

MIDLAND GLIDING CLUB NEWSLETTER

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Chairman's Contribution

Charles Carter

As you will probably know the club appealed against its land being classed as Open Country under the terms of the CROW Act (Right to Roam). The appeal hearing was conducted in front of an inspector at the All Stretton Hotel with the Countryside Agency (CA) on one side claiming the majority of the airfield as Open Country and the MGC in the form of Paul Garnham as delegate leader with Keith Mansell and me, as the heavies backing him up, opposing the motion.

At the hearing, because of poor surveying work by the CA and reinforced by their criteria for boundaries between Right to Roam (yellow wash on maps) and non open access land (white wash), the CA withdrew their claim for Open Country status on about 90% of the land that they had previously claimed. However they are still claiming as Open Country the land to the west of the tarmac and stone road from the entrance gate up to Asterton knoll including the buildings, caravan and camping parks and the trailer hitches and rigging areas. The Planning Inspector will give us his decision during March.

I am extremely indebted to both Paul Garnham, who travelled over from France for the hearing, and Keith Mansell for their time and expertise in what has been a very protracted procedure. It is not yet concluded although I think that we are quietly confident that there will be a very satisfactory outcome for the club.

I am now starting on the new Single Farm Payment and the implications for the MGC. Happy days.

I would also like to thank Paul Fowler who is working hard on our behalf registering the MGC land and organising the rearrangement of our western boundary with the Jones family. Many do much dreary work in the background for the wellbeing of the club and frequently go unrecognised by the majority but I know who you all are and I will thank you all on everyone's behalf.

The new retrieve winch is coming along nicely and looks, as we have come to expect from Colin, a thoroughly professional piece of kit. Clive Jones has manufactured some of the more challenging bits and Allan Reynolds and Chris Ellis are but two who I know have given their time and more. Don't tell Colin this but I am actually coming to the conclusion that it might even work.

Apart from some decent wavy days in early January the flying for the last eight or nine weeks has been as poor as I can remember. It does get more difficult at my age to remember anything however, so if you have had a good flight, well done. Now where was I? Oh yes I remember. If you are winter rusty, make sure that you get back up to speed before attempting too much. Why not book onto an early course for a day or two and let John and David put you through your paces?

You may have noticed the list on the Competition Enterprise notice board for those who wish to fly with JS and DC during the Comp week. Make sure that you add your name or speak to Martin if you wish to be included.

The AGM is fast approaching and there will be some places on the committee to fill. If you think that you can contribute towards making your club run smoothly and have some expertise which could benefit your fellow members, then please think about allowing your name to go forward for consideration. It really will not work if you stand back and let the same old dependables take all the strain. You might even enjoy it and get some satisfaction from helping to run your club.

I will finish by wishing you all a great soaring season and hope all your thermals are six knotters.

CFI's Bits

Neal Clements

Winch launching and conditions

I recently received an email circular from an airline pilot/ gliding instructor pleading with the gliding movement to pay extra attention to winch launching. One of the key themes was assessing the conditions (I cover that below), but specifically regarding winch launching I think a few words regarding our operation are appropriate. Winch launching in general is regarded as more hazardous than aerotow because the energy applied in a short time is greater. We climb fast and quickly. If there is a failure in the launch then the glider can be in an unflyable attitude because the launching energy maintaining the climb has disappeared.

The main hazards winch launching at the Mynd are:

1. Low down, a wing drop into long grass can be a disaster causing a high energy ground loop. We don't have long grass at the Mynd so we never experience the problem but if you go to other sites then the situation could be very different.
2. A steep climb, early in the launch could result in a high speed stall if the power slackens off for any reason or if the flap setting changes. The reaction of the glider is so fast it cannot be recovered.
3. At the Mynd we operate with a retrieve cable and on very rare occasions this can loop over the wing on takeoff. If the launch is not abandoned immediately then you will end up flying around with a lot of cable and a wing with a deep saw cut in it.
4. We can experience a launch failure at any time and manoeuvring the glider before it has genuinely regained flying speed is a potential disaster. The K21 is so docile that it is very difficult to spin, even off a badly managed launch failure. HOWEVER, this is totally untrue for most other gliders and is also untrue for certain configurations of K21 (ask an instructor).

