

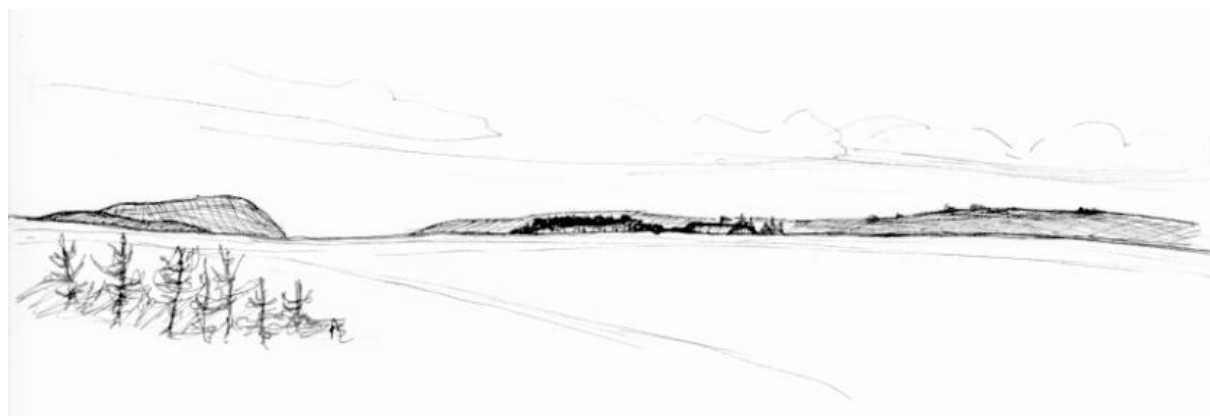
MIDLAND GLIDING CLUB NEWSLETTER

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Chairman's Contribution

Charles Carter

Following on from the AGM where not only were we one short for a general committee member but also devoid of a Secretary, I am delighted to confirm that without too much bullying John Parry has agreed to take on the job. Many of you will be aware that John served as secretary for a number of years and so has a thorough knowledge of what the job entails. We could not have a more suitable man to take on the baton from James Moore.

I would like to thank James for his years of work as secretary and for the expertise he brought to many strands of club business. I know we will need to call on his services in the future.

Sarah Platt has also retired from her role as treasurer and I thank her for the commitment and energy with which she tackled the bean counting. Some of you have quite rightly felt her wrath at debts owed to the club. Keith Mansell has stepped into the breach and has again taken on the Treasury for which we are all grateful. Fortunately, he too is not a man who likes debtors.

Both John Parry and Keith do not wish to remain in their respective committee jobs for too long which given their past and present commitment to the club is a fair line to take and so if anyone out there is itching to come forward and relieve them please feel free to contact me.

I would also like to thank Jon Hall and the rest of the committee for their sterling work on your behalf.

I am sure that most of you who knew him will be aware that Ron Hawkes died recently. For those who did not know him, Ron was senior course instructor and glider engineer for many years and a tribute to him is written elsewhere in this newsletter (page 4). I know that you will all join with me in sending our deepest sympathy to his wife Sheila and family.

After much discussion it has been agreed to return to the operational procedures with regard to the Portway which we used for many years and which we suspended as part of a voluntary agreement. This means that on a short west launch the retrieve cable will now be attached at the triangle. The main winch driver will control the dropping cable assisted by an attached parachute and when the cable is dead on the field will give the instruction to retrieve slowly back to the launch point. This will give a faster launch rate and should also cause less damage on the airfield (a subject which most of you will know is close to my heart).

A further benefit is that the main winch will now be able to cross the Portway and go further west on Asterton knoll and give a more into wind component in certain wind directions.

Both of the above procedures will be subject to the same stringent safety and lookout conditions which apply to all MGC activities. If either of these operations is new to you please ensure that you receive a thorough briefing from a competent person before getting involved.

