

MIDLAND GLIDING CLUB NEWSLETTER

Number 121

May 2006

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AGM

John Parry

The AGM is provisionally planned for Saturday 3 June at 18:00 in the clubhouse. Dinner will be at 20:00 after the meeting. Watch out for the formal notification and accounts.

Correction

John Parry

In the last newsletter Sarah Platt's email address was sadly incorrect. The correct address is:

sarahplatt@gliderpilot.net

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<p>Club web site: www.longmynd.com</p>	

Chairman's Contribution

Charles Carter

The main topic of conversation during the start of the soaring season has been the accident to the K21 FWQ on the 13th April. In case you are superstitious let me tell you it was a Thursday.

The glider is a comprehensive write off and given the nature and location of the accident it is a miracle that the two pilots did not sustain more injury. P1 Barron Taylor walked away with a few scratches but his P2 Stephen Wyatt was less fortunate and suffered two broken ankles. Stephen and his father David had been on the course that week and with the irony that accidents seem to throw up, it was the last flight of the course week which turned out to be the fateful one.

Once again the air ambulance was rapidly on the scene to administer aid.

I know you will all join with me in wishing Stephen a speedy recovery from his physical injuries and hope that his desire for a flying career can be fulfilled.

Barron told me of his high regard for Stephen's calm and dignified behaviour at the crash site before and after help arrived and his parents can be justly proud of him.

We hope that the Wyatt family will visit the Mynd in the near future where they will be most welcome.

Barron, I am happy to say, seems to be back to his old self and I think from a radio call I heard while flying the other day has been back in the air.

The loss of a K21 and a late C of A on JGJ has left the two seater fleet rather depleted of late but I am happy to say that we are now back to three two-seaters and the committee is actively looking at a replacement for FWQ. A K21 is the preferred choice because of its all round characteristics especially its robustness and proven suitability to our operation on the Mynd. However, we have not been able to source one in the UK and have had to search the continent where there are four or five for sale and this necessarily adds delay to all the steps needed to complete a purchase. We are actively pursuing one of the gliders and I hope that we will have a replacement at the Mynd before too much of the season is gone.

This year the demand for caravan slots has exceeded the supply and I think that it may be helpful to outline the criteria which the committee use to allocate spaces.

The allocation of a caravan space is an annual requirement and each year all residents and would be residents need to apply by 1st March. If the number of applicants is equal or less than the available spaces then happiness reigns supreme but if there are more applicants than spaces then the committee will decide.

Full Cats, Half Cats, Basics, Tuggies and Launch Directors earn points in that descending order. committee members earn a bonus automatically and there are a large number of points which can be awarded at the Chairman's discretion. The Chairman's points may at first glance appear to be rather arbitrary but there are some people, and it will not take long for you to think of one or two, who sweat blood for the club but do not fit into any of the above named categories and depend on other means for their allocation. There are no grandfather rights.

We take no delight in turning down applicants because we lose money and in extremis we lose friends but the club is bound by a licence and recent negotiations have fixed the number at 23 which the District Council is keen to enforce. Hope this makes it clear but speak to me if you are in doubt and look to your laurels for next year.

To finish on a more positive note, it was good to see a big turnout for the first Rockpolisher meet of the season at the Mynd this weekend and to see Sarah Platt start her captaincy with a very good win by the Mynd team. Congratulations to all who flew and organised the event and a very big thank you to the Saturday duty crew who put in a mammoth effort with restricted launching facilities to ensure that the day ran smoothly. Caravan points have already been filed away.

Treasurer's Notes

Keith Mansell

Aerotow Fees

From 1 May the minimum charge for an aerotow has been increased from £20 to £24 and the per minute rate has been increased from £2.50 to £3.00. These increases are in the nature of a fuel price supplement caused by a 30% rise in the price of Avgas. If Avgas becomes significantly cheaper aerotow fees will be reviewed and may be reduced.

Double-bedded room surcharges

From 1 May the surcharges for these rooms are:

- full en-suite £17.00
- half en-suite £12.00
- standard £7.00

but for the second and subsequent nights of a continuous stay there will be a discount of £2.00 per night.

