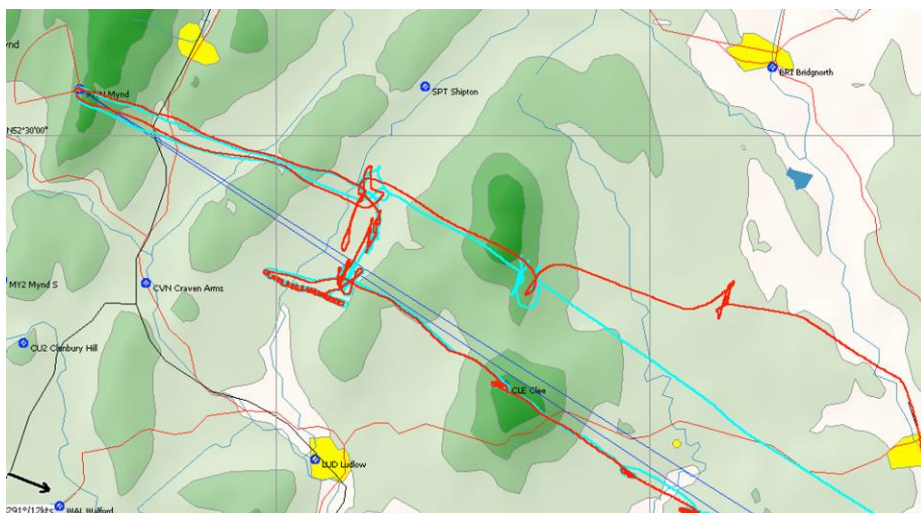
It's Saturday 16th of May and Paul and I are not instructing, we both have a toy to play with and the met looks good, so should be a good day out! RASP is giving good weather to the north west, the wind is 290° at about 12kts and by about 10:30 the sky is looking promising. Bearing in mind the decent breeze, with a possibility of some streeting, we decide to try THA (Thame Church) MYN (Long Mynd) 311km more or less up and down wind.

We get airborne in 277 and 147 and find the thermals a bit scrappy but eventually set off downwind for Thame. Going downwind is always easy and we turned Thame without any problem. Paul had got out in front a bit as I was being a little more cautious. This seemed to pay off when I came across the Mozi way below me with a rather sweaty Paul wondering if he could get into WOG! He found a decent thermal at less than a thousand feet and we were back in business.

The run into wind was pretty good but we did not really find the streeting we had hoped for. Cloud base was going up and I was confident that we would finish the task. About 15km short of the Mynd, we got a cracking thermal up to cloud base at about 4,800ft. Pushing forward at cloud base I went into the clear and realised I was still climbing gently and the air was smooth. I turned hard right and continued to climb in front of the cloud... WAVE!!

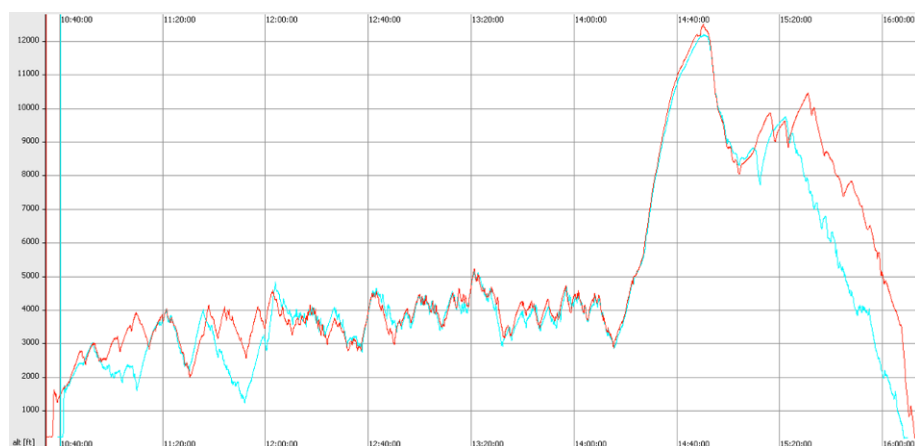


Paul had followed me and we were both climbing at one or two knots. As we got higher the lift improved and by the time we got to 7,000ft we had over 7kts up! WOW.... this is FUN! We were well above the cloud tops by now and the lift started dropping off at about 10k. Unfortunately, I had to turn off my radio as I had battery problems. Pity as I could not share the fun with Paul to the same degree. We worked the climb for a while longer and got to over 12k. I was starting to worry about not having Oxygen, so decided to go for the TP.



We barrelled off at about 100kts indicated airspeed (over 120kts true) to achieve 60kts over the ground. It was a little breezy up here!

We turned the Mynd at about 9k and then whipped back to the wave to top up again. I topped back up to 10.5k but Paul was keen to do a long glide and left earlier. I wanted to play so took longer to get home but stayed above cloud jumping waves until Moreton-in-Marsh.



I class this as the best flight (in terms of fun had!) I have ever done from WOG. I believe it is the only task that has used wave to travel a significant distance to be completed from Weston.

In Search of Gold

Text+ photos: Paul Smith



As Richard has said this was undoubtedly one of the best flights I've completed from Weston. What almost started with an early land out for me turned into a most unexpected wave flight. I have found wave before from Weston, but nothing like this. The photo below shows my panel passing through 6,500ft just above cloud tops with 5.7kts on the averager (LCD far right). SeeYou is showing 4,600ft required for the task, a little optimistic considering the 50kt head wind. Not clear to see but on the FLARM radar you can see Richard 203ft above me climbing at 5.8kts.



On the leg heading into the Mynd I could hear other people reporting 10,000ft and 11,000ft in wave near the site. Having made multiple trips to Talgarth in search of a Gold Height (3000m, 9843ft gain) and having had a pretty good look at some fields earlier in the day to get a good low point, there was only one thing on my mind, and it wasn't the 300km declaration. I check the chart no airway, FL195 VFR (or so I thought).

The photos below show me at 8,800ft still climbing at 3.8kts, at this rate Gold is within reach. I concentrate on colouring in the red trace on SeeYou showing the line of lift perfectly at 90° to the wind. On the right now at 11,600ft, a safe Gold and still climbing!



There is nothing quite like being this high with perfect blue skies, the clouds thousands of feet below and no perception of movement almost silent. At 12,000ft and in the knowledge my Oxygen system is in WH in Austria we decide to go for the TP.

All my nav aids say I can make it back to Weston, but I can't resist the silky smooth lift, so after turning the Mynd I point the glider at Clee Hill clearly marked with a big golf ball on the top and take a climb to get me comfortably home – a final glide of around 115km, mostly above cloud. SeeYou's post flight analysis can't cope, probably because a complete 360° turn hadn't been taken since the thermal an hour earlier...

MYN Mynd - WOG Weston-on-the-green

Distance: 133.6km
Start: 15:00:05 at 9037ft
Finish: 16:00:55 at 2187ft
Duration: 01:00:50
Speed: 131.77km/h, XC Speed: 0.00km/h

Circling:	Time	Vario	Alt.Gain	Alt.Loss	Thermals
Tries (<45s)	00:04:10 (7%)	0.8kts	492ft	-154ft	1

Straight:	Time	Dis.Done	Alt.diff	Netto	Avg.GS	IAS	Glides	Avg.Glide	Mean L/D
Total	01:00:50 (100%)	154.1km	-6854ft	1.1kts	152km/h	119km/h	1	154.1km	74
Rising	00:16:57 (28%)	34.8km	7290ft	5.4kts	123km/h	100km/h			-16
Sinking	00:43:53 (72%)	119.3km	-14144ft	-0.6kts	163km/h	127km/h			28
Netto rising	00:39:17 (65%)	91.7km	5105ft	3.3kts	140km/h	112km/h			-59

Back at Weston and time to check the trace. Oh no, I'd forgotten the dreaded transponder requirement for flights above FL100 we'd fought against and lost a few years before. Then I remembered an exclusion for Wales – did it go far enough East? NATS make this information virtually impossible to find, but I found an airspace file I'd made for Talgarth and there it was our traces showed us in the exclusion – phew. This exclusion having been renewed until October

Some form filling and appropriate official observation and I sent the trace off to the BGA, over 1,000ft clear for a Gold Height claim, so no need for a logger calibration chart.

What a magical flight. After 10 years gliding I'm still astounded it is possible to do this sort of thing just with the energy in the air!