The point of the email I referred to above was for all pilots and launch directors to understand all the contributory factors that could lead to one of the above situations and be aware of them at the time of launching. A couple of examples may help:

1. There is a strong crosswind and it has just finished raining and you are in a flapped glider. The hazards are: dropping a wing, picking up the retrieve cable, moving flap settings in the launch, spinning off a turn executed after a cable break.
2. It is a short west. The hazards are: you may get a slow launch, put the nose down gradually and overtake the parachute. You may get a launch failure and react slowly finding it impossible to regain flying speed in the terrific wind gradient.

These are only examples, each flight and condition will have different factors in place at any one time.

Nick Heriz-Smith introduced the idea of doing eventualities standing up outside the glider, before each flight. I think this is a terrific idea and should be used to evaluate the factors discussed above. Outside the glider, standing up, you have time and vision needed to think things through, please use it to "trap the error" and quickly recap your strategy as the 'E' in eventualities at the end of your checks.

Glider Insurance

I understand that from April there will be a requirement for gliders to carry one and a half million pounds third party insurance (up from one million). Some insurers may still be quoting for the old cover, private owners are advised to check that you have adequate cover.

BGA Gold Medal for Keith Mansell

Jon Hall

After more years than he cares to remember Keith Mansell has retired from his role as Treasurer of the BGA. I can do no better here than reproduce the citation by David Roberts that went with the award of the BGA Gold Medal to Keith at the BGA AGM on the 5th of March.

Keith Mansell has served the BGA, as an elected Executive member and as Treasurer, for more years than probably anyone in this room today.

A couple of years ago, when we were planning the recruitment of Barry Rolfe's successor, Keith intimated that he would want to retire as Treasurer once the person taking over from Barry was settled in the post.

That time has now come, and Keith today retires as BGA Treasurer.

In recognising Keith's long service to the British gliding movement, we start with the early days. He went on a gliding course some 56 years ago in 1949, with Mike Bird. They were at the same school - King Edward's in Birmingham. He then joined the Midland Gliding Club at the Long Mynd in 1958 and had his first flight there on 14th June 1958, going solo on 23 August 1958. He gained his Silver on 28 June 1959. His first flight with a 'trial lesson' student - then called joy riding (which with the CAA presence here today I shall not repeat) - on 31st January 1960. His wife Christine was the passenger, and she hasn't been flying since !

Keith became Deputy CFI of the Long Mynd on 17 September 1960, before taking an instructor course with Derek Piggott in April 1961. Ann Welch performed his category test. He was appointed CFI at the Long Mynd on 18 August 1961 and remained as CFI for 7 years before being elected Chairman, a position he held for 20 years. Keith continued to instruct until last June when he reached his 70th birthday.

During his Chairmanship, and subsequently, he was been greatly influential in the Club's policy of buying and securing land on and around the site, in order to ensure the Club's site security. This has been successful to the extent that the Club owns all the land it flies from and sufficient around it to minimise any possibility of conflict with nearby landowners.

Not knowing how to get someone else to do the job after 20 years, the club promoted Keith to the role of Club President, a position not formally recognised in the Club statutes - so he no longer had any official powers. At the same time though they decided to retain his skills by also demoting him to Treasurer! This he did for a further 8 years.

But by now Keith had entered the dizzy heights of the BGA, being appointed BGA Treasurer in 1982 to follow Joan Cloke.

Keith's record of service to the BGA is exemplary. His professional skills as a Chartered Accountant, his wise counsel, detailed knowledge of the BGA, attention to detail, and financial oversight have been evident in many ways throughout this 23 year reign. He worked closely throughout this period with Barry Rolfe and with the auditors, to ensure the BGA remained a viable organisation.

During my Chairmanship, Keith probably faced the two most challenging financial events in the BGA's history - both of which were latent situations when I was elected Chairman in 2000. He was influential in resolving the ex employee legal case in 2000 and then addressed the issue of the pension funding for Barry with typical professionalism and thoroughness.