Annual Subscriptions

Subscriptions were due on 1 April. If you have not paid please do so soon and thus avoid being refused permission to fly. Full and Country membership fees may be paid in full or by 12 monthly instalments via Direct Debits.

The rates are:

Membership		Annual Fee	12 Direct Debits of
Flying	Full aged 21 & over	£330	£29.00
	aged 18,19,20	£93	
	aged 16 or 17	£55	
	Junior aged 14 or 15	£55	
	Country	£165	£14.50
	Overseas	£145	
Non-flying or Social		£55	

The Right to Roam

Keith Mansell

Under the Countryside and Rights of Way Act (the CROW Act) certain areas have been designated as being of Open Access to anyone on foot. These areas are indicated on Ordnance Survey Explorer maps with an overall yellow colour-wash (which is rather faint and not easy to discern where contour lines are close together).

There is no 'Right to Roam' on any of the club's land because it is not classed as being of Open Access. (In any event the CROW Act excepts aerodromes, golf courses and race courses from the 'Right to Roam'.) However none of this prevents walkers, cyclists or horse riders from using the bridleways or Starboardway or walkers from using the footpaths on the airfield.

It is possible that ill-informed ramblers or those who have not read their maps too well might try to insist on a 'Right to Roam'. Please explain politely to such people that there is no 'Right to Roam' on the airfield and that they must keep to the bridleways, or footpaths or to the permissive path the Starboardway.

CFI's Bits

Neal Clements

Logging of flights

Can I remind you that it is a BGA regulation that:

All clubs shall compile and keep such log books and flight time sheets as enable an accurate record of the club's flying operations to be kept.

We log the glider flights in the log book and the tug pilots log their flights in their book and so it is just the Falke which is not logged. Can I please ask all duty pilots to log the Falke's takeoffs and landings in the book as a glider. Visiting power pilots should be logged in and out as well.

Fixed time briefings

We have been running an experiment with fixed time briefings. At weekends the number one should be briefing at 09:15 no matter what the weather and no matter what state the hangar or breakfast is in. The goal is to get us into a routine of putting flying first and having a known point in the day when things officially get going. Ideally, weather permitting, the hangar should be unpacked before briefing. The experiment has had mixed success but the instructors and launch directors present at the last meeting all thought that that we should make the fixed time briefings a permanent feature at weekends. Can I ask all launch directors, tug pilots and the instructor team to help make these briefings happen.

DG505 and cross country

It is cross country time again! Already big flights have been achieved and this year we have the DG505 available for us to practise cross country. I recommend that on days that look promising you collar an instructor and do a 100 km triangle in the DG. You will learn a lot from doing this, you don't have to do big distances to improve your technique, in fact it can be harder to achieve high speed over short distances. Whatever flight you do, be it in the DG or your own glider please log it in the clubhouse on the ladder. Lots of flights count for trophies and yours could be one of them.

Instructors

Congratulations to Mike Greenwood on reaching assistant instructor status. Without our instructors we do not have a viable club. If you would like to put yourself forward then please send me an email. Instructing keeps you current and the things you will learn on the course will be invaluable. Have a word with any newly qualified instructor and ask their opinion.

Expedition to Jaca - 2006

Jan Outhwaite

Twelve club members, three instructors and four syndicate members of 494 spent a thoroughly enjoyable and rewarding three weeks at Jaca. Jaca, or specifically the Santa Cilia Aerodrome, is situated in northern Spain close to the Pyrennees and about 50 miles east of Pamplona. The airfield is within the huge Jaca valley, easily accessible and consists of three east/west runways, (800 m tarmac, 700 m gravel and 700 m grass). Two enormous hangars house the many powered aircraft and the various gliders. A parachute club also operates from the airfield with its own drop zone perilously close to the runways. The airfield facilities are impressive with a clubroom, restaurant, outdoor pool and terraces, large carpark, various offices and briefing room, showers etc.

Each day began with a weather briefing by the CFI, Juan. The info was downloaded and projected onto a screen and consisted of soundings, satellite projections and wind and temperature forecasts. After this was hangar unpacking. The gliders were then prepared, towed to the end of the tarmac runway and parked until needed. A call to the tug pilot ensured a prompt launch within five minutes. Generally any wind above 10 knots with a northerly component produced some form of wave.