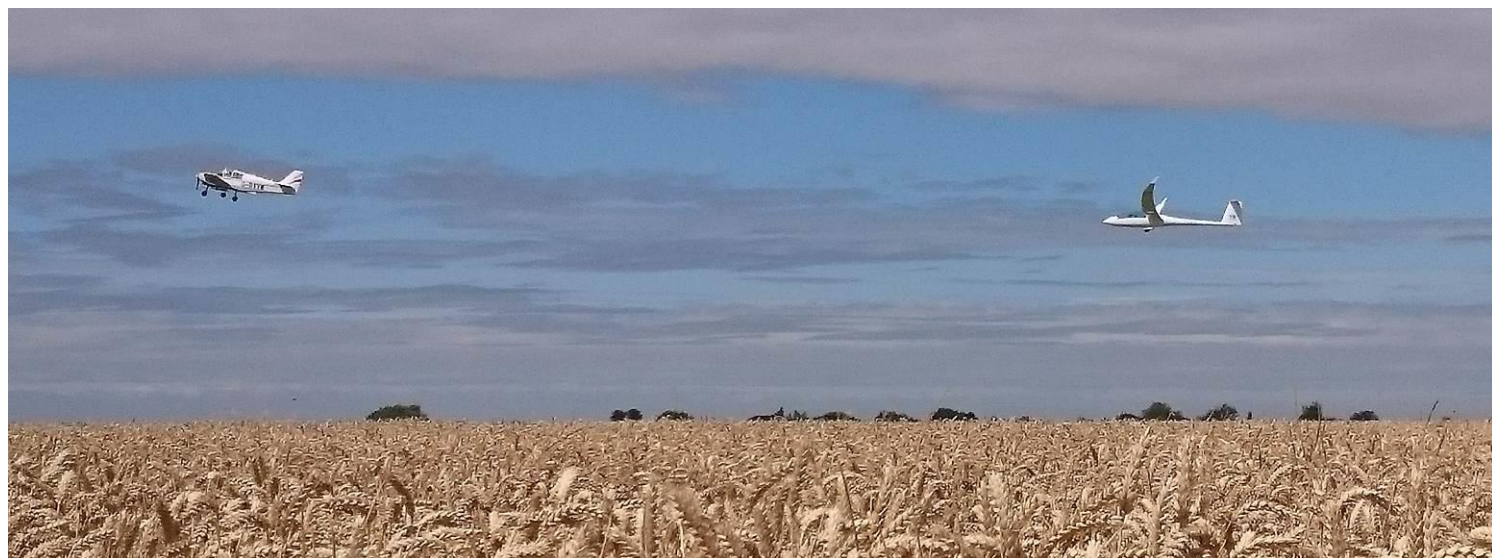


Photo: Claudia Hill

New Tricks: Gliding

Text + photos: Geoffrey Jones

I took up gliding almost by chance. As a teenager I always wanted to go gliding and even managed to go on a trial flight at the Westcott Club. It was a new K13 towed up by a Chevy pick-up truck. Fast forward to June 2014 and for my sixtieth birthday I treated myself to a motor glider flight at Bicester. I flew to my home at Steeple Claydon at 200ft in terrible visibility with Alan Smith.

To my great surprise at the presentation for my twenty five years' service my employer gave me a week's gliding at Bicester where who turned out to be my fellow pupil Haydn John. We both found it very challenging but great fun with Alan Smith, Dave CAA Smith, and Julian Bane in the back seat. Julian even sneaked in a stall turn well clear of the CFI's office window. I said my farewell to Haydn but we kept in touch.

In June 2015 I made up my mind to commit to gliding as a hobby and with Haydn's help I joined up at Weston. On the first morning I met Richard Hall who promptly gave me a job changing the DG wing tips. I felt at home immediately. Bicester had warned me about the bus! That thing's got character. I flew with Cecilia Craig and George Darby at first trying to get used to a new airfield. I made a really good hanger landing with George and I asked him if I would ever make a pilot and amazingly he said yes!



I went back to Bicester for my remaining ten flights and flew with David Perkins and Adam Berrisford. I always felt in awe of David as he is so experienced and has such a quiet way of wringing the best out of a pupil by setting them targets. After a whole day flying in a semi gale I was very proud of the "Well Done" he wrote in my log book.

I'm really enjoying flying at Weston accompanied by Andrew Butterfield, Paul Morrison, Claudia Hill and Mike Pettican. Thank you to everyone, especially my instructors, winch drivers and the Tuesday night crew.



The only time I got above Haydn all season.

I can see the sea!

Text + photos: Claudia Hill

It was the beginning of September, the forecast was for a soarable day, and I was looking forward to a fun late-season flight. I didn't fancy a milk run around the usual TPs – it was a northerly wind direction, so I set off to go to the seaside.



Havant & Hayling Island

And what a fab flight I had! Climbs when I needed them, a lovely view of the south coast, and if I'd been a bit braver I probably could have joined others who were down there and on their way to the Isle of Wight. As it was I just did a very relaxing sight-seeing flight to Havant and back.



Lasham

I can see the sea! (contd.)



The Thames at Clifton Hampden



...and home for tea and medals

The Perkoz

Text + photos: Claudia Hill

Some of you might have heard of the Allstar SZD-54 Perkoz, SZD's new-ish two-seat training glider. A demonstrator is currently in the country, and I had the chance to have two aerotows in it in 20m mode. Here's my impression:

Pros:

- Well-built: The cockpit design looks almost club-proof, with things like a sturdy backrest adjustment, a locking mechanism on a metal canopy hinge so the large one-piece canopy is less likely to slam shut, and it looks generally well-built.
- Easy backrest adjustment: I particularly liked the rear seat adjustment – nice and sturdy and positive – and I liked the fact that the whole seat pan moves as one piece, so when I moved it to the closest position so I could reach everything, the seat also moved up and my visibility was even better. My head was just by the frame of the little cut-out behind the canopy. (Even tall people don't seem to find the little cut-out behind the canopy a problem.)
- Fits all sizes: It seems to be comfy for short and tall pilots. I talked to a very tall instructor who flew it from the front and back and didn't have a problem, and I also flew it from the front and back. And in the front, despite the lack of adjustable backrest, I didn't need any cushions to reach everything.
- Visibility: I was very impressed by the unrestricted view due to the one-piece canopy, low cockpit edges (compared to the Duo for instance) and lack of big bulky headrest in the front (compared to the DG-505). Unlike the Duo and the DG-505 I'd be happy to land this in a field from the back because I can see!
- Does the whole syllabus: It flew very nicely and with a reasonable roll rate. It span when I asked it to, but it didn't do anything nasty. Airbrakes seemed fine, and it felt like a versatile training glider with nice handling allround.
- Versatile: It comes with a variety of tips and can be fully aerobatic, or a basic trainer, or a cross-country glider. In short tip mode its L/D is 37:1, in 20m mode it's 41.8:1 according to the data sheet.
- Good winch launch speed window: Unlike the Puchacz (it's NOT a new version of the Puchacz) its max. winch launch speed is around 75–80kts (the demonstrator has metric instruments, so I can't quite remember – but it certainly has a decent launch speed window, unlike the Puchacz).
- All glass: The demonstrator still has a fabric-covered rudder, however the latest model is all glass.
- Easy ground handling: It's very well balanced on its mainwheel, i.e. it's very easy to lift the tail.

Cons:

- It's got a low tailplane (I guess for structural reasons as it's fully aerobatic), with two large mass balance weights which stick out along the leading edge of the elevator. Those might get caught in long grass during a field landing – which is hopefully not such a big issue if it's only used as a basic trainer, though.
- There's no agent in the UK at the moment – but the bloke who owns the company is based in Germany and they all seem very responsive and speak good English.

Admittedly I only had two flights, and both were on aerotow, but I found it well-built and nice and docile to fly. To me it looks like a strong contender for a training two-seater. More info: <http://szd.com.pl/en/products/szd-54-2-perkoz>



The Perkoz (contd.)



Sturdy canopy hinges with locking mechanism



Small but comfy headrests

The Perkoz (contd.)



Cut-outs behind the canopy



Elevator with mass-balance weights



Main wheel

The Perkoz (contd.)



Canopy hinge with locking mechanism

Luggage + battery compartment



Rear backrest/seat pan adjustment:
you turn the central cylindrical handle (between the shoulder straps) towards you to unlock the backrest (to retract the two ends of the rod), move it to the desired position and then screw the rod back into the cockpit sides.

+ main pin

The Perkoz (contd.)



Front panel...



...and rear panel

Chairman's Corner

Paul Morrison



Photo: Paul Smith

If I were to ask you what was meant by the terms IOT & M2M would you have any idea what I was talking about and if you did, maybe you'd ask what on earth this has to do with gliding? The truth is I don't know yet and neither does anyone else, but what is widely accepted is that we are on the brink of a new industrial revolution as the '*Internet Of Things*' and '*Machine To Machine*' communication expand in ways we could previously only have dreamt of.

What effect this will have on our day to day life is yet to be truly known, but one thing is clear, as a species and as a nation we are consuming data in previously unimaginable quantities. It is a staggering statistic that it is confidently predicted that 99% of the devices that will one day be directly connected to each other are yet to be connected and that furthermore, the human is now widely regarded as the limiting factor or the weakest link in this development.

I'm not suggesting that the days of 'Skynet' as per the Terminator series of films are just around the corner – yet, but it seems inevitable that this will affect the way we conduct our business and social lives. Never have the boundaries of our working and non-working lives been more blurred than they are now and will this increased automation as your fridge automatically orders your weekly shopping based on what your Dietician recommends you should eat in response to your biological statistics as reported by your Fitbit device mean you have more time to pursue your hobby rather than mundane chores such as shopping? Who knows, but what seems obvious to me is that the 'smarter' our lives become, the more we try and fit in and the more we become slaves to the technology.

So what is all the relevance of this you ask? Put simply, I think the pressures on our chosen pastime will continue and we will still face the challenge of a 'cash rich but time poor' populace from which the next generation of glider pilots will have to come from. At the same time, those who do find the time to fly will be more connected than ever before.