He retires from the position of Treasurer as the third financial challenge looms on the horizon - adapting the BGA's finances to the new era of EASA.

Keith has been an elected member of the BGA Executive for many years, and co-incident

with retiring as Treasurer he is standing down from the Executive, but is continuing to serve the BGA as the Company Secretary for the time being.

His Club still benefits from his advice and help on a range of issues.

Keith has also served the Royal Aero Club as Treasurer for many years and also been a Trustee of the Royal Aero Club Trust, which looks after the Aero Club's art collection and memorabilia. He is also the Royal Aero Club representative on the CAA Finance Committee.

In recognition of his services to gliding and air sports generally, Keith was awarded the Royal Aero Club Silver Medal in 1988.

Last year the BGA instituted a new award, the BGA Gold Medal, for outstanding services to the gliding movement. Barry Rolfe was the first nominee, and it gives me enormous pleasure, to announce today that it has been decided to award the second Gold Medal to Keith Mansell, in recognition of his many years of outstanding service to gliding, at both his club and with the BGA.

Keith, on behalf of all those here today, and the whole gliding movement, may we thank you for your unstinting and professional service and the way in which you have carried out these voluntary roles. May you have many more happy years of soaring.

Ladies and Gentlemen - Keith Mansell.

*David Roberts
Chairman, BGA
5th March 2005*

I am sure I speak for all of when I say to Keith that I can think of no one more deserving of this award. Well done.

New Retrieve Winch Progress

Colin Knox

In the weeks since Christmas a new retrieve winch has been growing in the MT workshop. This is a project that has been in the planning for the last two years. The new winch will incorporate the best of the old winch design but will feature completely new drive and braking systems. Much thought has been put into the position of radios, lamps, and access to the engine and cable etc. A Hall Effect signal system to tell the driver when the triangle is close should also be in place ready for trials in the spring. Much credit must go to Clive Jones who has burnt his candle at both ends to produce shafts, bushes, bearing houses and all the parts that go into such a complicated machine. All this after a long shift at work doing much the same. And thanks to his company for letting him use their kit. I would also like to thank all those who have helped painting, lifting, dragging heavy pulleys round the country, and generally being good eggs. A special thanks to our parts supplier in Craven Arms who has given up her lunch times to get us heavily discounted parts - cheers Lenny! Current reports suggest John Parry has been seen fiddling with a flasher in the vicinity of the winch.

Please call in and see progress on the new winch but don't stay too long as spring is not too far away.

Competition Enterprise 9th July to 16th July 2005

Jon Hall

It seems that the gliding community spends a lot of time and effort on competitions these days and rightly so. The competitive spirit breeds excellent and accomplished pilots, many of whom become excellent and accomplished instructors and role models for the up and coming youngsters. Indeed we have our own home grown hero John Roberts picked to represent Great Britain this year in the Junior Worlds at Husbands Bosworth in July. But some think that competition flying has taken the fun out of gliding. They thought just the same thirty years ago when *S&G* published an article by Roger Barrett (*S&G* October 1973) expressing a desire to revive the “spirit” of gliding. Philip Wills read the article and had an idea that would put the fun back into competitive flying. And so in 1974 the Devon & Somerset Gliding Club hosted the first ever “Competition Enterprise”.

“Enterprise” has been held annually ever since, usually in Britain but sometimes in France. From the beginning it was hoped there would be a wide range of entries from “hot” ships to the “mildly warm” ones with open cockpits and cosim varios. The tasks were to be varied and interesting - the atmosphere friendly and sporting. The brochure for the first Competition Enterprise opened with a foreword by Philip Wills . . .