John Stuart instructed throughout the whole three weeks and was very much at home by the end. Simon Adlard instructed for the first ten days and was replaced by Paul Garnham for the latter part.

The first week's cohort enjoyed strong wave conditions with altitudes up to 20,000 feet, the second week had mixed conditions and the third week was wave to start with, becoming stable but still very flyable towards the end with temperatures rising and thermals strengthening. Virtually every flight gained and often exceeded 12,000 feet affording spectacular views along the snow-covered mountains and into France. We all looked on in awe at the literally thousands of migrating storks attempting to cross the mountains and fly north. Towards the end of the last week the valley was beginning to warm up producing tight thermals above the peaks (and I don't mean Martin's long-johns). It was very exciting and quite intimidating to thermal closely to the mountains but with someone in the back to get you out of trouble you soon begin to feel comfortable with it; the escape routes are also near by.

The expedition stayed in a five-bedroomed rented house which was very comfortable. Local eating was good quality and excellent value.

A Jaca evening was held at the club a few weeks ago with talks, PowerPoint presentations and video clips. Sarah Butler produced some terrific posters which are still on display. If you are interested in joining next year's expedition, please sign the notice in the club house or email the club.

Of course no expedition would be a success without the personalities of its members. So here are a few questions to see how well you know your fellow club members. The expedition members were: Simon and Liz, JS, Paul Garnham, Mark Sanders, Lenny, Mike Greenwood, Dev, Sarah Butler, Helen, John O'Reilly, Jan, Den, Keith, Clive Crocker, Dave Crowson, Neal, Martin and Rod.

1. Who was still fiddling with his car lights and fixing his number plate an hour after the expedition was due to leave for Portsmouth?
2. Who was stopped and searched before he even left the country? Well, you would, wouldn't you?
3. Who researched and purchased various items of high tech clothing (ie heated socks) only to find that at 20,000 feet he couldn't reach to switch them on?
4. Who needed a sacos de sicos and barfed for Britain before recovering sufficiently to get to 12,000 feet? Must have been those red socks!
5. Who suffered from the bladder squeeze at 14,000 feet, didn't make it to the loos and spent the next two hours sitting knickerless in 15°C sunshine waiting for her clothes to dry?
6. Who risked a serious blood pressure problem by inviting gorgeous tug-pilot Ana (reputed to fly in her bikini in summer) to a ride in his Duo? She turned him down. Shame!
7. Who proved to the CFI that he can fly in wave (despite popular disbelief)? Rumour has it that he has now agreed to become an instructor.
8. Who wished they had oxygen on board when forced to abandon climbs above 14,000 feet? Especially galling to witness Lasham achieving climbs up to 26,000 feet.
9. Who thought they had a terrific time and want to go again next year?
10. And finally - who wiped out a petrol pump with the back end of a trailer on the way back to Bilbao? (Yes, really - we have the evidence).

(Answers on page 9)

So how well did you do?

7 or more: Well done - you must have been on the expedition.

4 to 6: You did the next best thing and came to the Jaca evening.

Less than 4: Shame! Make sure your name is on the list for next year.

Jaca Diary

Mike Greenwood

Day 1 Friday 24 February 2006

We woke up to a clear blue sky. The air was cold, although there was no wind. The airfield is at 2,400 feet asl on the flat bottom of a huge valley with the Pyrenees rising to 10,000 feet on one side of the valley, and on the other side the huge peaks of Sierra de San Juan de la Pena, which is a vulture sanctuary behind the airfield, and Oroel behind the town of Jaca about 10 km to the east.

We were introduced to Juan, the CFI, who was young, charming, good looking and spoke good English. He gave us a comprehensive briefing on the field operation and a brief Spanish lesson on how to call five minutes and downwind.

Around mid morning the white storks that are migrating north across the Pyrenees started coming over in huge waves, stopping occasionally to thermal. We could hear them clearly, honking to each other as they flew overhead in huge straggling V shapes. We noticed that they came over every morning when the weather was flyable around noon.

