

LASHAM

Rising Air Magazine

November 2019

**Effect of new airspace nearby
SDMP**

Best flights of the season

Photo: Paul Haliday





From February the 27th 2020 we are entering a different environment with the introduction of Class D airspace around Farnborough.

Before anyone starts chanting "the end of the world is nigh", we need to stop and draw breath for a few moments. The reality is, that we will still be able to continue flying at Lasham, all be it with some changes to our operating protocols, training and supervision of pilots.

I have listed the changes that we will be implementing in the next few months, and then following that some of the

mitigation measures that we will be putting in place to try and reduce the risk of conflict in the local airspace.

It is also worth noting that there is a lot of work going on in the background with both the CAA and NATS to try and ensure that our needs are understood and catered for. So, as a club member flying at Lasham, how will the airspace affect you?

All gliders and powered aircraft flying from Lasham.

Due to the proximity of the airspace, and its complexity we will be mandating the fitment of the following equipment in all aircraft operating from Lasham.

1) Moving maps. Due to the proximity of the airspace, and fact that many of the lines and curves on the chart don't really correspond to any usable ground features, means it almost impossible to operate in close proximity to the edges of it without the aid of a moving map. As a result, we will be mandating moving maps in all aircraft.

Over the winter will be to fitting Oudie's to all of the club gliders, tugs and motor-glider. These will have a special version of Seeyou installed which has been developed to meet our requirements for a program that cannot be altered. Basically, it is a fixed club profile that's installed, and it can be changed during the flight, but none of the changes will be saved when it shuts down.

2) Flarm. The entire club fleet is being re equipped with Power Flarm with ADS-B in and new display units. This will give the pilots a better situational awareness of other powered aircraft and gliders in the local area. All of the club gliders and tugs will also be registered on OGN, so there is visibility with where they go! We will be mandating the carriage of Flarm in any glider, motorglider and powered aircraft operating from Lasham.

3) Radios. Over the winter the remaining K13's on the club fleet will be fitted with 8.33 radios. Like the moving maps and Flarm, radios will be mandatory for all gliders flying from Lasham. A simple hand held will do the job, if you don't want the expense of fitting a unit in the panel.

The process of instrument upgrades to the club fleet will start in November, and should hopefully be completed by the start of the airspace implementation. As a result of this upgrade, we will have around 12 second-hand Flarm units for sale, and probably by the time that you read this an email will have gone out to all members informing them that these units are available.

Priority will be given to those private owners who don't currently have Flarm fitted into their gliders. As we want to make the process of instrumentation upgrading as painless as possible for members, the Flarms will be sold off at £150 each. T's & C's apply to the sale, and the main one is you cannot re-sell the unit!

Airspace briefings.

This is a completely new environment that we find ourselves in, and one where we cannot afford to get it wrong. A number of other clubs

operate either within or close to airspace, and all of these carry out regular airspace awareness briefings and training.

We will be requiring all members flying from Lasham to attend a local airspace briefing. These will be held on a number of weekend and midweek days from January to April. There will be two levels of briefing dependent on pilot's experience.

Level 1. For pilots up to Silver C and 100hrs solo.

This briefing will cover local airspace including the current rules of the are in the different classes of airspace, and how any local Letters of Agreement will work. It will also cover the use of the moving maps and radios in the club gliders.

Level 2. For experienced glider pilots.

This briefing will cover local airspace including the current rules of the are in the different classes of airspace, any local Letters of Agreement. These airspace briefings will be a one-off for all pilots, and to ensure that we have captured everyone we will have a sign-sheet.

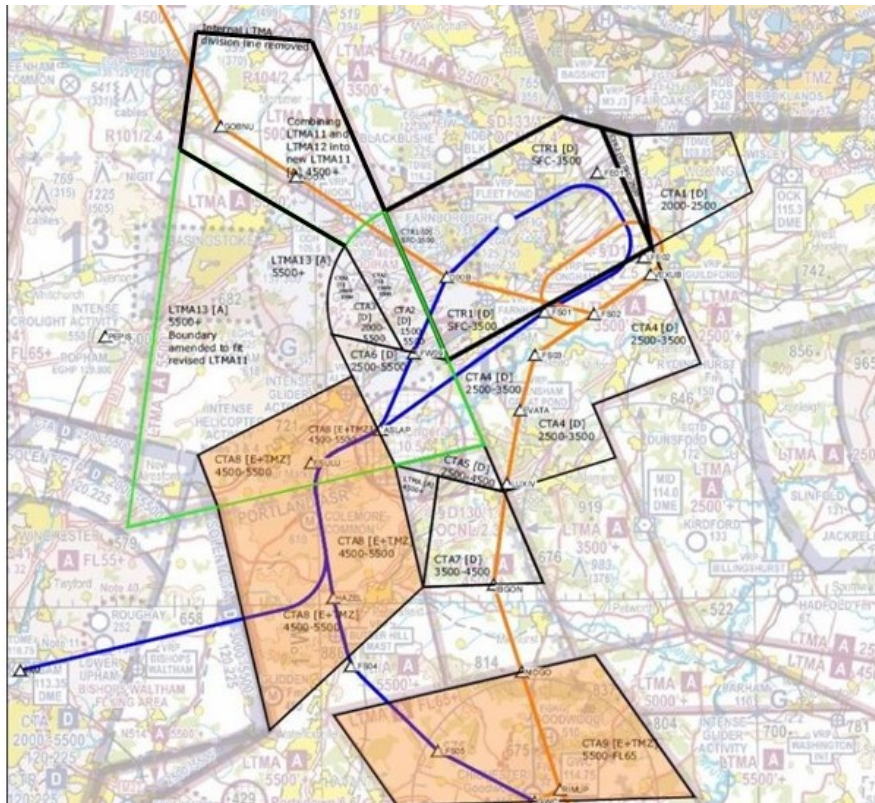
Mitigation measures.

For probably around thirty years we have had the same area of Class G airspace around us, and we operate in what is a relatively well known environment.

The implementation of the Farnborough Class D will certainly change how we operate in the remaining class G airspace, but the unknown to us is how all of the other GA traffic are planning to operate.

As it stands at the moment, we have little or no idea what the powered aircraft that used to route to the East of us will now do.

The option of just waiting to see what happens during the summer is not one that we could even contemplate, so within the next few months we will be instigating a number of measures to try and raise



This is the best map we have at the moment! Lasham is on the left-hand side near the faint circled G, south-east of the yellow of Basingstoke

awareness of what happens around the Lasham area amongst the powered community, and more importantly what they can do to mitigate risk in this unknown and untested environment.

- 1) **Local airspace awareness briefings** Over the course of the winter myself and Jordan will be visiting all of the local airfields, and training schools to try and educate as many powered pilots about what levels of activity will be in the local area, and how best to avoid conflict with gliders. One of the key things we will be encouraging power pilots to do is fit Pilot Aware to their aircraft. This will give them Flarm warnings through the rebroadcast OGN stations. If you want to know more about the Pilot Aware system, please check out their website <https://pilotaware.com>
- 2) **National awareness campaign** In conjunction with the BGA we will be implementing a national awareness campaign through the flying magazines, and other air-sport bodies like the Light Aircraft Association. The CAA and NATS Farnborough are also aware that they have a responsibility to spread the word about the airspace.
- 3) **Moving maps** Many power pilots have now moved into the world of moving maps, and as a result will be driving along looking at the magenta line. We are fully aware that we need to have something on the software to show that there is intensive activity in the vicinity of Lasham, so we plan to have a Notam each day during the summer months. Beyond that, it's hoped that we will be able to get an intensive gliding area notified in the AIP, so it will show up permanently on the charts and the software

This is an on going process and there are a number of other work streams going on at the moment that we will let you know about once they have been finalised.

Q&A

Q. I have a moving map in my glider, when will the airspace file for the Farnborough airspace be available.

A. We have been promised by NATS Farnborough that the data we use for updating the moving map files will be available in January. We will ensure that once the files are written they will be available on our website

Q. The map above looks rather complex and very difficult to interpret, so am I going to have to also buy a quarter million map as well.

A. We will have a clean quarter million version available in A4 from the Lasham office. This will use the data supplied to us by NATS Farnborough.

As we move forward over the next few weeks and months, I am sure that we will have more answers to peoples questions, and it's important that you ask questions if you are unsure, because we all know the saying about assumption being the mother of all *****

Colin Watt

CFI Lasham Gliding Society.



Introduction

What a difference 12 months make. This time last year I was writing about how long the good weather had lasted, and that we had flown almost continually throughout October. As you know this October has been almost the complete opposite, and it's been a challenge to grab any flying opportunities that come along.

I would encourage everyone to grab the flying opportunities that come along over the winter period to remain in current practice. For inexperienced and newly-qualified

pilots, this is extremely important as both handling skills and judgement can diminish with a lay off from flying of more than a month

EASA Licensing

I have been writing in my newsletter articles about EASA licensing for around six years now, and for many it has a subject that just makes them switch off, as the predicted implementation dates have been moved a number of times. The reality is, that there is a firm end-date, and full EASA licensing will now be implemented in April 2021.

The BGA are fully up to speed with the timetable of licensing, and as a result they are in the process of bringing the examining system into action. The first groups of Flight Examiners will be trained, tested and appointed over this winter and early spring next year. The second group will go through the same process over the winter of 2020/21. Along with the examining system, we will have the training for a license carried out under a Declared Training Organisation. The exact

details of this have yet to be completely sorted out, but it is anticipated that we will have a system fully up and running by this time next year.

As we move forward over the winter i will have a better idea of how the timeline will play out, so by the time of the next newsletter comes out in March 2020 there will be a detailed article on what you will need to do.