‘I recently wrote a book about gliding, titled “Free as a Bird”. When I had finished it I realised that, over the past few years, the pressures of international competition were towards lessening the freedom and initiative of glider pilots. In modern championships the pilot’s powers of deciding for himself when to take off, or when to start or exactly where to fly have been taken over by the organiser on the ground. Types of flying requiring particular initiative and a particular range of skills were and are being reduced. The more adventurous and uncertain tasks are being dropped out. Even cloud-flying, with all its skill and beauty, is becoming a rarity. The grid through which a glider pilot must pass in order to get into his country’s world team is restricting entrants to an emphasis on a limited range of skills. Championship flying is becoming more mechanistic and less romantic. Luck is a dirty word.

As a result of my book, I found I was not the only pilot who regretted this, and the outcome is Competition Enterprise.

We are not competing against modern Championship philosophy. Even ice-cream has more than one flavour. We are going to find out if a number of valuable enthusiasts prefer strawberry rather than vanilla.

Good luck! We shall need it - with the weather etc.’

This year Enterprise comes to the Mynd. For the first time since the Easter Rallies just after the war we are to host a major non-local competition. This a big opportunity for us to show the rest of the gliding movement what a good site and club we have here, the PR spin-off in attracting more visitors and perhaps members, and the local press coverage, is worth more than the revenue from the competition. The entry list is limited to 40 gliders of any class and type; we already have entries that include a Cirrus, an LS4, an LS8, a Ventus and an ASH 25. The club ASK21s and DG505 will also be entered with John Stewart and Dave Crowson as P1s, P2 seats being available to any club members that want to take part, even if only for one day. It would be nice to see some of the old wooden gliders making a show too so all you Skylark and K6 owners send in your entry forms now. The scoring and handicapping system in Enterprise makes it feasible for low performance gliders to be in with a chance. All you need is a glider and a Silver “C”.

I am acting as Competition Director with Chris Ellis, a veteran of Competition Enterprise, task setting. I hope to get Simon Keeling, BBC Midlands weather forecaster and Director of Weatherweb.net to be our met man but due to his uncertain contractual commitments to the BBC we have Phil King standing in reserve. David Rance is Tug Master and Colin Knox will as ever be providing the best winch launches in the business. Mike Witton as Launch Marshall is organising experienced and efficient

teams to handle everything on the ground so if you can help please contact him. Charles Carter will lead a team of stewards and arbiters in the unlikely event that they should be needed and Martin McCurdie is acting as competition secretary.

Tasks will undoubtedly follow the Enterprise ideal and encourage all pilots to get the best and the most out of whatever each day produces. It is very unusual for an Enterprise day to be scrubbed and neither is it unusual to see long and demanding flights. Watch out for the Isle of White being declared. There are usually alternative tasks on any one day for pilot choice and given favourable conditions there will be free distance and cross-Channel possibilities, so bring your passport.

There are no held starts in Enterprise, pilots choosing the time to start depending on their ambitions for the day. Consequently there is no need for a flock of tugs as many will choose to use the winch. But we do need to have an efficient launch system that enables everyone to get a launch more or less when they want one.

The competition starts on Saturday 9th July and runs to the following Saturday night when there will be a party and prize giving. Sunday is a "fly home day". Entry fee for Mynd members is reduced from £125 to £95 and there will be special day winner prizes that are not just a bottle of wine.

I recommend Enterprise to all who relish a bit of a challenge but are not really excited by the cut and thrust of Regional or National competitions. It is always competitive, testing and rewarding but above all else it is fun. If you want to take part get your entries in soon as the list closes at 40. If you want to help on the airfield or as crew please contact Chris Ellis who is our local event organiser. If we can make this a success there is more than a good chance that we will be asked to host Enterprise again in the future.

More information is available from the Enterprise web site at

www.comp-enterprise.co.uk or on the club website www.longmynd.com.

BGA Gliding Conference 2005

Ann Parry

John and I spent Saturday 5th March at the BGA conference. There was an excellent session on EASA (European Aviation Safety Agency) presented by David Roberts and Terry Slater. You can keep informed about European issues through the BGA website and *Sailplane and Gliding*. The document *Fighting for UK Glider Pilots' Rights In Europe* (BGA, March 2005) has headings for: mandatory third party insurance; airworthiness (registration and certification); design authority; continuing airworthiness (maintenance); pilot licensing; transponders; Single European Sky (airspace) and airspace charging. The safety session (Safer Gliding and Gliding Safety) was presented by Hugh Browning and Patrick Naegeli. This was also excellent, and thought-provoking. It was based on an analysis of the existing data on gliding accidents, which led to a detailed look at winch launching. These sessions were both an example and reminder of the huge amount of work by volunteers that happens on our behalf (especially the European issues).