I have been approached by several members to clarify the position with regard to mid week flying of club aircraft. The course will normally be using two K21s or a K21 and the K13. On very good cross country days the course have access to the DG 505 for genuine cross country attempts but the P2 will be charged a supplement for the privilege. The solo course members will also normally be flying at least two of the single seaters and if there are no club member requirements possibly the third single seater. Given our present surfeit of two seaters, these too are used for solo flying both during the week and at weekends.

If you know that you are going to be on site on a particular weekday then a call to the office will help the team organise their day but if you turn up on site and all the available aircraft are flying, a call on the radio to JS or DC to state your preference will soon make an aircraft available for you to fly. The course will utilise all available gliders if they are not wanted but JS is more than happy to meet your requirements on the flying front and is positively ecstatic if private owners or club glider pilots actually help on the airfield before or after their flight and do not just turn up and use the course members as a handy launch crew. Yes, I know you are surprised but it has been known to happen.

Can all meritorious flights be recorded on the board in the clubhouse so that when we come to dispense the trophies at the end of the season we are actually awarding the cup to the pilot who actually achieved the most rather than the one who remembered to write down their lesser achievement.

With the first of May just two days away as I write these notes and with Charles Wingfield's ode to spring ringing in my ears may I wish you all a very good soaring season. I think that it promises to be a vintage year for our club in many ways.

Office Copy *Martin McCurdie*

We have in the office two EW barographs left over from task week last year, they were used by 882 and 494 would the owners please call and collect them.

A reminder that the prices have gone up the new price list is in the back of the log book and on the board in the club house.

Also in the back of the log book we have a list of membership numbers; if when you are doing the log you could in a spare moment fill in the numbers that would help a great deal.

Finally if you are flying on two days in the same weekend or are paying for two of you with one credit card please use just the one envelope there is no need to fill out a separate one for each day.

Feng Shui and All That *Jan Outhwaite*

During my frequent forays around the club house I cannot help but notice the accumulation of what may euphemistically be described as 'redundant items'. These items are particularly located in the TV room and in the corridor outside. More specifically they include what appear to be slides and projector stuff, various boxes of unknown things under the table, several monitors and an old cupboard in the corridor, together with a box of posters, pictures and other unidentified objects. The resident TV room mouse is delighted with all these convenient hiding places - but not for long. During the next few weeks any item which has not moved for 6 months will be placed in the hangar and if it subsequently does not move for one month will be binned. If you have a particular affinity for any of them, perhaps you could remove them sooner rather than later.

Incidentally, I recently filled 4 bin bags with clothing which had been left lying about. These are also in the hangar. If you're missing anything go and have a look. They will be going to the charity shop very soon.

For Sale *Len Dent*

One Third share in PIK 20D (688).

Based at the Mynd.

This is a splendid 15 metre flapped glider with superb handling and excellent performance. (Ask the Mynd based owners - Baron Taylor and Paul Fowler.)

It has been totally repainted recently.

Len Dent is the vendor of the share.

You can get in touch with him on 0191 438 6681 or len.dent@virgin.net

Memories of Ron Hawkes

Nigel & Sue Holmes with help from Len Dent

We were saddened to hear that Ron Hawkes had passed away on 24th March at the age of 70 years. He had been a stalwart of the Midland Gliding Club for many years.

One of our earliest memories of him was during the 1970s when he used to arrive at the club with his wife Sheila and their three boys, Stephen, Andrew and Brian in their camper-van.

Ron was responsible for designing and installing the water system for the club, which consisted of filtering, collecting, storing and pumping water from the spring on the west-face. He built the pump-house, installed the four large tanks and was responsible for the installation of the electrical system that we still use today. He also introduced a ram-pump system, which operated from the east side of the airfield. It consisted of damming the stream, installing header tanks and laying pipe work across the airfield. You could hear the thudding noise of the pump day and night. You would often see Ron and Sheila attending to both the west-face and east-face pumping systems to ensure that the gliding club never ran dry.