At around 1 pm I took a launch in the DG505 with Simon Adlard. We got into good thermals and reached the stage 2 ridge with ease, with fantastic views back over the airfield and Oroel and of the snow capped mountains. We then pushed on towards the mountains and reached stage 3 at 8,000 feet asl and pushed on to the main ridge. The scenery was breathtaking, but although we were at 8,000 feet asl the trees on the slope below looked about circuit height.

Eventually we decided it was time to leave, partly to give someone else a flight, and partly out of fear, as the mountains looked like they were getting a bit close. We flew over to Oroel, but found no significant lift, so did a high speed fly past of some walkers near the summit, and final glid back to the airfield. The flight had lasted one hour 15 minutes.

Day 2 Saturday 25 February 2006

We turned up for 10 am briefing, the weather was not looking good, and would deteriorate through the day. We were introduced to Anna the tug pilot, who was young, charming, arrestingly pretty and spoke good English. Rumour has it that in the summer Anna flies the tug in a bikini, which must put their launch rate up considerably.

We had worked out that the Spanish club has a Pegase and a Duo Discus available for hire, so decided that the best use of the day was to take a check flight with Juan so we could fly the Pegase when the weather got better.

Day 3 Sunday 26 February 2006

The forecast is bad, though a good possibility of mountain wave tomorrow.

Day 4 Monday 27 February 2006.

Clear blue skies, the wet weather had blown through. At briefing the forecast was looking good for northerly wave, so launched with John Stuart in the Spanish Duo Discus.

The tow was reasonably turbulent, but we did not hit any steady lift, so stayed on tow to about 6,000 feet asl, and pulled off in lift. The lift quickly disappeared, so we pushed forward into wind through rotor expecting to find the smooth wave upwind, but we only found sink. We turned back and eventually found a patch of reliable but not very smooth lift about where we had pulled off over a snow covered hill.

We climbed to about 9,000 feet asl and then decided to head west as there were some decent looking wave clouds and we thought we were going upwind. As we headed along the ridge we encountered heavy sink, and when we got to the promising looking clouds there was no lift, but lots of sink. There was a ridge below us, but that didn't seem to be producing any lift either, and we slowly sank towards it till it started looking rather close. (This is the point we realised that the wind had gone north east, so we were downwind of the site.) As we were now 4,500 feet above the field we decided it was prudent to attempt a final glide back, and turned towards the valley, expecting heavy sink in the lee of the ridge. In fact we found lift, which was smooth, but very narrow. We went back along the ridge to the location of

our original climb, and found good lift to 12,000 feet, but again only a narrow ellipse of lift. We were still in good lift, but as we had no oxygen we pushed forward over the main ridge across the border into France. We found steady lift on the face of Pico de Aspe, which must have been the primary of the wave we had been climbing in previously. The view into France was stunning, a vast expanse of snow covered mountains rising out of the cloud. The Mynd Duo Discus passed over us very high, they had got to 19,500 feet.

Eventually after two and a half hours of the most spectacular flying I have ever done we headed back to the airfield with full bladders and freezing cold feet.

Day 5 Tuesday 28 February 2006

The day dawned bright and clear, but the briefing indicated that there would be no lift. The vultures were out in force, however. As there wasn't any point trying to glide with no lift, but it was a perfectly clear and cloudless day I arranged to go for a flight in the Robin with Juan. We climbed to 11,500 feet and flew along the main ridge of mountains. The view of the mountains was spectacular. We flew along the line of mountains known as the 'motorway', as it can provide a long line of thermals. We flew over huge valleys, and past the spectacular Tobacor. Eventually we turned back, past other amazing rock formations, and back over the town of Jaca with its distinctive star shaped fort before heading back to the airfield. It was a spectacular flight, and it was very civilised having a heater, it was the only flight of the week when I had warm feet.

Day 6 Wednesday 1 March 2006

At the briefing Juan seemed to think it would not be a very good day, but there would be some thermal activity. In the event we had 7 knot averages to 8,000 feet asl.