Adding a TMG to your sailplane licence



The option of adding a Touring Motor Glider rating to an EASA license has now been available under the BGA's DTO for around six months. A number of members have now embarked on the training for this rating, and so I thought it would be useful to detail what's involved. The full course program can

be found on the BGA's website at

<https://members.gliding.co.uk/library/training-organisation/bga-dto-spl-lapls-tmg-extension-course-programme/>

The course program doesn't really put into useful context what amount of flying you have to do, and more importantly how we structure it. With that in mind, I have broken it down into sections and given an approximate amount of flying that's required.

- 1) Takeoff, powered circuits and landings. Stalling and recovery using power, engine failures after takeoff, glide circuits and an introduction to practice forced landings **(2.5 hours)**
- 2) First solo **(1 hour)**
- 3) Advance turning, bad weather circuits and revision of stalling and practice forced landing **(1.5hours)**
- 4) Navigation. Dead reckoning navigation and use of GPS. Bad weather diversion and a land away **Around 4 hours flying**
- 5) Solo navigation flight of a 150km with a land away, **1.5 hour**
- 6) Revision for skills test. **1 hour**
- 7) Skills test. **1 hour**

If you fancy adding this rating to your license, then the winter is an ideal time to do it. We have five instructors who can carry out the training, so if you intend to start this the come and have a chat with me and I will get you up and running.

Winter operations

We have had an unusually high rain-fall over most of October, and result has been some parts of the airfield have become very soggy. We have already put in place the winter runway operation, and I thought it would be worth reminding people about how they should operate.

Towing gliders out

The ground next to the perimeter track becomes waterlogged when it rains, and towing the gliders near the edge means that the main wheel will make a deep rut. Please tow the gliders out on to the grass and keep around 30 metres out from the perimeter track.

Runway operations

When we are trying to keep all the gliders operations on the runway the launch-point vehicle will be moved forward, so that gliders and tugs can land on the runway. The main risk with this operation is mirror circuits to the same landing area.

The procedure for this will be one circuit direction lands on the runway, and the other direction lands on the grass. This procedure will be briefed in the morning and written on the side of the launch point vehicle.

Winch cables will be towed out using the boom on the retrieve truck, and they will always be positioned on the up-wind runway edge. This means that the cables are on the grass, the gliders are on the runway then the LPV is in the middle of the runway, and the aerotow operation is on the downwind edge.

The other thing to remember is with all of the operation based on the runway, it becomes very crowded, so if you are out and operating at the launch-point, you need to be aware of what's going on and where you need to exercise some care, especially with vehicles.



Jaca - Different from Hampshire

What's happening in 2020

The dates for next year's events have now been agreed, so it is time to let the membership know what happening in 2020. Below is the list of the major events that are taking place at Lasham, and as usual the full list of courses and training weeks will be available on the Lasham web-site at the end of November.

Jaca spring expedition 9 March - 4 April

Start the season early with some mountain and wave flying in a Lasham two seater's with an experienced instructor. The list will be open in the office on Saturday 23 November, and I am sure, based on



Alps - Also different from Hampshire

the demand in previous years, it will be filling up fast.

Serres 11 May - 20 July

This year we will again be running an expedition to Serres in the French Alps. Due to the demand we will again be basing our Duo there for six weeks with Merv Saunders, G Dale and myself instructing for that period. More details will be sent out shortly and the expected opening of the list will be in early Jan.

Aboyne 4 - 23 October 2020

A chance to extend the season with some wave flying with the possibility of Gold and Diamond heights. Aboyne is one of the few places in Europe that has a wave box that allows flights above FL 195. So if you fancy a trip up north in October either come along and use the Lasham gliders or bring your own and join in the fun.

Advanced Courses

We are again running a full program of advanced training and soaring courses throughout the summer. These courses fill up quickly, so I suggest that you check out the 2020 year planner on the Lasham website

https://cdn.shopify.com/s/files/1/0118/6842/files/2019_year_planner.pdf?4673048001143346405

Winter lectures

Once again, our instructors will be running a series of winter lectures starting in January with the aim of help you study and pass the Bronze theory paper. These lectures last around 2hrs with a coffee break half way through

When the dates are confirmed in November, we will send out an email to all members.

Colin Watt

CFI Lasham Gliding Society

Come and join the fun.....

NEW YEAR'S DAY 2020

**LASHAM GLIDING 12th ANNUAL CHARITY
'RUN/WALK'**

For the Hawk Conservancy Trust

Supporting their hospital enabling injured birds to be returned to the wild

Once around the airfield (approx. 3 miles)

Children over 10

Sorry, NO dogs (because of flying activity)

Start at 11am & finish at Clubhouse

Entrance fee £5.00 (pay on the day)

- Hot toddy for all entrants
- Refreshments & bar
- Fantastic tombola

Sponsorship forms - marjoriehobby@aol.com



As 2019 begins to draw to a close, our thoughts often turn to reflect on the year that has been and the one that is about to start.

This year has been one of many high points - with many remarkable individual achievements by pilots of all experience levels, both within the confines of Lasham and beyond.

Our top pilots have done us proud internationally, and Lasham was a key component of the very successful British Team. It was particularly good to see our junior pilots acquitting themselves so well among the best in the world to show that they are the best in the world. Looking forward, we wish the British Women's Team every success in Australia next January.

Aside from the many highs, we have had some low points as well. The Farnborough airspace 'saga' reached a conclusion of sorts during the year. Having been given the go-ahead by the CAA in summer 2018, we sought a Judicial Review of the decision. This eventually culminated in a two-day hearing in June. When the judgement was eventually handed down the ruling went against us. We immediately considered the merits of mounting an appeal. Independent QC advice, however, was that we would have a low chance of success, and so the CoM took the decision not to take legal proceedings any further.

Our priorities since then have changed to dealing with the consequences of the new airspace - due to come into force on 27 February 2020. Colin and Gavin are leading the charge on a broad-ranging programme of work, some of which Colin will be sharing in this edition of Rising Air.

Needless to say, we are taking things very seriously. We have already met with the CAA and ensured their direct engagement and support

throughout the pre and post-implementation phases; we have had our first meeting with TAG Farnborough to begin the process of joint work, and will be meeting with them in early November to progress things further as we look to put in place a Letter of Agreement that will minimise the adverse effects of the airspace on our operations.

All of us will have a role to play in making sure that impacts are minimised, and there will be regular communications to all members over the coming weeks and months on different aspects of our mitigation measures.

Our forthcoming SGM - Gavin will be sending out the formal notice shortly - will provide the opportunity for us to go into more detail on what we are going to be doing. Please keep a careful lookout for communications on the subject. There will be plenty between now and February, and then regularly thereafter. It is important that we all play a responsible role in ensuring that we support the safe and effective implementation of the airspace. If you have any questions that you cannot find an answer to in the information that is sent out, please do not hesitate in contacting Colin, Gavin or myself.

Airspace will not be the only change that will affect us in early 2020. After a number of years of delivering a restaurant and bar operation that has made Lasham the envy of the gliding movement, not to mention a destination for many visitor groups, Nik and Fiona have decided to wind down the activities of the Golden Glider.

Their contract with the Society comes to an end in early-April 2020. Gavin, with the support of Chris Gibson, is in the process of seeking expressions of interest from parties that would be interested in taking the operation on. Our aim, as Gavin will expand on separately, is to continue to maintain a high-quality catering operation. In the meantime, we look forward to having Nik and Fiona and their team continue to look after us for a few more months, and wish them every success in whatever they move on to next.

Our thanks and best wishes also go to John McCullagh and Julian Richardson. As two long-serving members of the Committee of Management, John and Julian have seen the Society work its way through a number of very difficult years given the developments taking place at Farnborough. Coupled with their respective additional roles as Treasurer and as a key member of the airspace team, they have both carried significant additional responsibilities and workload. John and Julian have decided to step down from the CoM slightly ahead of our next AGM. They will, however, continue to support the work of the Society in their respective roles as Treasurer and airspace team member.

The CoM will be bringing two people onto the CoM to cover the two vacancies that now exist. This will be for the period to our next AGM when the normal election process will ensure that the CoM is brought back to full strength.

We are rapidly approaching the time of year when the temptation is to hibernate until the start of the next soaring season. Whilst I wish you a warm and comfortable winter, I encourage you to continue to fly over that period. If in so doing you choose to stay local or 'venture south', have fun and stay safe.

Patrick Naegeli

Congratulations to Ollie Dunnett for gaining his Dash 8 type rating with Flybe. Ollie was our summer towplane pilot in 2017 and did a large part of his hour building with us.

Pictures opposite taken at Aboyne by Allan Melmore (I think) and Jordan Bridge





Collecting achievement badges in gliding is both nice to have and an enabler to move forward and onto greater things.

Having got my Bronze and cross-country endorsement some time ago, I wasn't in a particular rush for my Silver, but I bravely had a go at the Silver Distance a year after. This gave me an opportunity to take a picture of SH8 on the ground at Membury airfield while waiting for an aerotow retrieve – so no badge (but did it have to be the CFI who flew in to collect me?). It did at least tell me that I had the capability to fly a decent distance away from Lasham – sometimes the most difficult thing to do. I had a couple more goes but sneaked back to Lasham before getting very far and pretended it didn't happen.

Much, much later I took delivery of my shiny new 18 metre cross-country machine (*with jet! Ed*) and quickly knocked off the Silver Distance and the 100k Diploma (what was all the fuss about?).

Silver Height came along during a trip to Aboyne (going for gold but...) and there it stayed. Whilst I gradually extended my range and duration

in the following season (in the shiny machine), I was 'kinda' tip-toeing around, getting to places like Salisbury, Hungerford, Didcot, Devizes and Oxford in 2½ to 3½ hours.

The third requirement of the Silver C is the Five Hours. This is a long time to be flying, and I had never fancied doing several laps of Alton, Popham and Basingstoke to get it, so I had decided that I would do it sometime during an XC task. It would be flown nicely and slowly being reeeally conservative (high as possible) and climbing every half mile – which I seemed to be doing anyway.