Many years ago Sheila planted some daffodil bulbs by the west-face pump-house which were fortunately in flower for us to take to Sheila at Ron's funeral service on the 13th April which was extremely well attended by club members both past and present. It was apparent at this service that the highlight of Ron's life was his time spent gliding at the Mynd.

Going solo was not an easy task for Ron and he often mentioned that it had taken him quite a number of launches before being allowed to fly alone. We are sure that this knowledge helped many pupils to persevere knowing that Ron had progressed to being an assistant, later a full-cat instructor and then running the holiday courses at the Mynd.

Many of you, we are sure, will have enjoyed flights with Ron and perhaps he even sent you solo.

Do you remember the smell of pipe tobacco smoke? Rumour has it that he even had a puff during flights. Is it true that during one flight he dropped his pipe into the bottom of the K13?

Another memorable flight for Ron was in his much-cherished Cobra, a glider that he shared with Len Dent, Bill Sykes and initially Norman Kimberley and later on, Pete Jackson. We watched him take a bungee launch and were horrified to see his wings fluttering due to the ailerons being disconnected. Len Dent remembers standing watching with Sheila as the drama unfolded. Fortunately and with great expertise he landed safely in the valley much to everyone's relief. Apparently he was most upset because no one appeared to rush down to see if he was all right.

After many years of travelling from the Midlands where Ron worked as a metallurgist, Ron and Sheila decided to live permanently in a large static caravan at the club while he was instructing during the season and maintaining the club fleet during the winter.

Ron was quite an innovator. His must have been the first centrally heated caravan at the club. We were amazed by the system he had installed in his caravan and, even during the coldest winter days, the intense heat in there overpowered us. Ron would often be sitting there in his vest smoking his pipe and working on his computer.

This central heating system comprised a wood/coal burning stove with miles of copper piping soldered around the vertical chimney and water being supplied to the copper piping via a car header tank complete with radiator pressure cap.

He also installed his own meteorological station recording data on rainfall and temperature on his computer.

Another one of Ron's inventions was to generate his own electricity via a car alternator and hand-whittled propeller mounted on the top of his caravan. One day, when the wind was particularly strong, the propeller was going at such a speed that one of the blades broke off and pierced the caravan roof, much to Brian's surprise.

Ron's love of animals was legendary. The caravan was often occupied by various species! We remember a golden labrador called Sandy and when either Ron or Sheila called him Sandie Kimberley's

head appeared out of next door's caravan much to the amusement of us all (for those of you who don't remember her, Sandie was married to Norman Kimberley, an ex-Mynd instructor). A white cat also took up residence and brought presents of mice and voles for which it was chastised many times by Ron or Sheila.

On one occasion, after landing the Cobra in a field north of Shrewsbury, he encountered a bull which wandered over, looked him up and down, recognised Ron as a kindred spirit and sauntered off.

Sadly Ron and Sheila left the MGC and went to live at Onny Lodge on the Green Caravan Park, Wentnor and later moved to Grange Road, Bishops Castle.

We all owe a lot to Ron so, next time you use any water at the Mynd, spare a thought for Ron. Nigel and Derek often do when they tinker with the odd water problems.

We extend our deepest sympathy to Sheila, Stephen, Andrew, Brian and all the family at this difficult time.

Tow Lines

David Rance

Firstly, I am pleased to be able to tell you that we have a new tug pilot. David Hallsworth has spent the last three years tugging on a semi-professional basis at Aboyne and with Mr Spreckley in Spain. I say semi-professional because when I asked the Aboyne CFI a few years ago how much the tuggies were paid, he enquired as to whether I had seen them looking through the bins for food scraps, if not, then he thought perhaps still a little too much! At the moment, David is staying at the Mynd and may be available for weekday tows as well as filling in at the weekend if needed. Best to contact him through the office or his mobile is 07802 666583.