On a recent flight I undertook in my Grob 109 a quick count up between my passenger and me revealed that we had no

less than seven GPS-enabled logging devices in the cockpit whereas a few years ago, one GPS was a luxury! Similarly, whilst no one can dispute the power and usefulness of social media in promoting our sport, we should not forget the insatiable demand that it has for content to feed it. How many of you routinely upload photos of your flights to Facebook or logger traces to the BGA as a priority once you've unstrapped and been to the loo? EE has recently launched a 'Go-Pro' like action cam that streams live data via cellular or WiFi networks, so your flight can now be watched in real time by your friends as they track you on Flight Radar or equivalent.

Of course what we also must not ignore is that much as spectrum is a precious commodity that needs to be carefully and fairly managed, the same is equally true of airspace. We cannot make any more of it and as the demand increases, we must ensure that we are not marginalized. Every day we hear more and more about plans to use drones or unmanned aerial systems (UAS) as the CAA likes to call them in more and more innovative ways such as Amazon's plans for deliveries. But how do we ensure that they don't become a hazard to us? A cursory read through any of the CAA's recent publications reveal that there have been several serious 'airprox' recently, one between a military helicopter and an untraced drone where the risk of collision was assessed as high. Certainly the Military Aviation Authority (MAA) now considers this as one of their highest risk factors to flight safety and as the MAA becomes even more risk-averse we can only see this continuing. Never has it been more important therefore that we fight our corner where necessary and the BGA Airspace Committee is doing great work here, often unreported. Equally though we must all play our parts here, both in responding to ludicrously disproportionate Airspace Change Proposals such as the Farnborough TAG airspace grab when required, but also in ensuring that we do not infringe the existing airspace thus giving ammunition to airfield operators who then argue that the existing restrictions are clearly inadequate and thus unsafe (e.g. Oxford).

On the subject of airspace, the TAG proposal which is currently 'on pause' by the CAA is a benchmark case for gliding and GA generally as if granted as proposed, it will set the precedent that one party's need for airspace outweighs another's such that their safety can be compromised as a result. Such is the importance of this, the BGA have publicly stated that if this is granted, they will seek a Judicial Review of the Airspace Change Process. This is not a cheap exercise and if it comes to pass, the BGA may be asking for donations to help cover the costs – please dig deep if they do.

Looking to the future, it's clear that there are challenges facing us as this sport matures and running a club becomes more and more of a business than a part time occupation. However, it's not all doom & gloom as the output of the CAA's 'Red Tape Challenge' starts to bring benefits such as the very real prospect of simplified medical requirements for glider (and GA) pilots and the EASA transition now looking likely to be delayed until April 2018 if not 2019.

The Chairman's Corner (contd.)

As far as OGC is concerned, we are shortly about to complete a new Lease with Defence Estates which will regularise OGC's occupation of the premises. This will be the culmination of a negotiation that started many years ago and once completed, the next priority will be to re-structure the Club & Company to ensure that we are eligible for CASC status. As always, this is a lot of work for a few people, so if you have any expertise in this area or just as equally, enthusiasm, then do please let me or any of the Committee know – your help will be appreciated.

Early in 2016 it is envisaged that an EGM will be needed to consult you all on the Constitutional changes that will be required to enable and this will be publicised in the usual way, so please keep an eye out for this as your support is crucial.

In traditionally reflective style befitting the season, it's fair to say that 2015 has been both rewarding and challenging at times. However what we must not forget with all that is going on around us, is the reason that we are here – supposedly to find a way to fill our leisure time, however

precious that may be and to have fun with like-minded members whom I hope we all consider to be friends. Those who were at the AGM will have heard me refer to the OGC 'family' and I'd like to extend a formal welcome to this family for any members for whom this is their first Final Glide, if that's not a contradiction in terms.

I earnestly believe that that OGC is a great club and with your help, we can make 2016 and the 77th year of the club a fantastic one. We have some ideas in mind about how we can improve the club's facilities and increase membership and some great social events planned, so do please keep an eye on the newsletter for updates.

To try and maintain some continuity with this article that started with the question about the 'Internet of Things' and the future technology roadmap, I would like to conclude this by saying that I think the future for gliding is still exciting and I look forward to the increased connectivity and leisure time that this revolution will bring us all. ☺

Best wishes to you and your families for a happy, peaceful and relaxing Christmas.

Profitable Gliding

Phil Hawkins

Saturday 5th September saw a light northerly wind at Feshiebridge, meaning that gliders were being towed to the south end of the airstrip. The sky looked thermic and interesting, so Fiona and I towed DaisyETA the K-21 down to the far end without delay, and got in for a launch. Roger Fothergill was in the tug, and the only other man at the launch point was the old fellow Donald Fraser who recently joined. I explained to him how to hold the wing, then hooked on the cable myself before getting strapped in.

The north bowl wasn't really working except when thermals were aligned with the windward slope. After the first climb to cloudbase at 3000ft we dropped down to 1700ft before I found another thermal to get us going again. Spent the first hour of the flight skipping from one scrappy thermal to the next, but the best ones were usually over the high ground. The cloudbase gradually rose, and I was able to work upwind towards Aviemore, then sample the clouds above the foothills of the Monadhliath abeam Kincaig. A large gap over the Monadhliath seemed tempting, and after a long time coasting up and down in zero sink we eventually hit that eureka moment where the wave settles into a useful climb. The lift was

about 4 knots at best as we ascended above the scrappy cumulus towards the middle-level lenticulars. Best height 8,300ft (9,150ft ASL) just above the smooth domes of these clouds. Much higher waves were visible in the distance to the south and south-east, probably around Braemar. We could hear Aboyne pilots playing with them.

Later, while munching scrambled egg on toast with fresh chanterelle mushrooms in the clubhouse kitchen, I wondered about submitting the best of Fiona's photos (see below) to the local paper for their photo of the week competition. They always say it doesn't matter what the subject is, as long as it was taken locally. Well, locally means vertically not just horizontally, so we sent it in and won a £25 voucher to spend at the Rothiemurchus shop. Since the aerotow only cost £24 you could say we made a small profit out of this flight!



Daisy did Arnhem

Text and photos: David Weekes

OK folks, if you think we have troubles with the CAA, EASA, controlled airspace and general over-regulation in UK aviation, think again. You've seen nothing (so far!) compared to what Dutch glider pilots have to put up with. And it's the same kinds of things we'll have to fight in the UK in future, so be warned!

Essentially the Netherlands (using Holland to describe the Netherlands is like referring to the whole of the UK as England) is a small country while Schipol (Amsterdam airport) is very big. So pretty much the whole of the Netherlands has controlled airspace, normally down to about 2500 feet.

To add to the Dutch woes, aviation in the Netherlands is controlled by ILENT, which is the Environment and Transport Inspectorate. ILENT covers all forms of transport, ships, roads, rail and air. So the chances of finding yourself talking to someone who knows absolutely nothing about aviation and who is averse to any form of risk whatsoever is very high. It's on a par with putting the UK Health and Safety Commission in charge of gliding!

The Netherlands is the country which mandated transponders in all forms of flying machines. On the day that switch-on was ordained, the returns from all the gliders, light aircraft, microlights etc. blotted out the radar screens. So then there was a new order a) You must fit a transponder but b) You must not switch it on!

And having finally got around that problem, the latest command is that you must not switch on your transponder before a winch launch – because the anti-collision software in a 747 passing overhead at 30 000 feet could extrapolate the glider's rate of climb to a potential collision point and gin and tonics would be spilt during the avoidance manoeuvres!

Anyway some years ago the Dutch Vintage Glider Club (DVGC) offered to host the International VGC Rally in 2015. The first problem to arise was that ILENT suddenly said that no foreign Annex II gliders would be permitted to fly in the Netherlands. Only EASA registered gliders would be allowed. That would have prevented a large chunk of the vintage fleet from attending. Eventually following a petition to the Dutch King no less, ILENT backtracked but said that Annex II owners would have to apply (and pay) for a temporary Permit to Fly. So that had to be done for both the Skylark and Daisy. For once Haste gained something from the K6 coming under EASA!

In addition the poor Dutch organisers had to negotiate for temporary transponder free zones to reasonable altitudes which they did with some success, flight level 65 for 40 km to the German border from Terlet.

Then the final blow. The DVGC was having to rent Terlet airfield (the Dutch Soaring Centre) for the duration of the rally, plus a hangar owned by an aircraft maintenance business. Very late in the day, both landlords decided that the rally was a lot bigger than they had imagined, spotted potential profits and doubled the rents. To avoid financial catastrophe the DVGC had to jack up the rally fees, campsite charges and launch costs. Even the unbelievably

hardworking rally organisers and volunteers paid the camping charges, which is stretching goodwill a long way!

So to cut a long story short, the OGC representation at the 2015 VGC rally was down on previous years, being confined to my Skylark 4 (BLW), Daisy and the K6E (577). In attendance were Peter Boulton, Peter and Ursula Brooks, Haste and Hilary, Garry and Janet Cuthill, Alex Rose who was having his first Vintage experience and myself.