The British Teams presentation by Jay Rebeck included John Roberts and other Juniors talking about their training. Rose Johnson is a member again of the Women's Team. Congratulations to them both. It was interesting to hear how the British Teams and the training behind them has become the envy of other countries competing in gliding.

It was a pleasure to be present for the award of the BGA's Gold Medal to Keith Mansell, so richly deserved. Though retiring as Treasurer he will still be a member of the BGA's Executive Committee. Many congratulations to Keith for this award. It seems he had no prior knowledge of it, despite the stratagems adopted for obtaining the medals from him, which he'd been looking after for the BGA. Those receiving BGA Diplomas for services to gliding included two with connections to the Mynd, Mike Randle and Anthony Edwards.

Lembit Opik was unable to be there to give his View from Westminster, but sent a video presentation, which was informative and entertaining. The last speaker before dinner was Dean Englehardt, a professional stunt pilot. I particularly enjoyed the story about registering a flying carpet with the American authorities, as well as stories from his early barnstorming days.

From the Flying Field

Richard and Sarah Platt

Congratulations to Steve Tilling who went solo in October. We welcome new members Steve Gunn-Russell and Gareth Hunt, and wish them all the best in their future flying careers.

It has been extremely cold over the past few weeks with lots of snow and ice, not to mention drifts up to the tops of the trailers. Flying has been very curtailed over the past couple of months due to the unusually dire weather, however the usual suspects still trekked up (literally when the roads were blocked) and flew when possible. If you've never seen the view from upstairs of a snow-laden Mynd, the experience is definitely not to be missed.

On the fleet front, one of our K23s (HKP) has been sold to keen Junior member Kelvin Brereton who will make good use of it in the coming season. It is being kept in the roof of the hangar for a short while, until a trailer is obtained. The K13 is in the process of being re-covered by Roger and should soon be back on the field again in all its splendour.

Don't forget that if you're out of check, then now is the time to get checked out ready for the spring. Also (although this has not yet been confirmed by a member of the syndicate) I expect that the motorglider will probably be available again this year for those who need field landing training or practice, so keep an eye on the notice boards and put your name on the list, or speak to Chris Ellis.

There is also a list up in the clubhouse for anyone who would like the opportunity to benefit from flying with our resident professional instructors on one of the cross-country tasks during Competition Enterprise. This is being held at the Mynd in mid-July.

The annual inter-club league competition (also known as Rockpolishers) begins as usual in April. For those who have never taken part in this - it is an excellent introduction to cross-country flying and competitions on a fun basis with lots of support from experienced members. There are usually about 4 or 5 weekend meets, each at a different local club, including one at the Mynd. If you would like to find out more, then speak to Martin in the office.

Enterprising Helpers Wanted

Chris Ellis

As most members will know we are hosting Competition Enterprise from 9th to 17th July. We will need a band of dedicated volunteers to help with all the jobs that go with running a major competition. I can say from past experience that it is great fun.

Our aim is to give those who run our task week a break and run Enterprise with a completely new team. Jon Hall is Competition Director (01454 617171) and Chris Ellis Competition Organiser (01691 622788). If you can give some time to assist during the week they would be delighted to hear from you.

For more information go to www.comp-enterprise.com and if you want get some very enjoyable flying round imaginative tasks your entry will be welcomed. Discounted rate for club members and juniors.

Tales of Euroglide: Part Two

Paul Garnham

If you read Part 1 in the last Newsletter, you may recall that Eddie and I had taken off from the Wasserkuppe in 494, and were heading north towards Gustrow (north-west of Berlin). We crossed the Harz mountains but then began to struggle, getting rather low near Helmstedt. It was **Tuesday** of the second week.