I took a tow in the Pegase to about 2,500 feet, struggled initially to get away, but eventually got a good climb to around 5,000 feet above site and set off towards the lake that lies 25 km to the west of Santa Cilia as I could see the Duo Discus 494 turning in something. I shared a few thermals with the Duo and a few vultures before setting off down the lake, the lift was very strong and reliable. There were some north westerly cloud streets, so I followed them for some distance towards the mountains before cutting back to the lake. After about an hour I was about 35 km from the airfield, and started to work my way back towards Santa Cilia. I hit a strong thermal and turned tightly, looking down the wing I saw a great sea of white storks circling in the same thermal a thousand feet below, their wings shining in the sun. Aware that they usually came across in great waves, I kept a good lookout for them, and for a while the sky was full of great columns of birds circling, and V shaped flocks crossing well below.

Eventually all the storks disappeared and I flew over to Jaca and towards the mountains, reaching 8,400 feet asl. I heard Mark Sanders on the radio calling five minutes in the Duo and knew that he wanted to fly the Pegase so headed back to the airfield and landed after a flight of 2 hours 5 minutes.

After a lunch I leapt into the DG505 for a flight with JS. We tried to climb up into the mountains, but the lift had become weak and we sank towards the hilltops. Eventually we found a small area of lift in a bowl and worked it up. We went over to the vulture sanctuary and then joined Mark thermalling. We followed him for a while to take a few photographs and then headed over to Oroel to join the Duo. There wasn't a lot of lift on the sunny side of the hill, but we noticed the vultures were heading into wind from the rock face in shadow and seemed to be going up, so we copied them and found lift in front of the rock face that we soared for some time before landing after 2 hours 15 minutes.

My impression of Santa Cilia is that it is gliding paradise. The airfield is easy and safe for local flying as there are lots of huge flat fields, and the airfield is very easy to locate, and the runways are huge so local flying in spectacular scenery is fairly easy. The staff were friendly and accommodating, the airfield operation efficient, the flying conditions amazing for February, and the scenery awesome. It was also very cheap flying, we took high tows, working out at about £20 an aerotow. The food and accommodation were also very good and cheap.

What I learned about mountain flying is that the lift isn't where you think it's going to be, and that your top half gets very hot and your legs and feet get very cold. I had ten hours of the most stunning flying I have ever done, and flown higher than ever before. I can't really describe how amazing the scenery is,

but I did take a lot of photos. If you want to see some of the photos I took on these flights then look at :
<http://corris65.mysite.wanadoo-members.co.uk/jacaphotos.htm>

From the Flying Field

David d'Arcy

The Dutch returned again with 20 or so people between two clubs from 18th to 25th March, and enjoyed more bungeeing and hill soaring. We have also had club visits from a number of flatlanders, and also a couple of universities, Oxford and Loughborough of which one student unwittingly did his five hours! Another uni student (Birmingham) and new member, Kat Marchin, has gone solo. Andy Holmes achieved Gold height in the first week of April. Not to be out done Mike Witton achieved Diamond goal and Dominic Haughton surfaced to do a 300 km, others went a little further, as if 300 km is not far enough! Simon Adlard did 385, Alasdair Lewis, Hawley/Stanley (508 km) and Andy Holmes in his shiny new(ish) LS8 did 545 km! All these flights were on 5th April, in what must have been the most fantastic first week of any April.

Also on 5th April new member Mark Sanders did Tim's Triangle in the Discus as did Richard Bennett in the K8 (not Duo Bennett, although you'd be forgiven for thinking it was, since Rod Hawley now has his towel firmly entrenched in 494 nowadays!) Yes this old girl is capable of XC too you know. Not unsurprisingly John Stuart was also in XC mode doing 200 km with a lucky course member, and would have gone twice if he had more time. This could have been you, don't forget course days are open to members at a discounted rate starting at 20% (30% if booking in advance) and working up to 40% if advance booking a 2nd course day - subject to availability. Speak to Martin in the office for further details.

Twelve members plus two gliders made the first club overseas expedition in many a year to Jaca in the Spanish Pyrenees, and had some very impressive wave flying. This was very well re-told (and received) during a Jaca evening presented at the club during Easter weekend. (NB: I for one would like more such nights.)