The main VGC rally is always preceded by the "Rendezvous Rally" which allows the retired amongst us to extend the available flying time (and to get the drinking boots fitted). These days I'm one of the retired so I also took in the Rendezvous Rally which tends to be smaller and lower key than the main rally, but just as much fun.

My trip from Scotland started badly. I went up to the Feshie airfield to collect the Skylark and just as I reached home the plastic header tank split on my camper van radiator. No time to get a new one, but by far the best place for it to happen! I dragged the old tent out of the loft, hitched up the car and got to WOTG in time for the Friday night barbie. Did I miss the bed in the van though – and especially the fridge full of cold beer!

The rendezvous rally was held at the gliding club at Venlo, where the airfield lies literally on the Dutch/German border. So all flights are international! The Venlo airfield was a big Luftwaffe night fighter base protecting the Ruhr between 1941 and 1945 (try Googling Venlo Fliegerhorst). Little remains but the reinforced concrete control tower which has been craftily converted into an artificial climbing wall. Rock outcrops are scarce in the Netherlands. The Rendezvous was excellent with a lot of good soaring days – thermals to 5000' plus over the Maas river and into Germany. Several Germans and Dutch pilots discovered how well the Skylark can thermal and much beer was consumed.

After a week at Venlo it was a couple of hours up the motorway to the huge Terlet airfield, which is about 10 km north of the bridge at Arnhem (the Bridge too Far). Soon after a massive rainstorm Peter Boulton and Alex Rose arrived with Daisy, plus Haste and the K6 and Peter and Ursula not far behind. Garry, Janet and Hilary followed on a few days later, by which time we'd already put up Garry's huge tent for him (handy as a "gin palace").

The weather was a bit erratic, some rain and some huge thermic days – it's cold in Daisy at 6500 feet no matter what temperature on the ground. Alex and Peter put in a lot of launches in the Skylark. Peter Brooks and I worked overtime giving flights in Daisy.

The infamous International Evening passed off well, the OGC massiv swinging into its well-practised production of huge quantities of "Typisch British" chicken tikka marsala.

At the AGM, Peter Boulton very carelessly found himself elected Chairman of the Vintage Glider Club. That'll teach him to duck!

Daisy did Arnhem (contd.)

A lot of people were given flights in Daisy and I continued with some fairly shameless "new type hunting" – trying to make it to number 60. The highlight (sort of) was finally getting to fly a completely instrument-free primary glider – the T38 Grasshopper. Dutch owned but about to be banned from Dutch skies by ILENT, who consider it too dangerous! More Dutch logic – the glider has been happily flown in the Netherlands for many years with a BGA registration and

CofA. But now a) It must be registered in the Netherlands and b) It then will **not** be issued with a Dutch CofA. Doh! A hasty move to Germany is planned.

Much beer was drunk. A really good time was had by all. Bless the Dutch VGC for prevailing against all the odds and against ILENT. As I said, be warned!

And did Daisy make it to the Arnhem Bridge? Most definitely! It wasn't too far.



Open K8 anyone?



Dutch rock climbing!

Daisy did Arnhem (contd.)



Venlo airfield. Germany starts at the forest at the end of the airfield



Haste and Alex waiting for the International Evening to start

Daisy did Arnhem (contd.)



Shaun + Pete



Garry with his ears on



Dave looking for the GPS



The Dutch answer to overcrowded thermals!

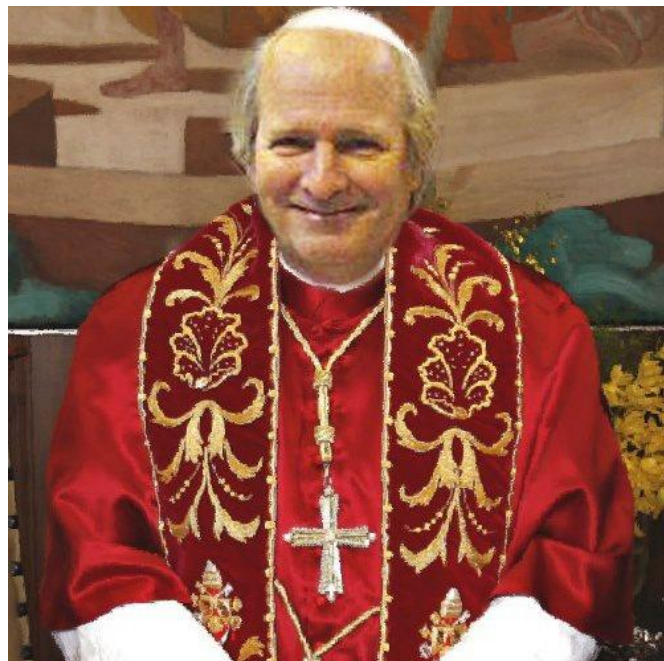


Daisy makes it to Arnhem Bridge

CFI's Corner

Neil Swinton

(with a photo enhanced by Steve McCurdy)



We Fly Aeroplanes...

That might seem a stupid thing to point out, even for an instructor, but just take a moment to think about it.

Can you remember before you went flying, thinking how pilots must be clever and really skilful and possess nerves of iron? And then as you learned how to fly, you began to realise that it wasn't that hard after all, and you started to relax. The more you flew, the more you relaxed.

And there's the problem.

Being relaxed may be good for the blood pressure, but it is possible to become too relaxed and start being careless.

Consider the very important stages of preparing the glider for flight. The club gliders must be wheeled out and DI'd, private gliders rigged and then inspected.

A DI is a serious business – yet as we become more familiar with the aircraft it is tempting to have quick walk around, look at the obvious and then sign the book. Or even chat with a mate whilst waking around as you discuss the plans for the day.

Please don't let this happen.

If you are DI'ing a club glider, you should first be approved to do so, be familiar with the aircraft, and also with the DI procedure as detailed in the operating procedures. Take your time, look carefully at each item, this may mean getting muddy knees looking at a wheel or hook, or bending over to look under a seat, or at the control connections. Be methodical, and most importantly, don't get distracted. If

you are observing someone else DI'ing a glider, just let them get on with it, don't offer batteries or parachutes or help unless they ask. And if there is anything you are unsure about on the aircraft, then raise the matter with the duty instructor. Don't rush, treat it seriously and remember that you are working with an aeroplane.

This applies even more to private owners, who are often rushing to get a good position in the launch queue.

Apparently the statistics show that a significant number of rigging errors come as a result of the pilot being distracted mid-way through either assembly or the DI, in one case by a shower of rain which hit the field just before the pilot did some positive control checks. When the rain passed the glider was pushed out and flown with one disconnected aileron.

So, please take DI'ing seriously, take your time, don't distract or interrupt if someone else is DI'ing, and remember you are dealing with an aeroplane, which as we all know, is a serious thing.

New BGA website

As a reminder, there is vast source of information stored on the BGA website, from licensing to safety, from badges to airworthiness. The documents were reorganised this year, so it is well worth spending some time looking around the library. Look at www.members.gliding.co.uk and browse.

Instructors

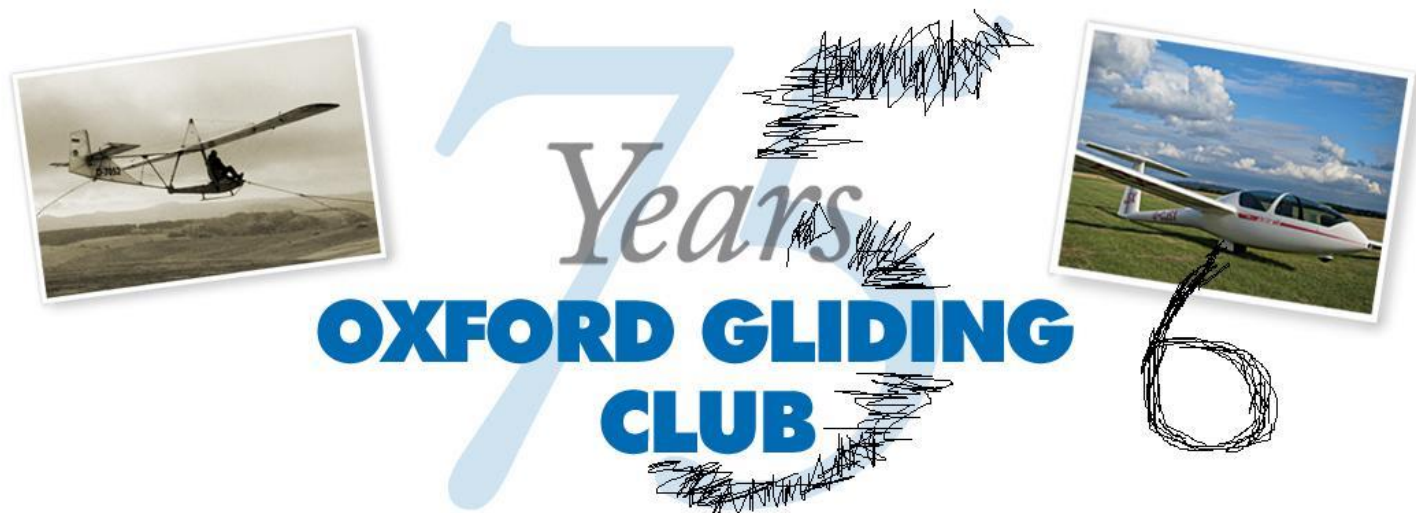
This past year we have been very fortunate to see a significant growth in the instructor team. Liisi, Tim and Richie gained BI ratings, George, Cris, Pete, Mike, Paula and Francesca have joined the team, and Claudia went from assistant to full-cat. With the increased numbers we now have a wide variety of skills and specialities, so if you need help in circuits, thermal centering, in aerobatics, or cross-country then please do ask for some dual flying – it is always fun for both pilot and instructor.