Not long after our close call at Helmstedt, and with conditions still deteriorating, we found ourselves struggling again near a small village called Meiste. This time there was no saving thermal and a field was required. The best on offer seemed a smooth-looking arable field, devoid of crop. I set the Duo up on approach. About half-way down finals we both exclaimed "Oh my goodness, there are plants growing in it" (or words to that effect). Not much later it became clear that we were arriving in a field of asparagus! I don't believe I had ever seen asparagus growing before. The plants look quite insubstantial, and the field was heavily ridged and furrowed. I landed along a furrow and we stopped very quickly in the sandy soil. We had taken out only three plants.

It was not long before our first visitors arrived, two young women from the local village. They spoke no English but Eddie managed to entertain them with sign language and party tricks for a considerable time. Unfortunately they had called the police (you know - air crash, mayhem, etc) and it was not long before the local bobby arrived with blue lights flashing as he attempted to destroy his Passat on the bumpy field. I walked over and assured him that all was normal, no damage or injuries. Having expected a major emergency he was somewhat perplexed and called up his superiors for instructions. "Breathalise them" was obviously the first command. He produced the device but unfortunately the batteries were flat. Uttering a curse he threw it in the back of the car. About this time a reporter from the local paper arrived and he spoke a little English, which helped. We handed out our prepared statement in German about Euroglide, thoughtfully provided by the organisers, and no doubt it formed the basis for his piece in the paper. Having spotted Eddie 100m away by the glider the cop decided to call him over for questioning and produced a loud hailer on the end of much curly wire. He prepared to address the nation. In the interests of minimising the impending bureaucracy I persuaded him that Eddie was merely a passenger and not a pilot (sorry about that Ed.) Then it was decided that paperwork would be the thing to have so I had to produce everything, passport, C of A, insurance, the lot. "Come with me" said the cop and we drove off at frightening speed to the local nick where many photocopies were taken and I had a decent cup of coffee. He was a nice man, but out of his depth. Back at the field the farmer and his son had arrived and were surveying the field. They were charming and not at all worried about our intrusion. With considerable reluctance the farmer accepted a modest "landing fee". Meanwhile the policeman, realising that he had forgotten to ask for my Pilot's licence started to jump up and down and flap his arms, a most peculiar sight. So for the second time the rugged construction of the Passat was put to the test as he drove off in a cloud of dust. By this time Julian and Richard had arrived, so we speedily de-rigged 494 and as soon as the policeman returned we departed, with sighs of relief, to the nearest gliding field at Gardelegen. That day we had flown 245 km in just over 5 hours, just a bit on the slow side.

At Gardelegen we met up with several other Euroglide crews. As usual in Germany the clubhouse, normally locked up on weekdays, had been thrown open to us. "If you use the bar just put the money in the pot in the microwave" was typical of such greetings. There were hot showers too. We were promised a tow next day during the lunch hour of the tug pilot, a local teacher. Although Germany has been re-unified for many years now, for the most part it is still easy to tell which bit you are in. There is still an aura of under-investment and run-down infrastructure in much of the former East. With the gliding clubs it is easy to tell. Those in the former East typically run Bocians, Blaniks, Puchacz, Pirats, and Jantars and the tugs are Wilgas. Happily there is no discernable difference in the welcome that is characteristic of the people. The clubs, whether in the former East or West, and with perhaps only one exception, were uniformly hospitable to us. We were most grateful. Sometimes we couldn't get a tow when we would have liked, but during the week that would have been a problem at many clubs,

wherever they were.

A promising blue sky greeted us on **Wednesday** and inviting cumulus were forming quite early. A DG Self-Launcher fired up and disappeared at about 1030, leaving us with several hours of frustration before the Wilga pilot turned up and began his extensive pre-flight checks and lengthy warming-up. It took ages. The best part of a gallon of oil went into the engine. I persuaded him to let me go along on the first two tows and that was fun. Then the Duo went and by that time it was about 1400. Conditions looked good but we had lost hours.