Secondly, there may have been a bit of confusion about which way around the tow rope is attached to the tug. This is the tug pilot's responsibility but in the event that he drops it and you help by hooking it on again, here goes. There are weak links at both ends of the tow rope which are identical to the links on the winch weak links. One is coloured blue and one white. The blue one is stronger than the white (just like the winch strops).

The weaker white one goes on the glider's end of the rope. If the glider pilot behaves like a hooligan and manages to break the link, all that he will be left with is a few inches of rings and shackles hanging from his nose. If the weaker link were at the tug end, he would also have to contend with two hundred feet of rope pinging back into his face, which could get wrapped around anywhere.

The stronger blue link at the tug end of the rope is there to protect the tug whilst it is flying should the rope become tangled in something heavy, like a tree or a fence.

Blue weak link on the tug end and white weak link on the glider (it may help you to remember that most modern gliders are white, white link to the white glider).

Honours Board

Chris Harris

I am about to update the honours board in the clubhouse. If you have done a 500 km flight that is not yet on the board please let me know either by email chrisharris@tiggering.freeserve.co.uk or via the H pigeon hole at the club.

Amended Training Scheme and Progress Book

Neal Clements

The club is indebted to Nick Heriz-Smith and John Stuart for introducing the current coloured card scheme, this brought together many ideas and requirements and most importantly of all gave the BGA the confidence it needed in our training system.

Having run the system for a while there are some difficulties that has meant that the card is not fully used and, in addition EASA requirements will inevitably mean that a more 'standardised' system has to be brought in across the gliding movement. We are grateful to Simon Adlard for his advice on the probable future of the training scheme.

I am introducing a new training progress/log book in the spring in order to provide a single point of reference for pilots from pre solo to instructor. The card will apply to all types of flying members and all visitors. The book will subsume and replace the existing coloured card system.

What does the new scheme provide?

The progress book brings together all the exercises and requirements of the coloured card system and breaks them into stages:-

- Ground training for all pilots and especially new members, covering all aspects of our field operation.
- Stage 1 is pre solo.
- Stage 2 is post solo development and local soaring and takes you through to being confident in local soaring in good conditions.
- Stage 3 is towards the Bronze and the cross country endorsement, this will give you the confidence to start your cross country career or be capable of soaring in any suitable conditions.
- Stage 4 is towards Silver and takes competent pilots and develops them, either for cross country or local flying in all conditions.
- Stage 5 is for pilots who can self brief on cross country or competently fly locally in all conditions, its purpose is to maintain your high standard.

In addition I have added a series of endorsements which can be gained. These, similar to ratings in the power world, entitle you to fly the specific Mynd conditions and procedures (eg bungee and ridge). These will be particularly valuable for visitors and pilots who do not wish to go cross country but do wish to take advantage of all the variations offered by the Mynd.

Who is expected to use it?

The progress book is to be used by everyone except Midland Gliding Club instructors. In addition trial lessons will be offered the book and will have to have it if they come back to fly as temporary members.

How much will it cost and why do I have to pay for it?

It will cost £3 and this covers the printing cost and the plastic covering. This is a substantial document and we wanted to make it durable so unfortunately it is expensive to produce.

Do I have to use it as my logbook?

No, if you already have a logbook then you can carry on using that. If you are just starting out in gliding then this book will act as both, probably until you reach Silver C.

When will it come into force?

The actual date will be announced soon, however the books are being printed now and plastic covers will be made available to protect them. Once they are available in the office then a cut off date will be announced and from that date you will not be able to fly without producing one.

How do I get one?

The office will issue them against a membership list.

How do I get converted from the existing scheme?

You will convert yourself with the help of an instructor, you will assess the sections in which you

believe you are qualified and present these to any assistant or fully rated instructor. They will then confirm your stage and your endorsements. If you cannot agree then I will decide.

What about visitors?

The progress card will be mandatory for visitors no matter how experienced they are at the Mynd or even if they are only flying for one day. The number one of the day can override this if they feel that imposing a card on a well known visitor would be inappropriate.