Although you may not think a 'Flying Field' subject, a big thank you goes out to all who helped to redecorate the bar, TV room and office plus other bits of the club. Special thanks go to Jan and Den and Dave who actually did the work, well done! Not every day can be a flying day, so it's nice to see members mucking in during the dreary months of January, February and some of March.

A warm welcome to new tug pilot Mick Davis, who will be more than happy to provide you with XC aerotow or wave starts.

Easter weekend did not start well with the news of FWQ's unfortunate accident the day before and we wish both parties well, however, the April weather provided some wonderful and varied flying on Friday, Sunday and Monday, Saturday being the odd one out, but even here (dare I say it) McCurdie managed to soar! Or was it the CFI's guidance in the other seat? Fresh back from the George Lee experience Ian MacArthur, zoomed round local TPs (if Great Malvern can be considered local!) at 92 kph on the Friday. Meanwhile, I couldn't even make Welshpool! (Out of practice I think.) Sunday provided some morning wave before weather closed us in, for a brief period, a little later we were soaring again, where Helen Johnson clocked up a Bronze duration leg flight in the K8 and many others enjoyed glorious soaring to late in the day. Monday was a ridge day, for those checked for short west, then provided more excellent afternoon soaring with 5 knot climbs. All in all a wonderful weekend.

Don't forget our **club week** (30th May - 2nd June) where you can gain access to our professional instructors and progress your gliding skills.

Club **Task Week** is 19th - 27th August, book your club gliders now!

The Sailplane Grand Prix, a New Kind of Competition

Julian Fack

In 2001 at the Australian Club Class Nationals the organisers attempted to spice things up a bit for the spectators. They realised that ordinary glider racing tasks provide almost no interest for those watching, in fact most of them cannot even understand what is going on. They see the grid launch, they see a few gliders starting, and then, if they are still around hours later, they may possibly catch the leaders finishing. Even then they have no idea who has won. Late in the evening the scorers produce a provisional list of finishers, but only the next day will they finalise the scores when all the loggers have been returned. This is all great fun for those involved, but it is incomprehensible to anyone else.

The Australians decided to try a return to basics, using some ideas from yacht racing, and some from power plane pylon racing, like the Red Bull series shown recently on TV. They restricted the number of entrants to 20, established a yacht racing style start line where they all try to cross it at the same time, and removed handicaps.

The idea has since been refined and honed to the extent that, after a test event in Saint Auban last year and a second trial run in New Zealand this winter, there are to be eight more qualifying events around the world this year, with the interests of spectators uppermost in mind. The 2006 UK event is to be at Gransden Lodge in early September.

Technology has had a part to play as well, and real time logging may be transmitted from each glider back to base so the positions can be shown on a big screen (after a short delay, so it cannot be used to help other competitors). The start line is arranged so it can clearly be seen over the airfield, and, where practicable some of the turn points are near high ground and height restrictions are imposed on the gliders at those turns, so spectators can get a view of the race in action. The races are fairly short, three hours or less, and since they all start at the same time, the first finisher is the winner.

There are lots more refinements, for example setting a turnpoint over the airfield at less than 2000 feet during the race, but in essence the spectacle is as described above so the public can grasp the situation immediately, and can follow it even when there is nothing to see in the sky. I think it has a great future, and should it find a place on TV (on one of the many new digital channels, many of whom will surely be searching for content to fill their schedules) it could catch on in the same way as one day cricket or rugby 7s, and act as a valuable recruiting tool for the gliding movement as a whole. If it does get on TV I predict that before long we will have live (or slightly delayed) pictures relayed from inside the cockpits in the same way as in motor racing or rallying, and even cameras that can pan and zoom by remote control, so the viewer can look around at the opposition from the cockpit as the race progresses, but for now we can enjoy the racing and see how it pans out during the rest of the year.

When I asked my syndicate partner Andy Davis, double World Champion in the Standard Class, and rated number 2 in the world rankings, what he thought of the format he said it was very exciting but the aggressive Motor Racing Grand Prix style scoring system (10 points for 1st, 8 for 2nd 7 for 3rd down to 1 for 9th and zero for the rest) does put a premium on gliders with a good final glide performance.