Unfortunately Eddie and I were convinced that our heroic team would dash to the turn point at Gustrow and speed down the final leg, so we cut the corner, pulled into a lay-by and put our feet up. One glider went over, but not 494. Much later we had a call to say that they were down at Gustrow, 150 km from our position. (152 km in 3.5 hours). Cloud base was only about 5000 feet but after a booming hour the thermals weakened, despite the continued presence of cumulus. No doubt the influx of Baltic sea air was making its presence felt. Getting back to them proved a lengthy task. I made the mistake of trying to drive a direct line rather than keeping to autobahnen whenever possible. Anyway we had lengthy diversions, became unsure of the best route, and then failed to access the airfield easily even when the GPS said we were only half a mile away. As darkness fell, after a magnificent crimson sunset, we eventually made it. Gustrow is only about 50 km from the Baltic and the sea air tends to spoil soaring thereabouts. Some wily pilots, using the Euroglide rules to their advantage, had not turned the airfield at all but had cut the corner somewhat, thus avoiding the worst conditions. We learn!

On **Thursday** morning the gliding club was a hive of activity. Rostock gliding club (on the Baltic coast) were visiting, presumably with the hope of avoiding the even worse effects of sea air at home. It was cloudy and although the locals managed a few winch launches, it was not long before rain set in. After a chat with them we decided to leave and drove about 55 km to an airfield at Neustadt Glewe, which seemed well set up. Lots of Wilgas and Zlins and an Antonov were lined up but there was no activity. We went into the rather run-down town for a stroll but the only highlight was a 1930's Swiss bus being used by a local tour operator. Then on to Ludwigslust(!) (I'm sure you are all familiar with it) a more refined town with an enormous Baroque palace in course of renovation, with a large forecourt and impressive fountain. It continued to rain off and on. Still no action back at the airfield but, short on ideas, we stayed the night there.

Inactivity was still the main feature of Neustadt as we departed on **Friday** morning for another airfield at Neu Gulze but no-one was there either. We were a trifle frustrated by now as the sky had cleared and Cumulus had appeared. We pushed on (still within the Euroglide rules) to an airfield called Grambeker Heide close to the town of Mölln. It took a lot of finding, being situated at the end of a long dusty track. The airfield was attractively located within a forest, with good facilities and several hangars full of interesting aircraft including some rare gliders. It seemed that two clubs were based there, the locals, and a club from Berlin (a long way to the East!). As we arrived we were greeted by two members who were doing a 50 hour check on the tug, a Rotax Falke. Although there were two winches, no flying was in progress and we could not get launched. The electric winch, lorry mounted, was quite new and the Berliners thought it was environmentally friendly but I have my doubts. Although very tidy it was full of Lead-Acid batteries and an expensive heavy duty cable had been buried the length of the airfield to meet its needs. Meanwhile a fine soaring sky mocked us, but it was short-lived. Other members turned up and gave us a good welcome. The keys were ours again and the beer flowed. I had an interesting conversation with a former He111 pilot who had been a POW in Peterborough from 1944-1946. As flying was off we went back to Mölln and explored. It is a very attractive town, in a lakeside setting a little to the south of Lübeck. We saw the sights and dined there in the evening. Back at the airfield some club members had arrived for the weekend so some convivial beer drinking seemed appropriate.

Regrettably **Saturday's** dawn was grey with light rain falling. The locals didn't expect much of a weekend, so sadly we conceded that our Euroglide had really finished at Gustrow. With great reluctance we decided that the only sensible course was that which led by autobahn towards

Eindhoven. Our decision was proved correct as the day was characterised by heavy showers or (in forecaster speak) “longer periods of rain”. We set out at 1000 and it took us until 1800 to reach Eindhoven. A lengthy diversion through the centre of Hamburg didn’t help. At Eindhoven they had been flying that day but in poor conditions. We handed in our logger traces and log sheets and departed to the familiar Novotel for dinner before setting off for the coast at around 2000. That part of the journey was particularly tiring, due to heavy rain, darkness and another long diversion at Antwerp. With great relief we arrived at the Dunquerque Campanile by 0030 on **Sunday**. By 0930 we were on the ferry at Calais where we met up again with Phil and Diana. Suddenly it was all over for another 2 years.