What about visiting competition pilots like Enterprise and Task Week?

Pilots wishing to fly only on competition days need not have the book. However if they wish to fly on the non competition days then they must have the book. This is because for competition purposes the competition director is in charge and takes local conditions into account. On non competition days, we are in charge and our rules apply. The number one of the day can override this if they feel that imposing a card on a well known visitor would be inappropriate.

What about others?

Instructors are governed under a separate BGA training scheme. Trial lessons will have to have the card if they wish to fly as temporary members after their initial lesson, they may wish to purchase one before their first flight.

Below are the guidance notes that will be issued with each progress book.

1. Personal details

Complete the details on pages 1 and 4. The office will have any details which you do not have.

2. Stages - Please agree with an instructor BEFORE completing your new training card.

You will need to decide what stage you are currently at. This follows on from the old coloured cards with one exception relating to the red and orange cards. The position is as follows:

<u>Card colour</u>	<u>New Stage number</u>
White	1
Orange	2
Red	2 if you do not have the CFI's endorsement for the Bronze Badge Flying Test. This will appear on the yellow BGA application form for the Bronze Badge.
Red	3 only if you do have the CFI's endorsement
Yellow	4
Blue	5

If you are currently out of check, then you can still convert to the appropriate stage but you will need a check flight to regain your currency.

3. Endorsements - please agree with an instructor BEFORE completing

You will need to decide which, if any, of the endorsements you have. Most of these will be found on the existing coloured cards, and so they can be easily transferred over to the relevant pages in the new book. If you do not have the particular entry signed off in your existing coloured card, but think that you have the qualifications for the endorsement, then you will need to discuss that with an instructor, and you may have to have a check flight to prove your case.

4. Making the entries in the new progress book

Having worked out where you are in the old system, you should ask an assistant or full category instructor to go through your self-assessment with you via your existing coloured card and then make

the appropriate entries in your new progress book. Then please tell the office which stage you are.

Sideslipping, Still a Valuable Skill

Paul Garnham

I get the impression that the skill of sideslipping is seldom taught seriously these days, or indeed used very often. In times gone by, when gliders possessed spoilers or other devices that were not particularly effective at increasing the descent rate, sideslipping was regularly employed, not only in gliders but in powered aircraft also, some of which had neither flaps nor spoilers!

Essentially sideslipping is a technique that presents the aircraft to the airflow in a high drag configuration, resulting in a significantly increased glide angle and an increased rate of descent. In modern gliders its main use is to correct a misjudged (too high) approach, something more likely to occur in a field landing situation, than at the home airfield I suggest (although it happens here too!).

The ability of a glider to sideslip will depend on several factors. Important among these is the power of the rudder and also that of the elevator. If the rudder has insufficient power it will not be capable of holding off anything other than a very small angle of bank (i.e. preventing the glider from turning). If the elevator lacks authority it will be impossible to hold the nose up and the glider will dive away. This tendency is particularly noticeable in a 2-seater when the front cockpit is loaded to somewhere near its upper limit.

Principles and Practice

If the glider is banked it turns and normally we use the rudder, initially to oppose adverse yaw, and then rather less of it so as to maintain a balanced turn. In a sideslip we bank the glider and simultaneously feed in opposite rudder, sufficient to oppose the turn that would otherwise occur. Now the airflow is meeting the horizontal surfaces obliquely. Because less lift is being generated and because the centre of lift has almost certainly moved back, the glider tends to dive so we need to resist that tendency by applying some back pressure on the stick.

In the sideslip there is some buffeting and increased noise. Some people are not comfortable with these sensations.

The nose may seem unusually high and this may instil a fear of stalling, but in practice this is unlikely.

The ASI no longer tells the truth and the needle is probably oscillating wildly. Speed has to be judged by noise and attitude (the glider's!).

It is very important to concentrate on where the glider is heading rather than where it is pointing.

The amounts of rudder and bank are adjusted to keep the glider on the desired course.