A Gold Distance of 300km seemed to be the way to go and the opportunity presented itself on 21 May this year. It was pointed out to me by my friendly OO that if I did it with just two turn points, I could qualify for a diamond goal – really? me? Part of a Diamond Badge? I thought only the good guys have those.



Approaching Stroud, with the Severn in the distance

So, the chosen task was Stroud East (SRE) and Northampton South (NOS) which scarily meant going significantly further west than I have ever been and further north, but worse than that, around the Brize zone (no way back; there be dragons etc.)

I set off into 5kt NW with improving climbs getting to 4k AMSL, though



occasionally only 3k around Marlborough, but all was going well when the Severn came into view – how exciting! Don't think about how far you are from Lasham, just watch the kilometres to the turn-point dropping away.

I turned Stroud and reached Chipping Norton and it was all going well until it started not going at all well. The climbs were getting harder to find and weaker – oddly just as I was half-way along the Brize Zone – so it was true about being on the far side!

The climbs to 3k no longer were happening and soon I was struggling to be at 2k and scraping along getting just enough lift to make it to the next meagre cloud. This lasted until I left the Brize Zone behind me and then strangely it got better. I was back at 3k breathing a little easier. I noticed there were good looking climbs inside the Brize Zone so clearly the RAF were keeping them there to make gliders struggle just outside!

The rest went well, turning NOS at 4k then thankfully heading south, flying around the Benson MATZ and taking a great climb at Cowley – it always works, as I'm finding.

A steady 45km glide from there all the way to Tadley, (the shiny machine doing its stuff), a quick top up and down to Lasham with height to spare, but not too fast as I needed to loiter for a few minutes to nail the 5 hours. Then down for tea and medals, as they say.

So that was the Diamond Goal in the bag (subject to the OO being happy) which also brought the Gold Distance with it and the Silver Duration, which as the last of the legs needed for the Silver C. Four out of one flight and very pleasing. I doubt if I'll get that many mentions in S&G any time in the future, but it does make you feel that you can hold your head up somewhat as you walk down the grid. The trouble with getting a Diamond is that I feel obliged to go and get the other two now.

Everybody has their own pace in how they move forward and clearly I'm not the fastest, but the key is to move forward when everything feels right, but you need to push yourself a little so you don't miss the opportunities.

Terry Dunford

I was puzzled by the new SDMP procedures and so I asked the Chairman of the BGA Technical Committee, Howard Torode, why there is a new system and how it will work. Here are my questions and his answers.

What is a self-declared maintenance programme?

The Self-Declared Maintenance Programme (SDMP) is an EASA development that introduces greater flexibility for aircraft owners. All EASA sailplanes including powered sailplanes including TMGs are required to use an SDMP from 1 October 2019 at the next inspection.

The SDMP requirements permit owners to develop and tailor a maintenance programme for their particular aircraft. For example, the manufacturer of your little-used sustainer may specify that it should be completely stripped down every five years. You might think this is going to cause more problems than it prevents. Fortunately, the SDMP can now be tailored so that you have the option of whether or not you want to do it, provided this can be justified.

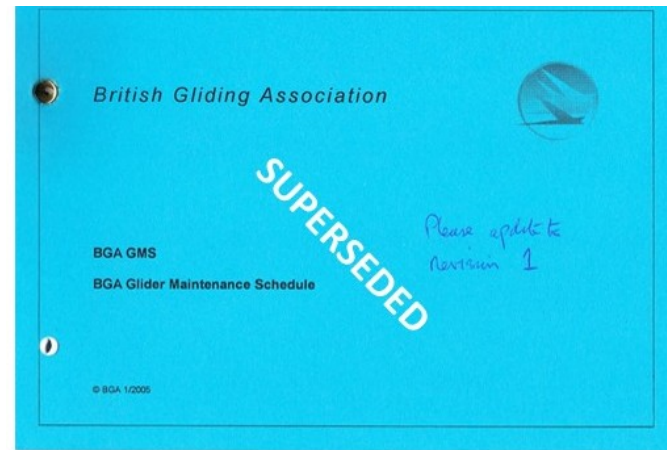
A car might develop a fault, even though the MoT test was done a few days earlier. It has therefore always been the driver's responsibility for the roadworthiness of a car. Similarly, the SDMP emphasises that the legal responsibility for the continuous airworthiness of a glider is the owner's.

My ARC is done each year by an inspector and I just send a bank transfer. Can't I just carry on as before?

Yes, you can get your ARC done as before. However the new flexibility will allow your inspector to identify opportunities where some previously compulsory checks are not really essential for your glider, or at least not as often.

The policy point on SDMP is that the OWNER is identified as the responsible individual for maintaining the airworthiness of his airframe, not the inspector.

If as an owner you have a commercial arrangement for your maintenance, then this follows the normal contractual principles. If you have a 'private' understanding with your inspector, then logic suggests that you should still have some understanding of the rights and obligations you will hold. If you are satisfied to leave all this to you inspector who advises you, then carry on as before, and let the inspector develop the SDMP for you, but note that you still carry the prime decision/responsibility for its contents.



This GMP system has now been replaced

The BGA's Generic Maintenance Programme (GMP) used to describe the maintenance requirements for my glider. What happened to it?

From 1 October 2019 SDMP replaces GMP. SDMP must now be used for all annual maintenance associated with ARC renewals after. The

GMP had a form (267) titled Glider Maintenance Programme Report. This listed all the tasks required to create an ARC for any glider, and the inspector initialled each line to certify the job had been done. The new procedure creates a list of tasks for your specific glider.

Does an SDMP to allow me to do minor jobs eg changing the tyre on a tailwheel?

SDMP has been created to recognise, enable and formalise this practice. You record and agree the scope of the pilot owner maintenance within the SDMP proforma, which is signed by you, the owner, and the inspector.

It is now after 1 October 2019. Can I fly my glider if I do not yet have an SDMP? Is my insurance still valid?

The airframe's current annual maintenance and ARC remains valid to its original validity dates. Your inspector will need to use an SDMP for the annual maintenance in the course of your next ARC renewal

The template form, also called 267 to create familiarity, looks much like the check-list that my inspector fills out each year. Can he just create an SDMP from what he knows about my glider?

The transition from 267 to SDMP has been configured to be as simple as possible. While the legal stuff on the first two pages is new, the new schedule itself is also very similar. Nevertheless your SDMP is specific to your airframe, and ownership. Your glider's existing documentation such as its Form 267, and Form 280 (*Record of Mandatory AD's and other measures applicable, and complied with, on your specific airframe*) will be particularly useful on assembling your compliant SDMP. However you can help your inspector fill in the first two pages (name, address, etc) and provide an electronic copy so that other items can be added easily.

I have a simple Standard Class glider, much like several other types. Can I just copy someone else's SDMP for a similar sort of glider?

The BGA offers, free of charge, but without commitment, SDMP drafts for many popular airframe types. This is an expanding part in Gordon MacDonald's role. Our inspector force has been asked to share drafts on a basis of no-obligation.

<https://members.gliding.co.uk/library/example-sdmps/>

That said, the owner and inspector using these is wholly responsible for substantiating and justifying its use as applied to a particular airframe.

Does anyone approve my SDMP? What happens if I miss something out? Is it compared with the SDMPs for other identical gliders?

The OWNER approves and accepts the SDMP (that's the whole point) It is in fact the owner's agreement and recognition that the maintenance programme and the freedoms given to him as owner are appropriate. Beyond that, the SDMP replaces the old Form 267 as a declaration that annual maintenance has been completed as a prerequisite for ARC renewal and award. As the signatory, omissions are the OWNER'S problem.

How often can I change my SDMP?

The rule requires it to be reviewed annually by the inspector, and there is provision for version update. If it is agreed that there is no need for an update, for example, there are no new AD's or changes of practice applicable to your airframe, then the existing version can continue to be used until such time as a change occurs. A different inspector would of course need to sign and accept your current document.

I have an old style logbook for my glider. Any effect?

The process is made somewhat more convenient if older airframes converted to the new (blue A5 ring binder) logbook.

I have an Annex 2 glider. Can I just ignore all this stuff and carry on as before?

Yes, for the present. However they have changed the name of Annex 2 to Annex 1!!

John McCullagh

Date	Pilot	Glider	Task	Km	Km/h
22-Jun	Jake Brattle	ASW 20 (15.0)	Alton - Westcott - Soham - Leominster	577	90
22-Jun	Finn Sleigh	ASW 20 (15.0)	Alton - Westcott- Soham - Leominster	577	89
21-May	Finn Sleigh	ASW 20 (15.0)	Alton - Hereford RC - Feltwell -Stony Stratford	586	87
21-May	George Metcalfe	ASW 28	Brecon SW - Crowland Bridge	604	82
04-May	Andy Aveling	ASG 29 (18.0)	Alton - Eastbourne - Weymouth - Mynd -Dorchester-Alton	810	81
22-Jun	Simon Brown	LS8	Alton - Westcott - Soham - Leominster	562	89
04-May	Martin Roberts	DG 800 (18.0)	Alton - Eastbourne - BreconSW - Bala	758	78
03-Jul	Andy Aveling	ARCUS	Eastbourne - Ponstiscill (South Wales) - Northampton S	658	92
03-Jul	Roy Pentecost	ASG 29 (18.0)	Arundel - Talgarth - Oundle	624	93
03-Jul	Patrick Naegeli	ASG 29 (18.0)	Arundel - Talgarth - Oundle	624	92
21-May	Chris Starkey	ASG 29 (18.0)	Cocking - Hereford Cathedral - Feltwell	623	92
12-May	Adrian Emck	KA 6E	Butser - Islip - Feltwell - Oxford S	472	74
13-Aug	Andy Aveling	ARCUS	Edgehill - Framlingham - Shipston-on-Stour	601	107
03-Jul	Jeremy Pack	ASG 29 (18.0)	Eastbourne - Micheldever - Anty Cross - Stourport	615	91
02-Jul	Jez Hood	LS8	Eastbourne - Overton - Hembury Hill	530	99
21-Jun	Jake Brattle	ASW 20 (15.0)	Alton - Westcott - Ely - Great Malvern	503	89
21-Jun	Finn Sleigh	ASW 20 (15.0)	Alton - Westcott - Ely - Great Malvern	503	89
02-Jul	Andy Aveling	ARCUS	Eastbourne - Chippenham W - Bovington - Bovey Tracey	662	85
20-Aug	Andy Aveling	ARCUS	Stratford - Ipswich E - Long Marston	645	94
01-Sep	Andy Aveling	VENTUS 3 (18.0)	Eastbourne - Bullington - Axminster - Kingston Bagpuize	551	105

As usual I have listed the best twenty flight from Lasham (or from a TP nearby) from the BGA Ladder out of the 892 posted by Lasham's members since 19 January 2019. Total distance 283,612 km. Last year 989 flights totalling 299,278 km were posted.