Conclusions

Sadly 494 completed only 1706 km (out of about 2200 km) and finished 15th out of 18 in the glider section. Phil and Diana went about 200 km further than us and came 12th. George Metcalfe came 8th, a commendable effort on his first Euroglide. Throughout the fortnight we kept in touch with Phil and Diana whenever we could. It certainly helps to exchange information about weather conditions, airfield facilities and so on. I’m sure the Dutch have more of an advantage in that respect, due to their numbers.

It is worth noting that we did better than 5 of the turbos and self-launchers (20 in a separate class). I think that self launchers and, to a lesser degree, the turbos had potentially a considerable advantage but no less than 12 of them failed to complete the task. Of course that says something about the deteriorating weather. Those who were able to push on strongly during the first few days missed the worst of the persistent low pressure system that made it so difficult for the rest of us slowcoaches. In retrospect, aside from the weather, there were three pivotal moments; failing to get a launch promptly at Weiden, failing to get a much earlier launch at Gardelegen, and failing to realise that the corner could be cut at Gustrow, thus minimising the effects of Baltic sea air.

Notwithstanding the disappointing weather in the second week, our spirits were not dampened and as usual we thoroughly enjoyed the twists and turns of Euroglide, our mystery tour of Germany.

BGA Awards for Mynd Members

Jon Hall

At the BGA Annual Dinner and Awards Ceremony held at Eastwood Hall, Nottingham, Ian MacArthur was awarded the trophy for the highest score in the Junior Ladder for 2004. John Roberts became the first person to be awarded a new trophy for the most promising Junior Pilot. Let’s hope this presages his success in the World Junior Competition at Husbands Bosworth in July where John will be representing Great Britain.

Andy Holmes, former long time Mynd member, now flying at Nympsfield, was awarded one of the places on the training camp at Rieti in Italy this summer, given by the Ted Lysakowski Memorial Trust. Ian MacArthur went to Rieti last year on the same scheme.

Applications are now invited for the Ted Lysakowski Memorial Trust awards for 2006. There will be two awards available - a place on a one week cross country course at Lasham and a mountain flying course. The awards are made by the Ted Lysakowski Memorial Trust which aims to help UK based pilots to make a rapid advance towards fulfilling personal aspirations in cross country gliding by offering opportunities that probably otherwise would not be available to them. For more information and an application form, talk to the CFI or contact George Metcalfe at George_Metcalfe@uk.ibm.com

Club History

Keith Mansell

If any member has memorabilia, old club records or photographs relating to the club I would be interested to know of their existence. Now that I have more time, having retired as Treasurer of the BGA, I will be working on the history of the club.

Newsletter Cover and Content

Ann Parry

We've had some recent feedback about the newsletter, which has prompted us to try reproducing a photograph again. We're not sure who took it, but thank-you anyway. I'll be interested to see if it works, meaning can you identify the people? If it does, then we could consider using suitable photographs.

The cover has attracted comment over the years ('what, no pictures?' and 'it always looks the same') and our usual answer is to explain why we do it like that. Photographs don't photocopy well (which is how this newsletter is produced), so we welcome black and white illustrations, but they are in short supply. Roland Bailey has drawn us some wonderful cartoons over the years, for which many thanks.

As for the content, that's up to you. We're always interested to hear from you, whether it's a fully written article or just an idea you've had that we can help with. Please don't assume no-one is interested in what you have to say. We welcome contributions from beginners as well as experienced pilots.

Thank-you to all our existing contributors. We couldn't do this without you!

Advertisement

Ann Parry

If anyone is interested in having a kneeling stool (very good for backs, it has a sloping seat and support for the knees, but no back-rest, hence being a stool rather than a chair) we have one we no longer use and no longer have space for. We'd be happy to give it to a new home, if anyone wants it.

Contact: Ann Parry 01588 650379 john.parry@virgin.net