Alternatively, with practice, a slipping turn can be achieved by reducing the amount of opposite rudder.

Using some airbrake will increase the descent rate even more. In practice, save for training exercises, the sideslip will usually be initiated from a full airbrake situation, when an overshoot still seems likely.

To recover from the sideslip, bank is taken off and the rudder simultaneously moved to neutral; the stick is eased forward until the normal attitude is achieved; speed must be checked instantly and adjusted as necessary.

In some gliders (e.g. K13) the rudder 'locks' over in the sideslip and, in the return to normal flight, positive pressure is required to return it to neutral.

If the chosen angle of bank is too great the rudder will probably not be able to hold off the bank. It is usually counter-productive, and indeed potentially dangerous, to attempt a steep angle of bank with full opposite rudder. In the initial stage of training a very small angle of bank is best adopted.

The inevitable disclaimer!

This article is not intended as the last word on sideslipping, nor is anything here intended to authorise or encourage individuals to "go and try it for themselves". Go and practice at height with an instructor before engaging in sideslipping and in any event never sideslip down to low levels until you have become competent, and confident of your skill with the technique. Once competent, keep in practice. Also, remember that each glider type will have its own slipping characteristics.

Having acquired the skill, you will find that most gliders will sideslip satisfactorily and that the

technique still has relevance as a means of losing height rapidly. Once, on descending from a wave flight I discovered that the brakes were iced up. I found that by sideslipping I could present the wings to the sun at a favourable angle, and the brakes soon became free. On occasion, I've used sideslip plus brakes to spiral down through a rapidly closing wave gap. When flying from the back seat of gliders with limited vision ahead from the rear seat, either on account of the headrest, the Big Hair in the front seat (less common these days) or because the canopy is beginning to mist up, sideslipping gives me a better view on the approach. In field landing situations, where over-caution can sometimes lead to a high final turn, the "sideslip plus brakes" approach can retrieve the situation, but you do have to be in practice.

See also Derek Piggott's writings on the subject, in particular pp 84-85 in D. Piggott, "Gliding Safety", A & C Black, London, 1991.

Club Insurance for Senior Pilots

David Rance

Although there may be several brokers, there are currently only two insurance underwriters willing to insure club fleets at the moment. Both say that they are paying out more in claims than they are taking in premiums. The underwriter who insures our business has been working closely with the BGA to analyse accidents and insurance claims to see how matters might be improved without pushing premiums ever higher. We currently pay slightly over £20,000 per year to insure the club fleet and so I would adjudge this to be a Good Thing. It is also a good thing that there are two underwriters competing with each other and not just the one willing to consider this business.

One area of concern which has been identified is low cable break practice. Apparently, training for low cable breaks has actually been causing more accidents and claims than happens for real life cable breaks. This may lead to change in training practices.

The other area that they are focussing on is age. Motor insurers penalise young drivers and give breaks to the older, more experienced driver but the insurers seems to be taking a reverse view of pilots and believe that older pilots are a higher risk. There doesn't seem to be any evidence to support this and there may actually be some pretty good evidence in the gliding world, to the contrary not least because of the constant monitoring and assessment of pilot abilities which the club system carries out. I suspect that the insurers are not considering pilot experience at this point, but charts of medical probabilities.

However, at renewal of our insurance policy this April, a number of age restrictions have been imposed upon the club. Firstly, that there would be no cover for any pilot over the age of 80 to fly club aircraft solo. At the moment we only have one senior pilot as experienced as this and we have obtained an exemption for him. Secondly, we have to provide details of all pilots between 70 and 80 along with details regarding their flying credentials and medical details and a stamp of approval from the CFI. If you fall into this band, please ensure you have left details with Martin in the office, otherwise you cannot be insured to fly solo. Finally, the third condition was that there will be no tug pilots over the age of 75, which fortunately doesn't affect us at the moment.