This represents 10% drop in the number of flights versus 2018, though the average distance flown went up! This indicates that we seem to have made the best of the days that we had.

Nationally 4,898 flights were posted on the ladder versus 6,084 in 2018. This is a drop of 19.5%! The weather elsewhere must have been even worse. Consequently Lasham's share of the UK's cross-country kilometres was 25% this year versus 20% last year.

As you can see, "best flights" doesn't mean longest. The scoring system put Roger Barber's 900 km flight at 27th in the points.

Catch-up days

If you read the notice-board in the Clubhouse corridor, you will know that we have a Catch-Up day every second Saturday in the month between April and November.

The idea is to encourage former members (and current ones are always very welcome) to come to these days, to 'catch up' with friends. In the last four years so many people have said how much they have enjoyed themselves at these gatherings.

It is a very informal get together. People turn up anytime after 11.30, to have a drink, coffee and natter and then lunch. People travel from Cornwall, Bristol and London regularly. Overseas ex-members drop in from time to time. It is a great way of keeping in touch with people and making one feel one is still part of Lasham, which has meant so much to us in the past.

The weather on 12 October would have put most people off going anywhere, but 14 people turned up. Although Tony Segal can no longer drive, he travelled from London by train, coach and taxi, taking five hours to get to the Club (replacement bus service apparently) I think says it all, about what our gatherings mean to former members.

Next time (9 November) will be the last Catch Up of the season, so we will have a little party (I have booked the conference/TV room) with maybe the odd Lasham song or two, so get your vocal chords tuned and come and join in the fun.

We have an annual Pimms Party in June, which always goes down well - I can't think why! People bring photographs (which are kept in a scape book) bringing back happy memories and tell tales of Lasham in the early days.

If you would like to join us, you are more than welcome. Let me have your e-mail address and I will add you to the 49 already listed!

Mgh911@outlook.com

Marjorie Hobby



Lasham held the National Aerobatics Championships 12-14 September. Unlimited Team, Will Jones, Joel Hallewell and Carl Cox.

Herrie ten Cate produces a podcast about gliding. Issue five takes a look behind the scenes of the 2019 Pan American Gliding Championships and the role of Contest Director. There is an interview with Ken Sorensen, who is a well-known American competition pilot. Chester Fitchett tells us about his multiple 1000 km wave flights in the Rocky Mountains.

<https://thethermalpodcast.libsyn.com/>

This year's summer gliding tour brought us to Issoudun, located in the heart of France between 20-27 July.

This is also the place where our former gliding captain Toby Freeland achieved an amazing sixth place only two weeks before in the International Issoudun & BGA Overseas championships. Therefore, we had high hopes for some great gliding weather.

And the weather was indeed great for soaring, but at the same time the temperatures were incredibly high (>40°C every day).



left to right are: Shaun Murdoch, Antoine Aulnette, Chung Poon, Donato Clun (sitting), Milla Puolamaa, Anne Soltow, Nikolai Smirnov

Nevertheless, after a full day of driving on Saturday, the first two days in Issoudun were great and everyone got a good amount of flying time in... until 496's radio stopped working on Monday evening and just as we found some new fuses, the next bit of bad luck hit us. 296's starboard aileron was damaged while being towed back to the trailers and locked in a maximum position.

Thus, Tuesday's wonderful flying weather was unfortunately missed out on due to reparation work. The good thing is that at the end of the day, we managed to free up the aileron (still needed an inspection

though, so we did not declare it airworthy) and thanks to Donato who found the dodgy connection and the wonderful help of the French technician Michel, we got the radio working again, so 496 was good to go!

So we resumed our flying on Wednesday full of new enthusiasm and some wonderful thermals building up just before the storm set off at 6pm. On Thursday, we even got Issoudun's Duo Discus out, so more people could go flying. What a beautiful plane!

Thankfully, the rest of the tour was uneventful apart from more and more storms forming in the evenings which did not give us much flying time. We enjoyed the days at the airfield a lot though, playing cards, practicing our French, playing football, enjoying delicious French baguettes and enjoying nice cold well-earned beers in the evenings.

And although the French did not really seem to like us 'British' (Shaun was the only British national for most of the week) much in the beginning, we got along with them very well in the end.

All in all, it was a very eventful week, and despite all of the big and small incidents and the heat, we managed to make the best out of every situation, got a good amount of flying in in the end and we all had a great time!

Special thanks to Donato, Nik and Antoine for organising this trip, to Giorgos, Donato, Shaun, Nik and Dilip who towed the gliders, to everyone who helped us fix the gliders and to our wonderful instructor Shaun who came to fly with us all week long despite the heat.



Anne Soltow



The British Gliding Team had an outstanding result in the European Championships at Prievidza, Slovakia with Tom Arscott and G Dale taking Gold and Silver medals in the Club class. Congratulations!

Congratulations also go to Matt Cook, the 2019 20 metre and 15 metre National Champion! Kim Tipple won 18m Nationals and Jez Hood the Standard Class Nationals



Our thanks go out to Tomasz, our summer staff tug pilot for 2019 who clocked up well over 1000 tows and 200+ hours with us towing gliders with our Robin DR400 and Piper Pawnee towplanes. Tomasz is completing his ATPL theory and is looking for a career in general aviation/flight instructing in the future. All of us at Lasham wish him all the best and hope to see him around again soon!



There was further success. On 14 September we celebrated all our winners (see caption below) at an event in the clubhouse.

We now look ahead to the British Team competing in the 10th FAI Women's World Gliding Championships at Lake Keepit, Australia!

One of our winch drivers, Melina James, was sent solo by Michael Harrison on 28 August. She joins us from her gliding experience with the Air Cadets at 622 VGS where she continues to fly also.



Left- Right G Dale & Tom Arscott, Steve Jones and Garry Coppin- Silver Medal- 20m Class (European Gliding Championships- Stalowa Wola-Turbia, Poland) Finn Sleigh- Silver Medal- Club Class (Junior World Gliding Championships- Szeged, Hungary, Jake Brattle- Gold Medal- Club Class (Junior World Gliding Championships- Szeged, Hungary)

We have had a request from 2Excel Engineering, for people on site to keep a suitable distance away from the parked airliners on the south side of the airfield. There will shortly be fencing put up around them to protect these further.

We're well into Autumn now and for us vintage enthusiasts it is the time for doing Cs of A and glider restoration, plus maintenance on the hangar and site. The big event for us in recent times has been the vintage Task Week.

Task week

I had the pleasure (!) of being both the director and task setter for this which ran 17-23 August, Saturday to Friday. In the run up the weather had been so bad I actually considered pushing it forward another week. However, I abandoned this notion when reflecting that several participants had almost certainly booked their holidays for the event.

Remarkably we flew on all seven days though for two of them, it was just local soaring: no cross-countries. In the end "Lady Weather" smiled on us, well sort of! It was a challenging week for vintage gliders, especially the lower handicapped ones, as, apart from the final Friday, we had to contend with brisk to strong SSW to westerly winds throughout the period.



Harbinger designed for the BGA 1947 2-seater competition. First flown 1958. Photo Paul Haliday

24 different gliders and 30 pilots flew. The longest task achieved was 224km around three turning points on with pilots completed the task. Rob McEvoy did great work during the week doing all of the scoring.

We were very pleased to receive a number of visitors from outside Lasham. Jed and Suzy Edyvean brought their beautiful Harbinger two-seater along. Most noteworthy was Dave and Jenne Goldsmith who had come from Melbourne, Australia. Dave is the president of the Australian Gliding Museum at Bacchus Marsh, Victoria.

Maureen Pullen organised a great prize-giving dinner in the Lasham VGC hut on the Saturday. The prizes were presented by LGS's chairman, Patrick Naegeli, as follows.

- John Young received the David Innes trophy for winning the main competition. John flew a L-Spatz and his home club is Nene Valley.
- Richard Moyse came second in the main competition flying a Sky and won the Gary Pullen cup. In fact Richard Moyse also won the Keith Green trophy for what was judged to be the best flight of the competition, the only one to complete the longest set task, 151km. Note we refused to give Richard a suitcase to take all his ill-gotten gains away!
- Al Baker won the Geoffrey Stephenson trophy for the best flight during the competition in a GHC glider – completing the 116km task on Day Four in the YS53 – "The Beast".

Slingsby "Pink Panther" T8 Tutor

This has been kindly donated by Bob van Aalst and his wife Sylvia who delivered it to Lasham on the 19 June having trailed it from Holland. It was fantastically restored by Graham Saw and Mike Birch at Booker 1990-92, which was when it acquired its very distinctive colour scheme and hence nickname. Bob and Sylvia's daughter, Mira, painted the logo on the fuselage. It is quite an old glider. It was first flown 18 April 1946 and last flown in July 2011.