The 2006 qualifying events are designed to sort out a "best 20 in the world" entry for the next Grand Prix Event in New Zealand early in 2007.

You can follow the progress at <http://www.fai.org/gliding/sgp>, or just search the web for "Sailplane Grand Prix". If you look at the website you will find some interesting rules, for instance start speed is limited to 170 kph, and finish altitude must be below 100 meters agl.

After a quick perusal of the rules I have not found anything relating to what kind of glider is allowed to compete, which is interesting. I look forward to seeing how this new sport progresses in the near future, I cannot but think that it will be a success.

Quiz answers: (1) Dave Crowson, (2) Simon and Helen (3) Martin (4) Clive (5) Den (6) Neal (7) Keith (8) Almost everybody (9) Definitely everybody (10) Rod

What is Euroglide06?

Julian Fack

In mid June Duo Discus JF with the old team of Paul Garnham, Richard Hinley, Nick Heriz-Smith and Julian Fack will be travelling to Eindhoven in Holland for the start of Euroglide. This will be their fourth time for this exciting 12 day competition, which is run every two years by the Eindhoven Gliding Club. Many of those who compete regard it as the gliding experience of a lifetime.

Euroglide is a 2300 km race around Europe. This time the turnpoints are

- 1) Eindhoven,
- 2) Orleans, South of Paris (after a short dog leg round Belgium),
- 3) Montricher, N of Lake Geneva,
- 4) Aalen, E of Stuttgart (apparently we have to duck under the Zurich TMA to get back into Germany!)
- 5) Neustadt Glewe, which is South of Rostock not far from the Baltic sea in the far NE of Germany, and back to the finish at Eindhoven, but not necessarily in that direction.

There is a useful map showing the route at www.euroglide.nl and you can follow our progress on the website once the race starts on 12th June. Do not expect us to be amongst the leaders, we will be happy just to finish, which is something we have done only once before.

There will be a briefing on the Monday morning about which direction round the task we will be flying, and then we will be off. So far the starts have all been blessed with good weather, two years ago we flew from Holland to the Swiss border in one jump, and four years ago we flew over five countries (NL, B, L, D, F) to land south of Paris on the first day. Euroglide is probably the only time where you do not even know in which country you will be landing later in the day.

The rules are fairly simple, you fly as far as possible, land wherever you can, find a launch on the next soarable day, and so on. You have ground crew who follow the glider round, and you are also allowed to move forwards in the direction of the next turn (by aerotow, turbo, or on the road), up to a maximum of 100 km per flight, and no more than 300 km in total for the whole task. This brings strategy to the fore, Euroglide is about so much more than just soaring. You have to try and land each day with a plan in mind for obtaining the next launch, bearing in mind that most continental gliding clubs do not open during the week, and a winch site may not allow you to start on task as early as you might like.

Two years ago we had a frustrating time at a gliding club in the former East Germany. We could not get a launch before lunch as the tuggie was a schoolmaster who could only come out during his lunch hour. Meanwhile the cumulus was popping from about 10:30 on a brilliant soaring day. We set out for the Baltic after 2 pm, only to find that sea air had penetrated far inland by late afternoon. We also failed to interpret the rules, which would have allowed us to cut the corner (rather than rounding the turn) and use up some (or all) of our 100 km allowance for the day. Since the incoming and outgoing tracks to the turnpoint were fairly close to each other, we could probably have “stepped over” to the outgoing track without using too many precious kms of the allowance.

Since you often fly several days running this all gets quite tiring, so we swap crews every soaring day, two in the air and two on the road. Having a two seater also helps, as there is lots of navigation to do, and the airspace requirements can be quite intimidating. Typically the ground crew do a mile or more on the road for every kilometer of task flown, and sometimes arrive very late in the evening. Some of the most memorable moments are not the actual flights, but the peripheral activities and the people you meet. Obviously there is a lot of work to do every day, both in preparing the glider and the route, but also in gathering food, finding (and paying for) launches, and all the things that are necessary to live whilst constantly being on the move for a fortnight.