Having discussed this issue with several folk and reading between the lines, I don't think this is going to go away. With increasing legislation from Europe via EASA, the feeling is that unless some voluntary policy is adopted, there may be some official legislation to restrict that age of pilots instead. Let's hope that I am wrong on this.

Rockpolishers 2005: Mynd 30th April - 1st May

David D'Arcy

MGC got off to a flying start in this years opening Inter-Club League also called "Rockpolishers" due to the hillier regions our area covers. The gliding clubs making up Rockpolishers are: Aston Down, MGC, Nympsfield, Shobdon, Talgarth, and Usk, the winner of which goes forward to the national final for the coveted BGA trophy. Recent years have seen MGC winning the league in 2000, 2002, and 2003, Nympsfield taking 2004 unfortunately! The Inter-Club League (ICL) is one of the very few competitions where you don't fly for yourself but for the club team, international comps being the other. Good luck to Rose and John.

Back to the weekends events. Your Mynd team were; Ian MacArthur, David d'Arcy, and Pat Warren for the three classes of Pundit, Intermediate, and Novice with team captain Dominic Haughton. Morning briefing and Met was ably handled by Dominic with support from the chairman, and John Parry (competition director and scorer). After a detailed analysis of the weather the weekend's outlook was not great; however, Dominic thought there would be some soarable weather windows available and thus enabling some small tasks to be set.

Saturdays tasks were Pundit: Great Malvern - Hereford - Mynd (136k), Intermediate: Bromyard - Presteigne - Mynd (108k, my crew writes 'Home' next to Mynd on my task sheet!), Novice: Leominster - Shobdon - Mynd (74k). After lunch with improving weather I took a launch that turned into a 5 minute circuit, while a little later Ian Mac launched and soared. Pat at this point was moving her K6 so fast from landing to launch queue it was becoming a blur. Soon RPs were heard calling 'start' so I launched again and did likewise. But away from the hill the weather was kack. I can say this because I spent 40 minutes in the vicinity of Onibury level crossing trying to get back to cloud base so that I could move on. In hindsight I should have accepted my new operating height band and made do. Practice, practice. Most other RPs also seemed to be having the same trouble and were landing near Ludlow. However, Nympsfield's CFI Tim Macfadyen (many a BGA trophy winner) managed to round TP1 and nearly Hereford! In his debrief the next day his secret was climbing in wave (5000 QNH) over Church Stretton that gave him a chance to reach the thermic conditions around Malvern. By the way, world champion Andy Davis also regularly flies Rockpolishers for Nympsfield, ICL can be tough for pundits. Talgarth's CFI got down to Woofferton for Intermediate and Nympsfield's Novice almost turned Leominster. As for me, I didn't quite know what to do, so swanned off to Wigmore almost 270 degrees off track and landed in an ex-turnip field, where I remind myself gliding is fun. In the meantime my crew pass me by at the very moment I give up waiting on the road and head inside for a deserved beer, and so am speechless when I witness them arriving from the opposite direction a little later, to which I'm told "Don't ask!" So I keep my mouth shut. Most teams are back for dinner although one glider did require a next day retrieve having landed in a field in the middle of the wooded high ground around Ludlow - doh!

Day 2 dawned overcast with valley mist and it seemed to me I should have been thankful for Saturday. After another re-brief a weather window was spotted by Dominic and tasks set. Novice: Montgomery - Welshpool - Mynd (52k), Intermediate and Pundit: Leominster - Clee Hill radar - Mynd (78k). Ian Mac got all excited and took an early afternoon launch for a 5 minute circuit, so crew decided we should 'Grid Squat!' By mid afternoon some RPs had apparently been calling "start." Next I heard one had landed-out near the south end, so return to launching more gliders and placid state. By 16:00 the launch director, Mike Witton, was having a fit about a cloud street over the Mynd, so I launch and investigate. Sure enough thermals were about and duly called 'start form launch.' Progress wasn't easy as there was a 20 knots south wind, therefore set my goal as Shobdon but after some steady thermals found I could round LEO and land on the foot slopes of Titterstone Clee, having not had another thermal since Shobdon. It was a nice surprise to pass over Nympsfield's DG505 on the way (smile). Good communication with crew, as opposed to Saturday, meant a speedy retrieve (thank you) in time for Mynd food and more beers. Ian also managed to round Leominster and make it to Ludlow and like me was almost caught napping by the day! Unfortunately, I don't know the state of the Novice event or whether there was one, maybe JP will explain later in the newsletter.