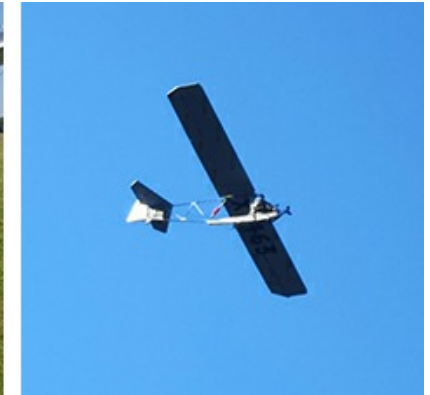
Pink Panther T8. Photo by Bob van Aalst.

Below: Before restoration



Slingsby "Grasshopper" T38 Primary

This has been donated to the GHC by Gary Pullen and Paul Wheatcroft. It has just had its CofA and a number of intrepid characters, including the LGS chairman Patrick Naegeli, have been flying it.



Left: Jordan Bridge, DCFI, just before his winch launch. Right: Patrick Naegeli LGS's chairman on aerotow

Recent events supported

- 22-23 June Odiham "longest day" weekend
- 6 July Bentworth fete
- 13 July Medstead fete
- 20 July Odiham Kestrel GC 70th anniversary
- 15 Sept Abbott-Baynes memorial unveiling at Wrecclesham

Dates for the diary

Plans for 2020 event participation are still to be formulated. However, note that the BGA 2020 Annual Conference is scheduled to be held at the Belfry Hotel, Nottingham, Saturday 29 February – an easy date to remember! It marks the 90th anniversary of the founding of the BGA and the main theme is vintage gliding. I expect the GHC will have a big team up there with at least one glider on display.

Flying

Sort of average year that from the flying fees perspective was definitely helped by a successful Task Week. (*Ed: You must have been getting better weather on the south-side!*) Looking at the big picture the Gliding Heritage Centre is unquestionably a huge success story. A darkish spot? Yep, the amount of flying the GHC-owned gliders are doing. There is a number of very reasonable performance gliders available and it is cheap! Is it the issue of getting them out of what are pretty tightly packed hangars? It could well be. This is a conundrum for the GHC committee to try and address over the winter. As a new and very attractive glider: the prototype Slingsby Type 51 Dart should be flying in the Spring.

Grunau arrival

Many of you know I am passionate about vintage gliders. Here's a true story.



Photo: Paul Haliday

I was flying my 1948 Grunau Baby open-cockpit glider on a "cross-country" heading north over Basingstoke. The westerly wind was a bit stronger than I had anticipated and I was being blown toward the London TMA. I saw Blackbushe Airport close by and decided to land. Fortunately I was carrying a hand held radio.

Here is a transcript of the radio calls between me and the tower.

Me. Blackbushe This is Glider Alpha Quebec November.
Tower. Aircraft calling Blackbushe, repeat please.
Me. Blackbushe This is glider callsign Alpha Quebec November

Update on the GHC workshop project

We have recently raised the funding "thermometer" to £30k. The estimate is not set in concrete but our opinion is that we will need £70k set aside in the bank before starting actual construction. However the cost of a fully equipped workshop is estimated at £130k. We are optimistic we could be getting some sizeable donations in the relatively near future, so attaining the £70k initial goal might happen this year, though it is more likely in Spring 2020.

Wasserkuppe Trip

Still time to book a place on this. For all of the details go to

<http://www.glidingheritage.org.uk>

Glyn Bradney

Tower. A long pause - Aircraft calling, repeat callsign.
Me AQN
Tower Aircraft calling, we need your full registration.
Me. Glider AQN that's all I have, I need to land at your airfield.
Tower AQN All received. We are using Runway 25 with a left-hand circuit. The wind is westerly at 12 knots
Me Thank you Blackbushe. I would like to land on the grass
Tower Glider AQN we are not licenced for grass operations, Please use runway 25.
Me Thanks for the offer, but I have no wheels on this glider.
Tower A long pause. Glider AQN repeat your last message please
Me I don't have any wheels on my glider and I will be landing on the grass outside your clubhouse.
Tower We have alerted the fire service

With that, as I landed normally on the glider's skid outside the clubhouse I was greeted with three fire tenders with some very enthusiastic firemen just about to spray me with foam. After much hilarity, I met with the airfield manager who now understood why I couldn't use the runway.

Gary Pullen

Wasserkuppe Segelflugmuseum Tour, 2020, Germany

Sunday 26th April - Wednesday 29th April 2020

4 day escorted tour from £450



Travel by luxury coach with reclining seats, tea/coffee facilities & WC

3 nights' accommodation in twin-bedded / single rooms with private facilities

Dinner (3 courses set menu excluding drinks) and buffet breakfast at each hotel

Return Channel crossing by Eurotunnel

Free entrance to Segelflugmuseum

Join us on a 4-day escorted coach tour to this famous museum. Situated 3,000ft on the highest mountain in the beautiful Rhön in the German state of Hesse. The museum is considered to be the largest glider museum in the world with over 120 years of gliding history from the simple Otto Lilienthal glider to the most modern high-performance models of today.

The tour is being organised through the Gliding Heritage Centre, The Vintage Gliding Club and Lasham Vintage Gliding Club in association with T4 Travel Ltd, a European coach tour specialist and Farnham Coaches Ltd.

Tour starts at Lasham Clubhouse at 06.30 am on Sunday 26th April. Luxury coach to Folkestone for the Eurotunnel to Calais. Overnight stay at a 3 Star hotel in Monheim, near Koln Germany. The following morning complete the final leg of our journey and arrive at appx 13.00hrs. We have the full afternoon to explore the museum. At closing time drive the short distance to our hotel for the night which is the 4 star Best Western Rhoen Garden Hotel at Poppenhausen. This hotel has excellent facilities such as a leisure centre with indoor pool; saunas; bowling alley and billiards tables.

On Tuesday morning re-visit the museum and perhaps take time to view the famous "slope" and surrounding areas including the monument to the Fallen Airmen or if you wish stay at the hotel and enjoy the fabulous facilities available to you. At appx 14.00 board the coach for home tracing our steps back to Monheim for our overnight stay. The following morning travel to Calais for the mid-afternoon crossing to Folkestone. Expected arrival time at Lasham is 19.00 Wednesday 29th.

For further information or to book go to the Gliding Heritage Centre website <http://www.glidingheritage.org.uk/> or contact Hilton Thatcher via, tours@glidingheritage.org.uk

Note: This tour is organised independently of Lasham Gliding Society Ltd

We have arranged another season of Saturday evening events again this winter. There will be with something on most Saturday early evenings. Most events will be free of charge, unless stated otherwise and you do not need to be a member at Lasham to attend. Non-members are also most welcome. Some dates and talks might change and some are not yet fully arranged but listed below is the current situation. Updated lists will be issued as the season progresses.

Saturday talks will usually start at 6pm and will be held in the Brown Elephant briefing room at Lasham. Although most of the events are free of charge it is customary that a collection is made at the for the Lasham Trust or other deserving cause of the speaker's choosing.

Dinner will be available in the restaurant afterwards. **Booking is advisable** at thegoldenglider@outlook.com. Or 01256 384910. The bar is also available to members and visitors at all times. All events are subject to short notice change so if you are travelling a long way please check first to verify that it is still taking place.

Saturday 2 Nov – An update by Andrew Blundell on how he founded Vertigo covers and the business success story that it has become. - Visitors welcome.

Saturday 9 Nov – A talk by Professor Ian MacAndrew on low speed aerodynamics at high altitude and their use in UAVs. Visitors welcome.

Saturday 16 Nov – Another visit by WW2 veteran Rusty Waughman who will also tell about his role in the Berlin Airlift. Visitors welcome.

Saturday 23 Nov – Rescheduled from last season - A talk by Dave Latimer on the "Glide Britain" promotional activities for our sport that took place across the nation over the last couple of years. This talk had to be cancelled last year because of snow. Visitors welcome.

Saturday 30 Nov – 16:00 Lasham Gliding Society Special General Meeting – This is a members only event.

Saturday 7 Dec – A talk by Tony Fendall entitled "Kronfeld on gliding and soaring". Visitors welcome.

Saturday 14 Dec – 1970s themed Lasham Dining in night. Fancy dress optional. More details to follow. Visitors welcome.

Saturday 21 Dec – No Lasham event will be organised.

Saturday 28 Dec – No Lasham event will be organised

Wednesday 1 January 2020 – Traditional New Years Day Charity "Fun" Run/Walk/Stagger /swagger around the peri track. Arranged by Marjorie Hobby. Meet at the Clubhouse for an **11:00 AM** start. Visitors welcome but a small charge will go to charity.

Saturday 4 Jan – We start off the new year evening talks with another talk by retired Detective Chief Superintendent Paul Stickler on historical murders in the 20th Century and before. Paul's talk was very well attended in previous years and this next episode will focus on the Kray Twins. More info on Paul's excellent web site: www.historicalmurders.com. Visitors welcome.

Saturday 11 Jan – A talk by Neville Cullingford entitled "Blue Skies - the story of the Royal Observer Corps 1925 - 1945". Visitors welcome.

Saturday 18 Jan – A talk by Frankie Webb on the life of the famous Farnborough Aerodynamicist, Tillie Shilling. Visitors welcome.

Saturday 25 Jan – A talk by Ben Flewett and Rachel Hine on their exploits among a group of people who rode small "monkey bike" motorcycles across the Andes. Visitors welcome.

Saturday 1 Feb – To be confirmed, the juniors will hold an event on this evening. Visitors welcome.

Saturday 8 Feb – A talk by Colonel (Retd) Jonathan Welch CBE on Improvised Explosive Devices in Afghanistan 2009 to 2012. Visitors welcome.