Instructors' meeting

Please can all instructors reserve Sat Jan 16th for the next meeting, 6pm, to give time for a pub tea afterwards.

Winter Lectures

These will be starting on Saturday 23rd January, from 6pm. The full programme of subjects will be available on the club website or a noticeboard somewhere. These are fun evenings, so please do try to attend, and you may even learn something!



Newsletter – A quick reminder

Neil Swinton

We have been publishing a regular newsletter on Thursday evening for a while now, and from the feedback we get we do believe they have been useful and even entertaining. The newsletters are composed by myself (Neil Swinton), and Mark Brooks.

We do try to keep the content relevant and useful, for example the weekly rota. But we do also try to let people know what is going on at the club, especially if they have not been around for a few weeks. There are also occasional communications from the committee or the CFI sent this way. This is an important way to reliably reach club members since not every member gets the list server emails. We are using a bit of software called 'MailChimp', which lets us compose the newsletter on-line and collaborate and QC check between authors. This allows obvious spelling mistakes and (most) lost apostrophes to be corrected before publication. MailChimp allows us to schedule a newsletter publication in advance, so we don't need to be around and on-line at publication time. It monitors who has received the newsletter, when they were opened, and any links which were 'clicked'. It also securely holds our email address list centrally, so we don't need to have copies of it distributed around on various people's PC's. And it costs nothing, and is advert free.

We hope every club member, and some valued ex-members get the newsletter each and every week. If you do not get the newsletter, and think you should, please get in touch with the authors, by emailing 'newsletter@oxford-gliding-club.co.uk', and we can try to help. There are a couple of things to try first however. The commonest reason for not getting the newsletter is that your email program thinks it is spam. Look in any spam folders to see if they are skulking inside. If you can access your spam filter settings, try to lower them on a temporary basis to see if the newsletter arrives (they are sent out Thursday nights from 7pm onwards). Finally, try to put the email address 'Newsletter@oxford-gliding-club.co.uk' in your Email address book as that can convince your email program that the newsletter email is valid.

If you would like to contact the authors, please do so by emailing 'newsletter@oxford-gliding-club.co.uk'. Or simply reply to the newsletter and it will reach us – (and it won't be sent out to everyone else, don't worry)





Golf Oscar in days gone by

OGC Newsletter
All the OGC news straight to your inbox

NEW YEAR'S PARTY
There is still time to book for the OGC New Years party!
This looks like being a fun evening, with buffet food provided for a small charge.

If you would like to be there, just email the newsletter here and we will add you to the list.

A Summary of the Year 2015

Keith White

A Halloween party was held at the club on Nov 1st. According to reports, nobody was eaten, and all had a good time. Thanks to everybody who helped to make the party a success. Special thanks to Alan Fowler for organising the band, and to everyone who donated Halloween decorations.



The AGM was held on Nov 15th. About 50 attended the meeting [at which there was the good news that there would be no increase in club fees for the 2015 year], and some more for the post meeting fireworks [pyrotechnics courtesy of Mark Brooks and Jon Christensen] and food [courtesy of Di Barratt and team, with special mention of the liver and bacon dish].

On Feb 6 the club received a mail from the BGA notifying us that the wooden gliders had to undergo a special inspection owing to failure of a particular type of glue. This resulted in extended annual inspections for the K13s and the K8s, and a bit of a panic about thinking of replacements. Some dramatic pictures of glue and corrosion damage were released later in the year, but our gliders are satisfactory for the moment. Whilst replacements for the K13s need to be considered for the future of the club, this was put aside for a while whilst another problem was sorted out, more of which later [see CASC].

April, and Easter already. Slightly earlier than the average. It has had 2000 years to settle down, so why it is still wandering about is a bit of a mystery. Modest flying achieved overall:

Day	Launches
Fri	10
Sat	39
Sun	25
Mon	39

On Monday, Jon hunt set off for a 50 km to Aston Down, and landed out near Little Rissington – “The only lift was around Weston”.

However, on Sun 11th he set off for Sackville Farm, reached it [flying the Astir], and made it back [into wind] as far as Buckingham. 46 launches that day, after a cold front, with a NW wind, and strong sun gave some good lift.

May 1, and first of Fri evening flying on a rather cold evening – 15 launches. Sat and Sun a bit of a washout [April showers at last], but Mon better, although the forecast rain turned up. On Sunday OGC appeared at a rather wet Abingdon show with JSX, which generated the usual plentiful interest.

On Monday the winch electricians decided to go AWOL at the end of play, with one cable still out on the field, so the strong men of the day had to wind it in by hand. And with the best efforts of “THEM”, it was returned to duty the following weekend.

During May we were informed that Cherwell District Council had revoked the discretionary 80% business rates relief, so monthly rates payments increased from £105 to £522. Despite the efforts of Martin, no progress could be made to reinstate the relief. It appeared that the only way to obtain rates relief would be to become a Community Amateur Sports Club [the infamous CASC], when the relief would be mandatory. This however would require changes to the Articles of the club, owing to the requirements set out by HMRC. This is still a continuing saga. There are other advantages to becoming CASC compliant, in particular greater availability of grants for equipment.

Dave Bray organised a novices weekend at the ICL on June 6 and 7. A great success all round, even for those who did not quite make it all the way round.

On June 20 and 21, Bicester Heritage held an event which meant that the Bicester airfield was closed to gliding, and we had a visit from a number of their members, with aircraft, and their Skylaunch winch. This enabled a comparison to be made between the use of our steel cable and the Dyneema used by Bicester. Rumour had it that the Dyneema gave higher launches owing to its lighter weight. Comparison of launches with the two cables showed little or no difference in height.

In August, Daisy made the journey to Terlet in for the Vintage Glider rally, accompanied by Peter Boulton, Peter Brooks, Martin Cooper, Garry Cuthill, Martin Hastings, Alex Rose, and Dave Weekes. We understand that a good time was had by all, as ever at these meetings.

Also in August our treasurer decamped for a round-the-world sailing trip. Luckily we had Jon Hunt ready to take up the mantle in his stead.

Altogether, a relatively unexciting year – no snow, no waterfowl on the airfield.

Heroic failure in SW7

Text and photos: Pat Wallace



A 15m wingspan is surprisingly big when you see it next to other aircraft.

Visitors to the Flight Gallery in the Science Museum are treated not only to such ho-hum items as a Hurricane, a Spitfire, an Me 163 Komet, a cross-section of a Boeing 747 and the Schneider Trophy but also, as the pièce de résistance, a Cirrus glider.

The specimen is suspended from the ceiling, but to my eyes was always looking distinctly not fully rigged by having no white tape on the wing joints, which rather spoils the illusion of being in flight. I happened to mention this to Cloudy, and learned that she was also bothered that the ailerons were both drooping down, showing that the controls had not been connected, which you would have thought would have been picked up by the DI. And the airbrakes were out.

I decided that something had to be done about this deplorable state of affairs, and emailed a Science Museum contact that I happened to have. (This was the result of an occasion in 2008 when I took exception to an exhibit in the Exploring Space Gallery on weightlessness that was captioned "We all weigh something when we are on a planet such as Earth. Earth's gravity is giving us this weight



No tape!

as it pulls us down to the ground. But in space the planet's gravity is diminished, so we are weightless." Call me a perfectionist, but I felt this could be improved on, for example by substituting words that were not criminally misleading and could only have been written by an arts graduate.) The Science Museum curators were very receptive to having the Cirrus improved, though they were concerned by the possible long-term effects of having adhesive tape applied to a priceless exhibit, and arrangements were made for Cloudy and I to visit South Kensington. It was only when the Health and Safety issues were discussed that it dawned on Cloudy that it would be necessary for her (I felt my inexperience with L'Hotellier connectors would naturally limit my role to chauffeur, photographer and jester) to ascend in a cherry picker. It turns out that although she thinks nothing of being at 1200' above Milton Keynes with no visible means of support, being lifted 12' above the floor in a machine festooned with safety barriers is another matter entirely.



Richard showing that the scissor lift was nothing to be afraid of

One thing I hadn't thought through was that because the Museum is open all day every day, the work could take place only out of hours, and an 08:00 arrival time was stipulated. This involved an 06:00 departure, which on a rainy December day is not an uplifting experience, especially starting from Didcot. For the record, we were there by 07:45.

Our curator Katherine took us to the Flight Gallery and introduced us to a conservator, Richard, who was readying the scissor lift cherry picker (which I admit had a distinct "rather you than me" aura about it).