So not classic cross-country days but RP weekends never seem to be so. All the same MGC had two day wins on Sunday and a good showing on Saturday. My thanks to Dominic and John and all the members who helped launch us and help with the weekend. Lets win the Rock back! If you would like to know more about Rockpolishers, fly for the Mynd or just get involved, a list is up in the clubhouses or alternatively give Dominic a call. We need your support.

A Note From the Launch Directors

Mike Witton

To try to improve airfield efficiency and to get the best value for money out of our professional winch drivers, some changes have been made to the weekend operation organisation. The main item involves hangar unpacking in the morning. Our professional winch drivers are on site and clocked in at 8.45am ready for a 9am start on Saturdays and Sundays. The duty launch director should be organising the hangar unpacking before and during breakfast. This frees the duty instructor to be checking the weather forecast and arranging the airfield layout with the winch driver.

Please help to unpack and D.I. the aircraft while your breakfast is being prepared. Ultimately we would like to achieve a 9:00am briefing and first launch at 9:15am on a regular basis. At the very least we need to be getting a number of launches done before 10am:

- a) to make the most of the half price flying offer for flights before 10am and
- b) to make sure that we can manage to fly everyone who wants to fly that day.

AGM and New Committee

John Parry

The club officers and committee are:

- Charles Carter - Chairman
- Jon Hall - Vice Chairman and Membership
- Keith Mansell - Treasurer
- John Parry - Secretary
- Chris Ellis - PR and Advertising
- Clive Jones - MT
- Allan Reynolds - Buildings
- Howard Bradley - Airfield
- Neal Clements - Fleet

New Retrieve Winch Progress

Colin Knox

The new retrieve winch is almost finished and we have already done some trials pulling cable round the airfield. You should be seeing it in use very soon.

Treasurer's Notes

Keith Mansell

Members are reminded that annual subscriptions were due on 1st April 2005. If you have not already paid please do so promptly. The relevant rates now prevailing are:

Full Member	£320
Country Member	£160
18,19 and 20 years old	£90
Junior Member	£50
Non Flying/Social Member	£50

Rockpolishers Scores - Round One at Long Mynd

John Parry

Each class is scored individually for each day according to the BGA 1000 points Regionals rules, then for each class the 2 day points are added together to give the overall weekend score. Individual day positions are interesting but do not directly affect the overall result. League points are awarded for each class based on the overall weekend score for the class, then the 3 classes have their league points added together to give the overall league points for the weekend. Then if it is not the first meeting the points so far are added to give the overall total.

We won 2 out of the three classes on Sunday and are second overall.

Positions for the days were as follows:

	Novice			Intermediate			Pundit		
	Sat	Sun	Total	Sat	Sun	Total	Sat	Sun	Total
Nympsfield	1		1	4	3	4	1	2	1
Long Mynd	3=		3=	3	1	2	3	1	2
Aston Down	2		2	2	4	3	2		3
Talgarth	3=		3=	1	2	1	DNF	DNF	DNF

(Sunday was a non-scoring day for the novices.)

League Points:

	Novice	Intermediate	Pundit	Overall
Nympsfield	3	1	3	7
Long Mynd	1	3	2	6
Aston Down	2	2	1	5
Talgarth	1	4	0	5

Task Week

John Parry

With all the excitement of Competition Enterprise don't forget that Task Week will be running as usual in the week leading up to the August Bank Holiday, that is August 20-28, in the usual format run by the usual team.