Saturday 15 Feb – A talk by Air Chief Marshal (Retd) Sir Richard Johns on the Royal Air Force past and present from a personal perspective. Visitors welcome.

Saturday 22 Feb – A talk by Allan Melmore on UK aviation fuel supply, its history in war and peace. Visitors welcome.

Saturday 29 Feb - BGA Conference this weekend. - A Lasham event is planned for this date and will be notified in due course and visitors welcome.

Saturday 7 March – 16:00 Lasham Gliding Society Annual General Meeting. This event will be for LGS members only.

Saturday 14 March – A talk by Artyom Liss entitled "The end of the Media? What's happened to journalism, and can we fix it? ". Visitors welcome.

Saturday 21 March –A talk by G Dale on bailing out and also about his recently published books. Visitors welcome.

Saturday 31 March – Clocks spring forward on this night. Subject to confirmation we will welcome Alan Meredith – Chief Pilot for the British Antarctic Survey for an update on flying in Antarctica. This is subject to Al's Antarctic duties finishing in time for the talk. Visitors welcome.

Hosting team will be Nicki Marchant, Morag Saunders, Debbie Scholey, Chris Gibson, John Delafield and myself. We hope to see you at some of these events.

Mike Philpott

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See www.lxavionics.co.uk in Safety and Survival section for more details or contact John Delafield at Lasham (D143) or call on 01256 889789 or 07850 950349
Free delivery to Lasham for any Lasham member.

Recently there has been some discussion at the club about ageing pilots and when is it time to retire from active gliding/tugging.

Usually ageing pilots either decide to give up themselves, or have health issues, or they have been involved in an incident resulting in an interview with the CFI and maybe safety officer.

As I am perhaps now in this ageing pilots category. In between snoozes and repeating stories to a steadily declining audience, I have been giving it some thought. It appears that there are two types of pilot, the self-critical and those confident in their abilities.

For what it is worth. I gave up instructing and tug-flying on my 70th birthday. I was not told to do it. One of the reasons was that I felt that I was slowing down and was not as sharp as I used to be. I had not received any complaints about my instructor performance from the CFI, but felt it would be wise to retire before something happened that required the CFI's intervention.

On the instructing side I used to really enjoy teaching people to fly gliders. Even now I look around and see, with a great deal of satisfaction, some of my ex-pupils that are now established in the gliding community, or even done on to military or commercial flying.

But, I got older I started to find instructing a chore and did not cope well with the responsibility of running the launch point. Because I was resenting being an instructor I was not being fair to my pupils and would get irritated by them. Part of this may have been due to me having shares in three gliders (*see footnote*) and missing out on good cross country days.

To be fair to pupils one needs to be enthusiastic and hopefully some of that enthusiasm will rub off on them. Basically if you are not really enjoying instructing don't do it, there is a tendency to carry on because you don't want to let the club or your pupils down.

Regarding the tug-flying. I got my PPL because the club I was with at that time had brought a tug, but were short of pilots. Power flying does not really float my boat but I did enjoy the challenge of getting my PPL and tugging.

On a good soaring day with a busy launch point, tug pilots really need to be extra vigilant. There are so many things that have to be taken into account, such as what speed you need to suit the glider that you are towing, looking out for and avoiding conflicting traffic, planning a climb profile that will place your customer in or near a thermal, remembering engine management after the glider has released, flying fast powered descents through a congested sky, positioning in the circuit to avoid wasting time, monitoring fuel state etc etc.

As the ageing process started kicking in, I became concerned that my reactions may become too slow to cope with all of that, plus it was becoming very hard work pulling tugs out of the hangar on my own, I decided to stop, which I did, just like that, no regrets.

I still have a choice of three gliders to fly and, when I feel like it, I will get one of them out and enjoy a flight. (*Hon Treasurer & Ed: Phew!*) Often they may be cross-country flights, but they are just touring and not worthy of entering on the National Ladder. (*Ed: Please log all flights to show we use the airspace*) I realise that in the not too distant future I will have to give up flying as P1, then I will probably be happy to fly as P2 providing that I remain fit enough.

Remember the old saying that it is always better to quit while you are still ahead. Think about it.

Mick Wells

Note: I have a share in the ASH25 BB, a Kestrel 20 G-DCSK (I believe that it was owned by Wally Kahn when it was new) and an Olympia 2b with the comp number 127 on its fin and rudder. I did my Silver Distance in it in the 1970s. It lives in the Gliding Heritage Centre

I have heard it said that gliding is sailing in three dimensions.

George has written a piece to show that sailing is much more than that. OK, it isn't about gliding, but I am not limited for space. Ed



George Metcalfe



Chris Starkey

I've been sailing around the Solent for some years now, having bought a "Hawk 20" (a big dinghy, named Blue Dwarf) in 2011. In the last three seasons, Chris Starkey has joined me often. He's always keen to go further and faster and we've gradually been pushing out the boundaries.

We generally go as far from base (Bursledon, near Southampton) as we can and still get back before nightfall. Typically we'd do a 20-30nm trip, in around 6-8 hours, more recently pushing out to 30-40 miles, in 8-10 hours. For example:- O/R to The Needles (40nm); Fareham (via Portsmouth) and back (37 miles). We sometimes go out on one day and back the next eg to Yarmouth (IoW) one day, B&B, and back to Hamble next day. But this is not enough. Chris wants to go out and onwards, not out and back.

So in September 2017 we set off east, putting into harbour overnight at Southsea, Littlehampton, Eastbourne. From there I sailed on solo to Rye while Chris took a few days off to move house! He re-joined me at Littlehampton on the way back. 230 nm in 9 sailing days. But even this was not enough for Chris...hardly surprising as he'd missed half of it.

In June 2019 we went west. There's more scope for a big distance, but it's more challenging. The ports of refuge are further apart and the further west you go, the more remote it feels and the fewer other boats there are.

We set off intending to go to Falmouth, but prepared to turn short if weather or motivation failed us. There are some navigational hazards en-route which might have delayed or even stopped us. Most significant are St Alban's Ledge (near Lulworth Cove), and Portland Bill. These two have fearsome reputations and the advice is to go there only in the most favourable tide and wind conditions. While the tidal currents are very predictable, wind conditions and boat speed are not, so it's hard to be sure you will get there at the right time.

Fortunately, you can bypass St Alban's Ledge by going 3-4 miles further out to sea. This doesn't add much to the track miles from Poole to Weymouth (our second day's voyage), so that's what we did. We watched several other boats taking an inshore route, but we were too far away to tell whether they had a rough ride or smooth.

Portland Bill is more difficult. It sticks a long way out into the east/west currents of the English Channel, and there's a tidal vortex to the south of it. The current flows Southwards along both sides of The Bill for 70% of each 12.5 hour tidal cycle, tending to drag you into the vortex, which would probably not be fun. In practice,



Blue Dwarf

the safe window for us to round The Bill inshore is probably only an hour each day, and the necessary tide/wind/weather/daylight combination didn't arise for us.

The bypass for The Bill is to go further south around the outside of the vortex, which increases the route miles from Weymouth to Bridport (the closest harbour to the west) from 24nm to 34nm. Fortunately, the conditions did arise for us to do that. F6 NE wind overnight was forecast to reduce to F4. We set off at 0830, in drizzle, sails fully reefed, and making average 5kt towards our first waypoint 7nm SE. The drizzle soon stopped and as we neared the waypoint, the wind abated slightly, and reduced further when we turned downwind onto a 7nm leg to the SW. Reefs out, spinnaker up; averaging 6kt. By the time we reached our second waypoint, 5nm south of The Bill, we were

	NM	Hr
Bursledon	33	9
Poole	29	7
Weymouth	39	8
Lyme Regis	29	8
Torquay	33	9
Salcombe	25	9
Plymouth	41	10
Falmouth	35	8
Newlyn	25	7
Land's End		
Newlyn		

slightly ahead of plan, and our projected arrival was well before sunset. The wind had evidently read the forecast (unusual!) and we continued to make good progress as we went north-west, so we skipped Bridport and went on to Lyme Regis, arriving around 1630 - 40nm, 8 hours. Easy peasey!

The harbour-master recommended a pub 20 metres from the quayside where we got a very good meal and comfortable room for the night. In fact, good pubs & B&Bs were available within 5 minutes' walk of the harbour in most of the places we stopped. With one exception, we didn't book in advance; it worked out surprisingly well.

West of Portland the sailing is more straight forward. No crucial "gates" and the tidal currents are generally much less. They still count in route planning because we would spend part of each day with the current against, but mostly they were not decisive (though they are often 25% of our boat speed).

I should say that Blue Dwarf does have a motor, but we try to avoid using it except for going in and out of harbours. Having said that, it was part of our contingency planning each day, and actually called upon twice when we had to motor for the last two hours or so to reach our destination when the wind stopped. On two other days it was part of our primary plan, when the wind was expected to be very light and we knew we wouldn't reach the next harbour without it.

I don't suppose you want an hour by hour account of each day's sailing. Suffice to say we made good progress from Lyme Regis to Torquay, Salcombe, Plymouth, and arrived at Falmouth after 4 more days' sailing. Having come so far, and the weather and tides looking favourable, it really would have been a pity not to go further. So we moved the goal-posts to Land's End. This involves a trip from Falmouth to Newlyn (Penzance), going round Lizard Point on the way, followed by a U-shaped out and return day-trip to Land's End.