Ascending to the glider, Cloudy quickly found that it was going to be difficult if not impossible to reach the control connections. The problem was the Hawker Siddeley HS-125 corporate jet parked directly beneath the Cirrus, occupying the very spot that the cherry picker would have had to stand on. After trying her best to reach the connectors, she had to admit defeat. (Clambering into the cockpit was ruled out by concerns that the aircraft might tip forward, gaunching the tailplane on the ceiling and possibly subjecting Cloudy to a brief and unwelcome zero-G experience.) Wing-taping only the underneath joints might have been possible, though this deception would have been visible to visitors from the upstairs vantage points. And retracting the airbrakes was impossible, not because they were disconnected but because they were being used to hang the glider from. So a comprehensive disappointment.



Cloudy trying to reach the connectors



TE probe before being tweaked...



...and after!

It was at least possible for Cloudy to put right one other niggling detail, namely that the total energy probe was at what might be called a jaunty angle. So after repositioning the scissor lift, this one small improvement was accomplished.

As a consolation prize, we were issued with free tickets to the excellent *Cosmonauts – Birth of the Space Age* exhibition. I hadn't seen Russian space hardware up close before, and it is amazing how H.G.Wells it looks, despite being obviously very capable gear. The fact that the Soyuz is currently the only way to reach the ISS speaks volumes.

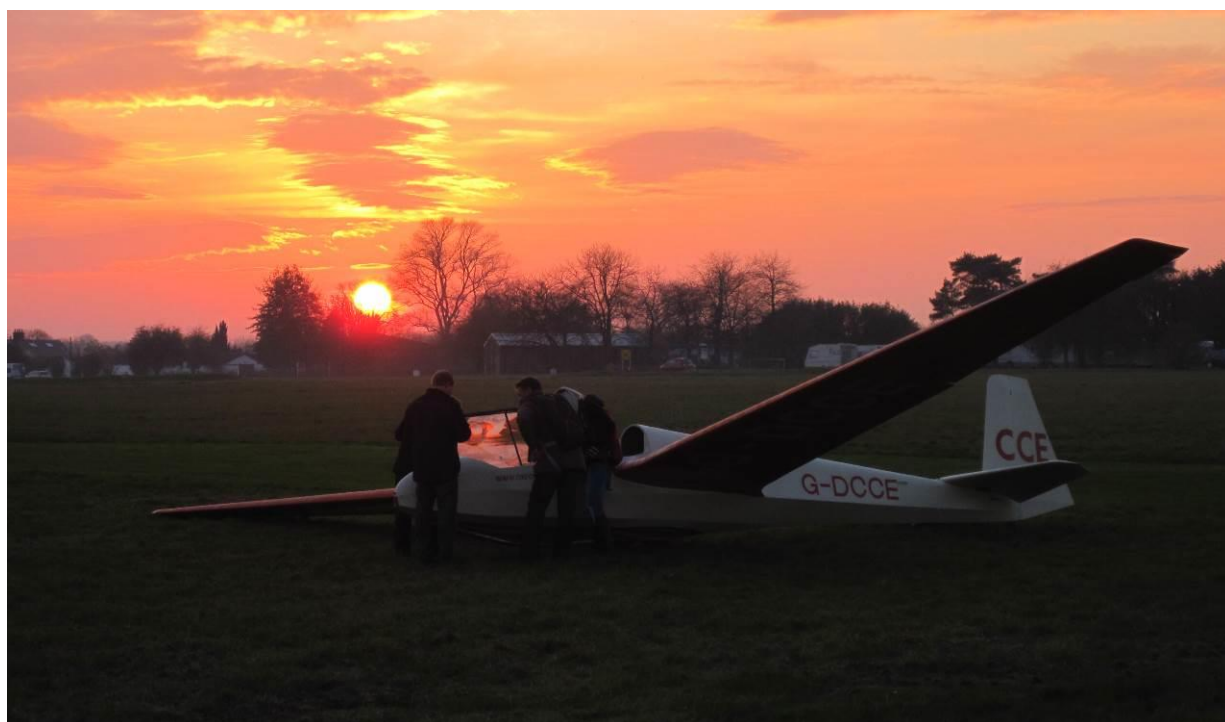


Photo: Alan Lapworth

Vintage OGC at the Long Mynd

Text and photos: Dave Weekes

This year the Vintage Glider Club's UK Rally was held at the Long Mynd between the 23rd and 31st of May. This was the first time the Mynd had officially hosted the VGC. By all accounts they wouldn't mind us going back there! Possibly something to do with the elevated bar takings but I also think that they found that a VGC rally is far more laid back and less stressful to run than your average competition.

Anyway, the OGC Vintage enthusiasts all showed up – Graham, Coops, Garry and Janet Cuthill, Peter and Ursula Brooks, Haste and Hilary plus myself on yet another long haul trip from Jockistan. Gliders taken were Loulou the Capstan, K6E 577 and Skylark 4 BLW.

There were lots of other interesting gliders there as well. A total of five Skylark 4's, a Bocian, Skylark 3, several Oly 463's, a Gull 1, Sky, Tutor, Oly 2B's, K18, T21, more K6's etc.



Kite 1 in the new Hi-vis colours

Getting up the Mynd ridge with a trailer is always interesting. There are three road options. Narrow and straight but really steep, narrow and winding and pretty steep with an impressive drop on one side and narrow and winding but not quite so steep (the generally favoured option).

Unfortunately Graham's van chose that moment to lose one cylinder (it later turned out to be a disconnected injector) so Janet was press ganged into towing Loulou up the hill – Garry was driving the camper van. Loulou's trailer is really wide and poor Janet took out one tyre (and wheel) on a protruding rock on a blind bend. That caused a minor interruption to traffic, but then there's us who've been there, done that and the rest of you who will stuff a trailer tyre someday.

On the Monday and Tuesday it was flyable but not terribly convincing. A long time ago I did my 5 hours at the Mynd (in BNK) in very weak ridge lift. I made prolonged and close acquaintance with a little gulley where there was just enough lift to stay airborne – and I repeated the same experience this time!



577 and Loulou waiting for the off

The Wednesday was another day off but on the Thursday there was a good westerly and the Mynd's speciality – bungee launching – was on. There were a lot of launches provided by relays of sweating bungee crews. Unfortunately one gent went off in an Oly 463 with his brakes wide open and went straight to the bottom of the ridge, narrowly missing several tall trees before flopping into a very small field, very much more by accident than design. A video of the event taken from the ridge was truly scary. He'd also had his GoPro running in the cockpit and the following morning at briefing he sportingly allowed it to be run. That convincingly showed that he had been holding the brakes **open** all the way to the bottom and had been too obsessed with maintaining airspeed to figure out what his left hand was doing. Hey ho – just try to engage more than one brain cell if things are not going right, eh guys?

The Friday was another washout but the Saturday provided some fairly good thermals, enough to inspire cross country activity. Loulou headed off on a task to Camphill but didn't make it – another field excellently picked by Graham and Coops. Garry and I were more circumspect and went on a triangle to inspect Shrewsbury Bridge and Craven Arms in the K6 and Skylark respectively (and made it back). I also fulfilled yet another aim and (briefly) flew the camouflaged Kite 1 – that's the glider which in 1940 had all its control cables replaced by wooden push/pull rods to see whether it could still be detected on the early radars (it was).

Altogether a really enjoyable week! Don't knock vintage gliding – it's fun!



The OGC Mynd Mob

Airspace Aware

Just a quick heads up to remind you that there are currently two Airspace Change Proposals 'in flight' that *may* affect OGC's pilots in the future and for which your help may be needed when asked.

Brize Norton ACP

Brize is currently drawing up a proposal to change its existing Class D airspace to something which better suits the type of aircraft that now operate from there. CAA publication CAP725 (<https://www.caa.co.uk/docs/33/CAP725.PDF>) sets out the process that needs to be followed for any airspace change and in simple terms, it comprises seven stages with (1) being the 'Framework Briefing' & (7) being the post implementation 'Operational Review'. Currently Brize is still at stage (3) 'Preparing for Consultation' and is about to launch stage (4) 'Consultation & Formal Proposal Submission'.

At this time the details of the Brize ACP have not been disclosed, however what is known is that they have an aspiration to link directly into Airway L9 and a concept sketch that was shared earlier this year showed the airspace extending slightly to the east but increasing in height.

London Oxford Airport ACP

London Oxford Airport (LOA) submitted an ACP to the CAA earlier this year based primarily on what they consider to be an unsafe condition for aircraft using their runway 19 approach and to enable them to introduce new Radio Navigation Procedures (RNAV).

In view of the proximity of Brize Norton's Class D airspace and their current ACP, the CAA insisted that there should be co-ordination & liaison between LOA and BZN and effectively a joint ACP. LOA's ACP is not as advanced as that of BZN (currently they are at stage (2) 'Proposal Development' and gearing up for stage (3) 'Preparing for Consultation') and thus do not yet have a firm proposal.

At the recent OAIAA User Group Meeting, LOA gave a brief overview of their ACP and it is intended that there will be a meeting between LOA & OGC in the near future during which they will seek OGC's comments. In précis, they are considering their options which could include either a Radio Mandatory Zone ('RMZ') or their own Class D CTR. They have not yet set the boundaries for either option, but concept sketches did show the RMZ or CTR extending to the

north to Croughton and encompassing at least some of or abutting, D129.