Sea breeze front at Mounts Bay

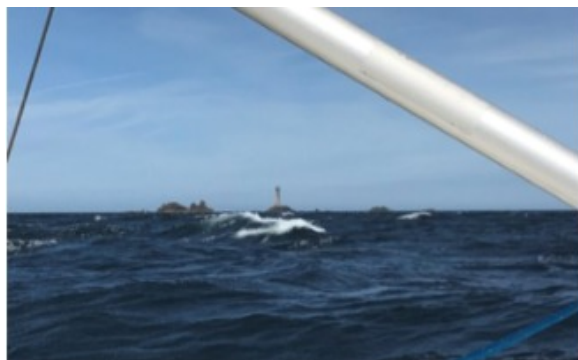
It's "only" about 35nm from Falmouth to Newlyn but felt much more than that, especially the last 16 nm across Mounts Bay from the Lizard. There was a good west breeze (we were reefed) but the sea was very choppy and disorganised. We were close-hauled all the way, and couldn't get the speed that we'd hoped

for. However, the average speed for the trip was good. The roughest water was the last half mile to the harbour entrance!

We needed a rest and to stretch our legs; on Blue Dwarf you can't exactly lie back, nor take a walk around the promenade deck. So next day we walked along the coastal path and across the causeway to St Michael's Mount. Fortunately, the wind didn't blow, but the sun did shine. However, all afternoon a nice sea breeze convergence set up along the peninsular from Penzance to as far to the east as we could see. In a glider we could have....



Land's End Hotel



*Longships Lighthouse
1nm off Land's End*

Newlyn to Land's End and back is just 12 miles each way. We had a quartering tailwind most of the way there and the current with us. We had set off early because the wind was forecast to pick up rather too much later. The Scilly Islands Ferry passed us when we were about half way there – going close in to the coast so the passengers got a good view of the Minack theatre on the cliff top.

The last couple of miles on the way there, heading North, we were going very well with the spinnaker up. It seemed a shame not to go on, but we turned a few hundred metres after the Land's End Hotel. As it usually does when you turn from downwind to upwind, it became a bit of a thrash in

rough conditions as we headed south, but settled down as we turned east again. Two long tacks and one short got us back to Newlyn for an early tea.

Next day I was unsure whether to set out for Falmouth. The wind was pretty strong, maybe too much, and easterly again – no longer an advantage. But you can't stand on the quayside wondering what it's like. In fact, the roughest conditions were just outside the harbour again; once we were a mile offshore everything was just fine.

On the way to The Lizard, we noticed a couple of sails on the western horizon. Gradually more and more came into view. Eventually a fleet of about 30 racing yachts engulfed us, tracking from Land's End to Lizard. They were mostly modern high-tech boats. Hopefully they had radar and video cameras, because most of them were self-steering and had no-one on deck. We had to tack to avoid one of them; he/she had right of way, but it was brave of him/her to sit downstairs just assuming!

The wind dropped gradually as we approached the Lizard, just as the tide turned against us, so we motored for 2-3 miles round the headland and into the bay to the east. There, out of the main current, we made progress, but slowly because we were tacking. We hoped that once round the next headland we'd be able to make a long crosswind reach into Falmouth. However, the wind dropped further and the current, though not strong there, was too much for us. We had to motor for the last 7 miles or so.

The trips to Newlyn and back to Falmouth had been grey cloudy days. The Land's End day had been a sunny day. Now, from Falmouth to Fowey was another sunny day with light winds and very warm. Several other boats were going the same way, but we all gradually ground to a halt about half way there as the wind petered out. One by one the others fired up and motored off into the distance. As determined glider pilots we stuck at it – can't be using the turbo if you're not about to land out.



Tamar Bridge, Plymouth

After about 40 minutes of creeping along at less than 1kt, the wind gradually built again. Perhaps it was the sea breeze - we could see cumulus inland near St Austell - and it turned into a fine sailing afternoon which got us to Fowey easily. It's a lovely picturesque town in a steep-sided inlet, and the only place we'd been where there were no pontoon moorings to be had. We picked up a midstream visitor's buoy and called the water taxi to go ashore; a bit less convenient but added to the fun.

Next hop was to Plymouth. Only 23 nm but we set off early because the wind was easterly again and forecast to become very strong in the late afternoon. We were

tacking, and we'd done 30 track miles by the time we got there. The aircraft carrier Queen Elizabeth (aka Big Lizzie apparently) was anchored outside the breakwater in Plymouth Sound, with patrol boats milling around it and helicopters doing circuits.

It did get pretty windy that evening and it blew at 25kt easterly for the next 48 hours. Some may have the mental and physical stamina to endure a full day's upwind sailing in a Hawk 20 in such conditions, but I haven't, so we holed up in Plymouth for 2 days.



Portland Bill. Calm as a millpond

Dartmouth next. Got there after half a day's intermittent motoring (expected) and half a day's proper sailing (hoped for). Dartmouth is another picturesque town in a steep sided inlet, and on this Saturday

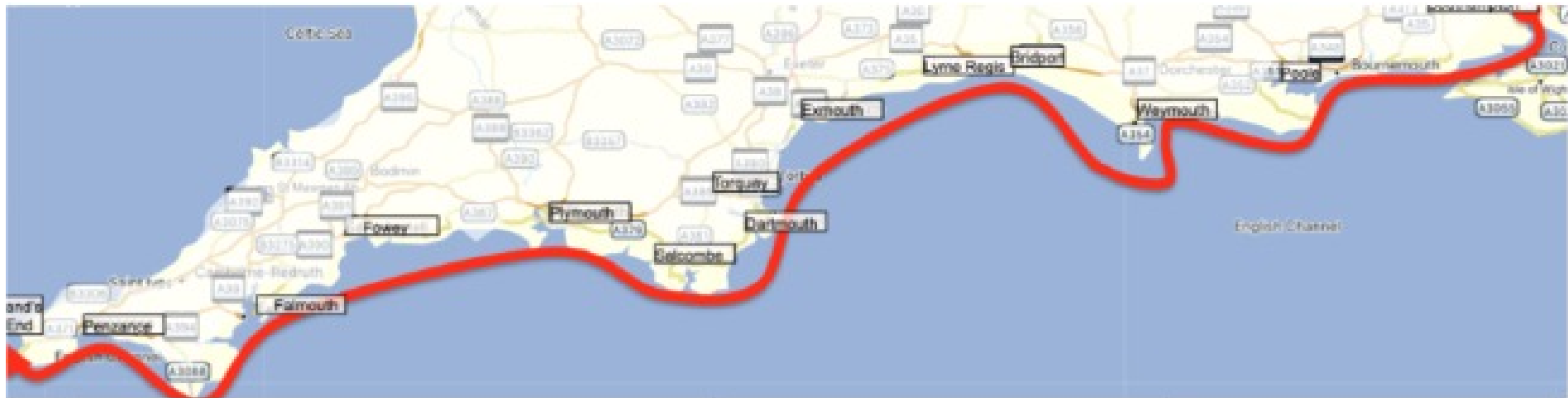
it was buzzing with a big sailing event. This probably explains why we couldn't find anywhere to stay. We had to take a half hour taxi ride to Paignton.

A couple more warm sunny sailing days got us, via Exmouth, to Bridport, poised to tackle Portland Bill again. However, it was forecast virtually windless for some days and the magic hour for rounding The Bill inshore was inconvenient. We didn't fancy 30nm motoring around the offshore route, so we left Blue Dwarf there and came back a week later.

	NM	Hr
Newlyn	35	10
Falmouth	23	8
Fowey	23	9
Plymouth	30	10
Dartmouth	28	7
Exmouth	27	7
Bridport	46	13
Poole	26	8
Lymington	16	5
Bursledon		

We set off before sunrise with 17nm to get to The Bill by 0900. The plan was to motor until we'd rounded, then hopefully to sail on to Poole. It was windless, cool, and misty, but soon the temperature rose and the mist dispersed. Our ETA began to slip back, so we cruised all the way along Chesil Beach about a boat-length from the pebbles, for minimum adverse current. When the current changed, we started to make up time and arrived at The Bill bang on schedule. Calm as a millpond. What's all the fuss about!?

It was eminently sailable for the rest of the day. This time we elected to cross St Alban's Ledge rather than bypass it, the current being with us and, even with the wind opposing, the sea being fairly smooth. However, there were a few anxious minutes when, approaching the ledge, we could see a solid line of breaking waves marking it. Makes you check the chart very carefully...but the water's over 50ft deep.



Old Harry Rock

Weird: smooth sailing all afternoon, then a couple of hundred metres being randomly tossed around, then back to smooth sailing again. I guess it's some sort of standing wave effect downstream of the ledge. Makes the point, though: I wouldn't want to be there in adverse conditions!

Plain sailing round the corner, past Old Harry Rock, and into Poole Harbour for the night. A record day for Blue Dwarf: 46nm, 12.5 hours.



The Needles

Poole is to Bursledon as Bicester is to Lasham: you can see Didcot (*not any more! Ed*) (The Needles) and you only need a couple of thermals to get home from there (Yeah right!). We did it in two hops, staying overnight in Lymington.

Total distance 540nm in 18 days' sailing. But that is not enough.....or is it.....?

George Metcalfe

Prologue: Grimshaw, having out-stayed his welcome at Aboyne decides to trundle round the other side of the big granitic lumps. It's cloudy and rainy and he drives his modest motorhome to a soggy Feshiebridge and the Cairngorm club. Grimshaw eventually finds the airfield and, after a brief search, unearths the clubhouse tucked away in a corner. Fearlessly he opens the door and stumbles in.

Two initial signs, were highly encouraging:

1) A warm and totally unfazed welcome. Much more than at any other club. "This is a club of friends" says Nick Norman and indeed it certainly does seem to be.

2) Two walls of shelves packed with empty whisky boxes also bode well. The rule is that club members have to drink the entire bottle before the box can go on the wall. Its not a dumping ground for people's recycling and a certain standard of malt whisky is expected!

With the weather 'dreich' and the Saturday evening soon upon us there wasn't much to do except sit and talk. Half the guys seemed to be English and the eight people present came from all over... Aberdeen, Glasgow and even Cumbria. Hardly anyone was local. Convinced I had the record for distance south I was surprised to be beaten by a chap from Parham. Mind you he'd been up there for their week-long 'Autumnfest' whereas I'd just walked in out of the grey. They showed me their hangar... not huge but very robust and newish looking. Full of a Puchaz, a Grob 102CS and a 103. Plus a Duo and a couple of other machines under wraps. The clubhouse is at the left end of the hangar but split into two levels

An indoor barbecue commenced. Quality sausages and a yummy salad were pushed my way for a tenner. I then bought some ale and things settled down. The Feshies were very positive about Lasham's stand against the CAA and outraged at the outcome. I emphasised that the

guys doing the donkey work on our case had done a stonking job and left no stone unturned.

"In another situation" I said "They'd probably have been a given a medal". But mostly they were interested in my views on the Deeside mob. "Did you not find it an unfriendly place?" they asked. "Well maybe... a bit... but you mainly meet visitors there and even His Bobness improves on close acquaintance.... once he's stopped yelling at you!"

I said. "Anyway" I added "compared to you jolly lot almost any club will seem to be a bit remote." A short discussion then followed about the practical differences that field size makes. "Ah flew in to Lasham a few years ago.. and it was sae huge... ah had a problem... ah had nae idea where tae land!"

An unusual, expensive, and very untypical 21-year-old Bowmore purchased by me on a wild whim from the 'Whisky Castle' in Tomintoul seemed to cement proceedings very well. Clearly Lashamites strolling in unexpectedly were objects of warm enthusiasm. And so to bed.

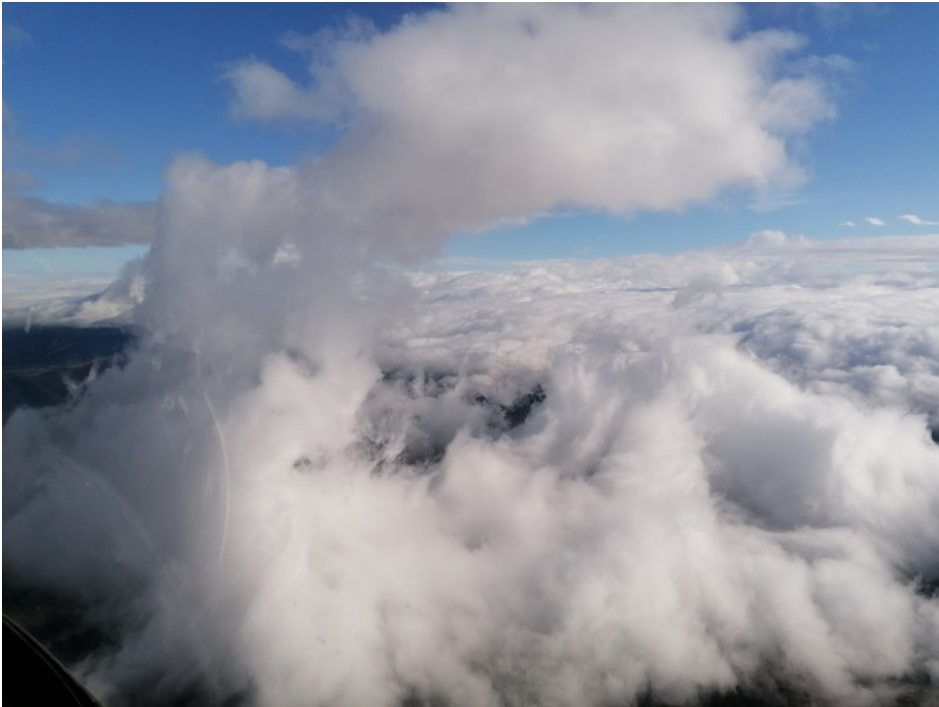
At first it seemed windy and wet. Then just wet. But in the middle of the night despite my motor-home being tucked tight by the hangar a TERRIFIC gust would suddenly appear without warning. WHOOMP. And then vanish. Then reappear ten minutes later. WHOOOOMP. My motor-home rocked... despite its rock-hard suspension. "Well thank God there's not going to be flying tomorrow" was my last thought before the Bowmore gently wafted me away.

So it was a late start on Sunday. But it cleared up... and then got even brighter. Suddenly there was flying after all. And guess who was first to go up? The Duty Instructor, Ray, turned out to be the grizzly Scotsman I'd met at breakfast. Short and rugged he seemed to have been hewn from the local granite. Although perfectly convivial, things got more professional as take-off loomed. My experience level was carefully investigated. "New-silver... thoroughly intermediate. Eighty

hours? No idea really . Haven't done my totals for ages! " I ventured. It was a light WSW wind with a windsock that didn't seem able to make up its mind. "Who's doing the take-off?" I asked. "You are".

Oh dear. Lasham on the line here!

At first I found comfort in the thought of nearly 3000' of grass... three times longer than Aboyne. But comfort didn't last long. As it was both wet and lumpy, it took ages to get speed up. I had to keep the Pooch pirouetting on her main wheel as we ate up distance, gently trying to get airborne. Their Robin didn't seem to be as poky as ours! Eventually just before the trees ahead started to look scary we were away. And then the trouble really started!



The tug turned right soon after take-off. Why? There was miles of forest in most directions! Then the Robin jerked up and WHOOMP, so did I. Then back down again. Tree tops loomed. Scary. Then we went sideways. Crikey! We were a bit low for all this hurtling about. I hoped the rope was up to it. No wonder the tug pilot inspected both ends thoroughly! Clearly this was going to be a rough one. OK, correction: a VERY rough one! But I expected it would settle down as we gained height.

Wrong again! Expletives from the back suggested that perhaps this was unusually rough but I just plugged on... trying to anticipate what the tug was going to do next. Deep inside me something started to rebel at this outrageous treatment. I had doubts about slavishly matching angles of bank. I started refusing to follow a sudden left or right hurtle and found I was back in place, spot on, when the tug twitched back the other way again. I worked out a basic rule for this wild ride... whatever the tug appears to be doing... it was probably not!

Then there was a nasty feeling. I wasn't sure we were gaining height. But I can't check. I did not dare take my eyes off the tug for even a second! And to add to this impression the tug tends to dive at the forest every so often. Why the hell was he doing that? Was it engine failure? Were all these antics simply a desperate attempt to wave us off? This was not the kind of thought you want to have in a situation like that! "He's NOT diving" yells the voice from the back. "It's just that the air is!" "But then" I yell back "why don't we go down toooooo Arrgh!!! BLOODY HELL!!!"

Sometimes it is best just to suffer in silence!

Eventually, after what seemed like a roller-coaster eternity the voice behind said 'pull off' So I do. And to my amazement we kept going up. Four knots up. Then two. Then four again. Then Eight. Then we were sinking. Then up again. At four thousand feet we were at Cairngorm height and I started taking stock of our situation:

Air was coming across the clouded Cairngorm plateau from the south east and dropping down at least three thousand feet before bouncing up off the forest and forming a vertical wall of cloud along the line of the A9.

So it wasn't that different from Aboyne really. Air flows down one side of valley. Warms up. Creates a long hole.. bounces up again... creates two lines of cloud. Except that the scale was much bigger. And the cloud shapes and positions didn't quite fit. The 'upgoing' cloud downwind was completely vertical. And it was visibly boiling! Great balls of it were rolling upwards and inwards in huge vertical stacks up to 6-7000'. The whole cloud was heaving... but in mamilated sections! "Keep out of it" said Ray but I hardly need telling! The 'downgoing' cloud... upwind... at the foot of the mountains... was ragged and fragmented... completely different. The lift in between these two lines was not smooth... neither was it consistent. If this was wave then it was blinkin' lumpy!

Nothing really fitted the usual wave patterns. Everywhere the lift was variable and sinking in places. The turbulence was severe everywhere under 2000'. Even the sink higher up was in the wrong place... at the ends of the lift area, where you would have expected neutrality. And this pattern of unpredictability followed us all the way down to High Key... somewhere in the forest! Lift.. sink... lift sink... hardly any steady air anywhere!

After an uneventful circuit and landing we met up with Nick who had been flying the Astir. Apparently his tow was even worse than ours. After this second flight of the day, the tug pilot went on strike and lay down in a darkened room! "It's not normally like that" says Ray. "That's the second roughest tow I've ever had. I was sure I was going to have to take over but you flew the whole thing quite passably. Well done!" Phew. Lasham's reputation... saved!

In the clubhouse Nick explained:

* It was not wave... far too lumpy!

- * It was not thermal... too wet. Too cloudy.
- * It was not convergence either. Nothing to converge with!
- * And it was most certainly not hill lift!

"What the heck was it then?"

"A hydraulic jump" says Nick. WHAT??? He illustrates by turning a tap on in the sink. Water shoots out across the metal surface in all directions. And then it piles up in a wide circle further out. Try it. Happens every time. "That" said Nick pointing to the outer ring of bubbling deeper water... "is a hydraulic jump." (Ed: See the article on the [jump](#) and [Georgio Bidone](#) in Wikipedia)

It sounded crazy at first. But the more I thought about it, the more it made sense. No wonder the air was unpredictable at every point! It had just dropped 3,500' in two or three miles... had shot out across smoothly contoured valley slopes but in many directions with Feshie protected by the 'wee hill'. Hence the variable windsock. And then at a certain point the air just decided to leap up again to restore the conservation of momentum. But not smoothly! I was stunned.

Stunning Conclusion: There is a fifth form of lift that G Dale never mentioned... and I've just flown it. And survived to tell the tale!

Two things have become clear: I shall have to return here much earlier in the year. Since the club only operates at weekends, I need to hang around Bonny Scotland and er... find things to do during the week! (gosh... I wonder what!)

And it becomes obvious that there is much to learn. As always in gliding... the learning curve never stops!

Ebenezer Grimshaw

(all lists are alphabetical. Some posts are part-time)

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