Be assured that I will ensure that OGC's views are represented in any discussions, but it should be borne in mind that their proposed ACP is being predicated on a safety case based on a survey that LOA undertook during the summer of 2014 & 2015. This survey recorded the number of aircraft & gliders that LOA detected had been operating close to the final approach for runway 19 (i.e. in the vicinity of the ILS 'feathers' near Upper Heyford) in Class G airspace that were not talking to LOA at the time! Whilst perfectly legally entitled to be there, this unknown traffic presents, in LOA's opinion such an unacceptable risk that doing nothing is no longer an option.

It's not my intention to debate the rights and wrongs of this here now, but suffice it to say that some of their data is questionable at best and when the consultation starts formally, we will be calling on all OGC members and glider pilots to ensure that they take the opportunity to make their concerns and views heard.

In the meantime, just to pick up on the point raised in my Chairman's column, essentially we have handed LOA the ammunition that they needed for this ACP by not necessarily thinking about whether where we are is a sensible place to be if not talking to them, when runway 19 is in use, legal that it may be.

If I may leave you with a few facts to consider, when handling the larger business aircraft that LOA currently operate, the published final approach to runway 19 is 10 miles (the ILS 'feathers' on the CAA chart are shown to 5 miles DME to reduce clutter) with most traffic usually accepting the ILS at 8 miles. In accordance with current procedures, at 4.7 miles DME & 1800', they start their descent so in other words at greater than 4.7 miles from the threshold of 19, LOA traffic is likely to be at 1800' and above. Have a look at the chart and think about where you may have been soaring either this summer or last?

We'll keep you updated on the progress of these ACPs but please do be ready to lend your support when asked.

Thanks.

'Airspace Paul'



Photo: Eifion Herbert

St. Johann in Tirol + Landau in der Pfalz

Text and photos: Claudia Hill

Good friends of ours had talked Nick and me into joining them on a trip to St. Johann in Tirol to do a bit of "Alpine flying for beginners". For beginners because it's all thermic in May and you are at a safe distance from all those scary pointy bits. It was brilliant! The first couple of days I just spent milling around locally, flying around the Kitzbüheler Horn and Wilder Kaiser. I didn't feel the need to go anywhere further afield as it was all so pretty and interesting just in the area around the airfield. On the last day I did eventually pluck up the courage and went across the pointy bits, all the way to Zell am See, where Nick and I usually go on skiing holidays – a whopping 35km! At 9000ft the mountains were at a safe distance below and I just enjoyed the view.



Two LS4s, WH and 136, with Wilder Kaiser mountain range below



From left to right: WH, Kitzbüheler Horn, St. Johann airfield, Wilder Kaiser in the distance

I had a brief chat with the lovely people at Zell am See airfield, telling them that while I probably wouldn't need to land there I would like to know what their setup was, and in reply I heard "Oh, what a shame, you sound so charming!" – I had specifically used my UK callsign so they couldn't tell me off for my extremely rusty German RT procedures.

When not flying we sampled the local cuisine and wines and just generally enjoyed being in a delightfully pretty place.

If anyone is interested in flying in Austria: At least at St. Johann they are very laid back about licences or medicals if you bring your own glider. There were no check flights either as they assume you are competent if you bring your own glider to the airfield.

St. Johann & Landau (contd.)



Rhine Valley, Hockenheimring in the distance

As the forecast in Tyrol for the remaining few days of our holiday was appalling, four of us decided to set off early and go to Landau, the airfield where Andreas and his mates fly from (the "Fairford Germans" who've used Weston as their base for their annual Fairford outing a few times).

Landau is strategically positioned pretty much exactly halfway between Weston and St. Johann, close to the French border, so it didn't even involve a great detour. The glider pilots' default B&B was delighted to have us, and so we had another couple of great days flying in the Palatinate region, socialising, eating local food and drinking local wine. We just stayed fairly local and did some sight-seeing: I went to look at the masses of medieval castles in the Pfälzer Wald just west of the airfield, flew along the Rhine river to Speyer, looked down at the "747 on a stick" at the Technikmuseum there (<http://speyer.technik-museum.de/en/boeing-747>), and

flew over to Sinsheim to look at its relatives, the Tupolev and the Concorde on sticks (<http://sinsheim.technik-museum.de/en/tupolev-tu-144>).



Justin Wills and his Antares popped up at the launch point! Nick and AS22-2 are no. 2 in the launch queue

I can't wait to go back there and do some proper cross-country flying.



Landau airfield with Pfälzer Wald in the distance



Nick getting ready for a flight in the AS22-2

When we arrived at Landau Andreas was still on his way back from a TP near the Czech Republic, in the process of completing a quick 1000 km flight in his AS22-2 (the prototype of the ASH25). Conditions at Landau are often rather good...

After flying in Tyrol and the Rhine valley, even just locally, it almost felt boring going back to cross-country flying in the south of England – I've seen those TPs so many times...

VGC 2015

Text and photos: Alex Rose

One of the great things about buying a vintage glider is the community and enthusiasm that just doesn't seem to accompany glass ships, and as such I found myself at Weston on the Green on a stonking Saturday, inside the hangar, helping to rewire Daisy's trailer to make her road legal again.



Dave and Shaun and Daisy ...

After several hours of work, Martin Hastings pronounced both Peter's car and the trailer working, and we were ready to set off. Sunday was rather less glorious, and as we hitched the trailer in the rain we noticed yet more missing lights. This time it was Jon C to the rescue, and an hour or so later we departed. The first stop was Challock GC, in

Kent, where we would stay overnight before catching an early ferry to Calais. The next morning we set off at 4am for Dover. In light of the migrant situation at the time, and the poor weather, the boat was delayed by several hours, and so it was decided that the only course of action would be to put the kettle on in Haste's camper. Once we got on the continent, the traffic improved and despite a few stops we were at Terlet in time for the evening meal.

Despite Holland's reputation of being flat, the airfield was far from it, with one end a few hundred feet higher than the other. The flying operation was split up into winch and aerotow, with us winch pilots occupying the lower end of the field. Each end of the strip had a relatively short landing strip, with trees on the undershoot, although this was no problem in a Skylark 4. I spent most of the rally flying "BLW", which Dave Weekes had kindly allowed us to fly while he flew Daisy. As well as a few soaring flights exploring the local area, I had some very enjoyable P2 flights in some interesting aircraft, a Schleicher Ka-4, Slingsby T31, SZD Bocian, and my personal favourite, a 1940s Kranich 2. I flew from the rear seat without the canopy, and had a very enjoyable 15 minutes of soaring.

While the weather let us down a little, we still managed a good number of flying days, almost all of those were soarable (although they were blue!) Overall, the experience of new types and a new airfield have certainly improved my flying and I thoroughly enjoyed my first of hopefully many Vintage Glider club rallies.



How many people does it take to rig a T21 in the rain?

VGC 2015 (contd.)



Haste sends Pete on a sortie in the T21 with a "Machine Gun" donated by some Dutch pilots



Team OGC in Amsterdam



What Arnhem looks like from a Skylark

Aero 2015

A Gnome's Eye View

They say that Paris in the springtime is wonderful, but for this well-travelled Gnome, I prefer to spend my spring a bit further south in a beautiful part of southern Germany.

Situated on the northern shoreline of Lake Constance, Friedrichshafen is a tourist destination in its own right, but for a week in April it is home to Aero – Europe's largest general aviation show and a 'must' for any aviatrix Gnomes.

Even for someone who is not less than a foot tall, when you first walk through the doors of the Messe you cannot fail to be impressed. Forget the cold empty tin sheds so typical of UK exhibition venues, the Messe here is bright, airy and well-lit and you soon realise that if you are to see all of the 12 halls, you need a plan. Thankfully I'd come with a trio of UK pilots who'd been here a couple of time before, so in the best traditions of flight planning we soon had a route including diversions for lunch planned.



A couple of years ago I read an article from one of my glider pilot friends of his first visit to the show and he used the expression 'Freaking Huge' to sum up his overall impression. Apparently this offended some readers of this magazine who complained so I won't repeat that here, but it is massive with twelve halls full of aircraft, microlights & gyrocopters etc. around a food court which serves beer & Bratwurst amongst other goodies.

Traditionally every other (odd) year is a 'gliding year' so this year there was a hall pretty much full of gliders, including the new Ventus 3 making its world debut. On non-gliding years there are fewer of the bigger manufacturers present, but it's still more gliders than you'll see at any other UK show. 2015 being a gliding year, all of the big manufacturers were there with lots of 'toys' to tempt us, but it's disappointing that despite being the first Gnome to travel on a Boeing 787 Dreamliner, they still aren't catering for the Gnome community – although I think some of the new 13.5m unregulated SSDR 'microlight gliders' might suit me.

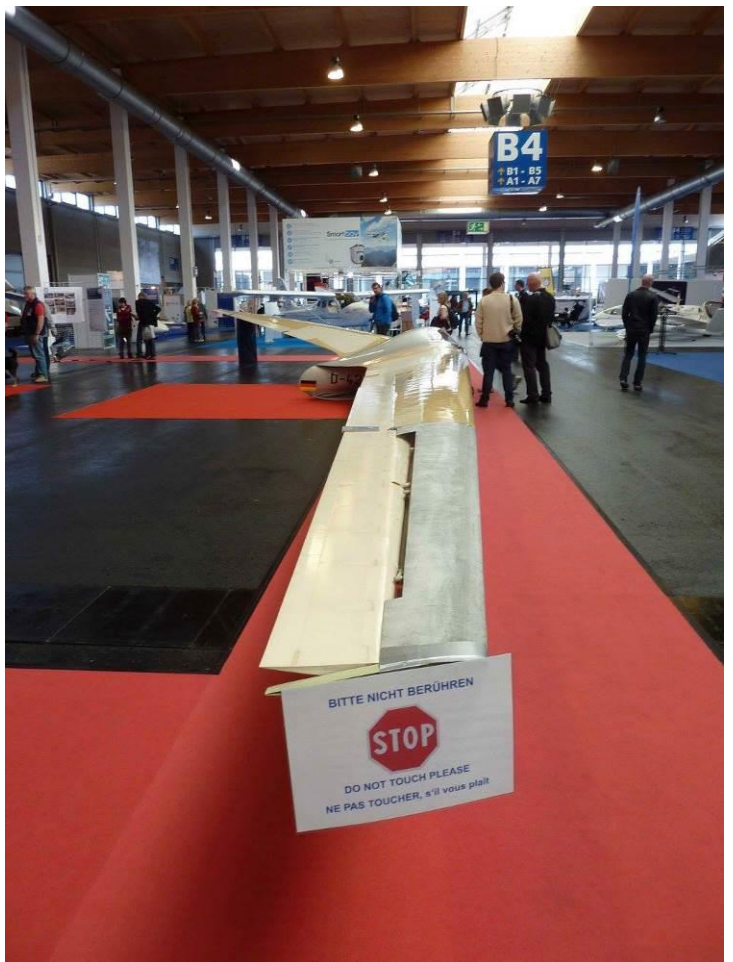
As always HPH had a big presence with lots of Sharks on display and lots of scary 'Beware of the Shark' signs finding their way around the halls. As a Gnome who was once attacked by a drunken Rabbit outside of my caravan this was all a bit scary and it was nice to see that Alexander



Schleicher were now offering gelcoat in bright colours and not just white, which made me feel far more at home.



As well as the expensive new toys, vintage gliders, which are a type I'm far more familiar with, were also on display. Unfortunately Graham Saw's amazingly impressive Petrel and a T21C (lowered and extended!), which I was fortunate enough to sit in a few years ago were not there this year, but there was an amazing Horten IV flying wing which with its prone flying position definitely looked ideal for a Gnome.



Segelflug Wasserkuppe had some of their aircraft on show including the hugely impressive 1970 vintage SB10. With a span of 29m it goes to show that big wings are not a new idea although this was far too big for me, I couldn't even reach the cockpit! SZD had the new(ish) Perkoz training glider on their stand and if I heard right, there is a possibility that this might be coming to OGC one day soon. Maybe I'll get the chance to add this to my log book, maybe even the first Gnome to fly that too?

It was also nice to see that the means of getting a Gnome in the air were not forgotten, with SkyLaunch proudly flying the flag for the UK and demonstrating one of the new ATC winches. It's a shame though that it'll probably never be used by the Air Cadets it was intended for. Maybe we could borrow it for now I suggested, but Mike didn't seem keen for some reason.



other halls and it's fair to say that with a few notable exceptions, the majority of the GA companies present were showcasing two-seat

Composite aircraft designed to fall under the VLA / LSA class of aircraft with a MTOW typically less than

600kg and 450kg in the VLA / Microlight class. Sadly there seems to be no change in the situation that whilst such delightful aircraft as the Shark and Savage Club can be flown in 17+ Countries, the UK is not one of them.

To do the show justice you really need to spend a couple of days there, particularly if like my friends you want to have some time to chat with the exhibitors including the very nice young ladies on some of the stands who are also very Gnome-friendly it must be said. When you have had enough of the show, you can always get a ferry across

Lake Constance to Switzerland or visit either the Dornier or Zeppelin museums in Friedrichshafen itself.

With so much on display it's very hard to single out any particular highlights but all I would say is that if you have any interest in anything that flies either under its own power or without, then Aero 2016 is the place to be. That said, I have heard that US girls love British Gnomes so anyone fancy 'Fun n Sun' in Florida next April?

Norman G Nome

(photos: Claudia Hill + Paul Morrison)



As someone who is closer to the Earth than most, I'm a very green Gnome and it was good to see that each year there are a number of exhibitors keen to demonstrate their latest 'eco- friendly' products. This included a number of electric powered gliders and TMG's on display including Pipistrel with its conventional and electric powered Taurus (complete with solar-powered trailer and the promise of sufficient power to give a 3,000m climb), an electric Lambada and the new Albastar 13.5m glider with an FES fitted as standard. The lovely ultralight self-launchers such as the Silent 2, and the new GP Gliders 'Pulse' were also on show and looked very Gnome-friendly. With a promised L/D of 42:1 I think this new 13.5m de-regulated glider and its peers could soon become a regular sight on our airfields.

My three friends were also keen to look at the powered aircraft on display, although they did want to sample the Currywurst mit Brötchen, too! Suitably refuelled we hit the



And finally... a random selection of photos from 2015



Morning briefing (photo: Paul Smith)



Frosty morning at Weston
(photo: Claudia Hill)

Women development day at Weston,
courtesy of Women Glide (UK)
(photo: Claudia Hill)



"A Western at Weston" – start of season party (all photos by Peter Boulton)







One of the Friday night
BBQ crews
(photo: Claudia Hill)

Sunset flight
(photo: Paul Smith)

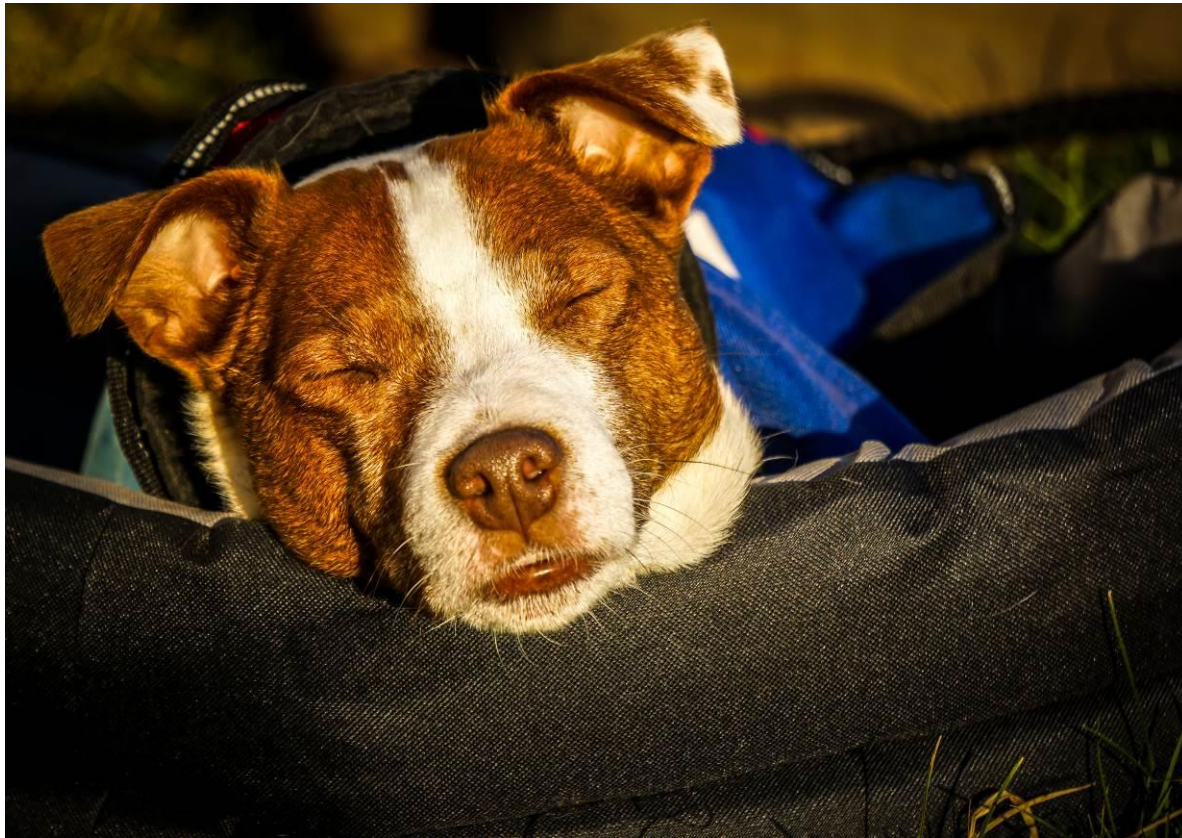


New thermal source
– Ardley incinerator
(photo: Paul Smith)

Martin's farewell party (all photos: Peter Boulton)







Airfield dog Boo (photo: Eifion Herbert)



BI Liisi about
to have a flight with Becky
(photo: Paul Smith)