One of the most interesting aspects is the fact you can go for days without seeing anyone, and then all of a sudden you meet up with half the field. On a previous Euroglide we thought we were all alone, but we scraped into a grass airfield in France late in the day, only to find it heaving with Dutch glider pilots preparing a huge barbecue, to which they immediately invited us. Diana King radioed to say that she

would be landing a few kilometers behind us, but she persevered and much later on she landed just as the Dutch barbecue was in full swing.

Another time we landed at a small German gliding club near the junction of the French/ German/ Swiss borders. There was a forest of vertical concrete railway sleepers on the approach (courtesy of the neighbouring landowner who wanted to scare off the gliders), and the runway was very narrow and short, with tall crop on one side, but we got in OK, to find that the clubhouse was busy as they were having a party to watch the Germany v England World Cup match on TV. We were made very welcome and had a great evening, in spite of being told that nothing as big as a 20 metre glider had ever landed (or taken off) there before!

Another time we landed in a stubble field in France where the locals came out from the nearby village to greet us. They were ecstatic at our arrival but spoke no English whatever. They invited us back to their house, where several generations of the large family lived in somewhat reduced circumstances, and very kindly offered us what seemed to be all the food they had. It turned out that the date was the anniversary of the day Churchill broadcast to the French during the war and asked them to fight back against the Germans. They regarded the arrival of English gliders on this anniversary as a significant omen. We left them the only thing we had left to give, copious supplies of beer which we carry in the motorhome.

Stories like those are commonplace on Euroglide, so no doubt Paul Garnham will keep his usual daily diary, and will write a report for the club news in future. Past reports have majored on the quirky happenings as much as the flying, so read and enjoy after we get back towards the end of June.

Hay for the Horse

Diana King

Yes, there was indeed a horse, and I have an old photo of it, which Mrs Hardwick (the founder's widow) passed on to me among other relics. The picture I have shows the horse towing a very early glider across the bungee meadow and I believe that it was mainly used for towing. However, if you go down the bungee slope you will find a ring set into the ground (or there used to be one...) and I understand from tales told to my family by some of the founder members that the horse was also used for bungeeing, with the rope passing from the glider, down and through the ring and back up the hill to attach to the horse. Instead of six people trotting down the hill, the horse trotted away from the hill to launch the glider. Rumour also has it that one day the rope broke, the bungee slapped the horse hard across its rear end and it galloped away in a panic, either never to be seen again, or at least not that day. Whether this part was true I have no idea, but it makes a good story.

I very much doubt that we kept a horse *on* the Mynd - I assume it was brought up from Asterton every day.

And the table. This I think was specially made for the club, commissioned I guess by Espin Hardwick. Again I have a very early picture of people sitting round the table in the old kitchen (now the briefing room and office) which doubled as club room and dining room, as the clubhouse had not yet been extended further west. Mrs Donnelly (I don't know how this was spelt) used to cook tremendous meals, hot dinners and cakes for tea, on a very basic paraffin stove or something of that sort. The present gas cooker was bought in the early 1950s through my Dad, who worked for New World Cookers.

Mrs Hardwick once told us a story of walking up the hill to fly on a snowy day, probably before there were any buildings at all. They took a large cauldron of stew with them as a meal for everyone and put it down on the ground while flying. When they went to look for it, it had melted the snow and sunk into the snow drift so that the stew was full of melted snow. At least these days, when we have to dig the snow drifts away before we fly, we can look forward to going inside for a break!

Rockpolishers 2006 Round 1 - Mynd

David d'Arcy

I can report that the Mynd team got off to a fine defence of our national title as Club Champions, by sweeping the board with two firsts and a second during the first round, on 29 and 30 April.

Some quotes:

- “David won!” - Helen,
- “That can’t be Mark finishing. Anyway, he doesn’t know how to do a racing finish!” - Lenny,
- “It was actually really good fun.” - Welshgit,
- “I think I under-set.” - Sarah.

Congratulations also go to JonnyBoy who tugged competitors and members relentlessly into the air, I think for a near record of 22 tows or so in three hours. It is a rare thing to see the aerotow queue move faster than the winch queue, but then we were without a retrieve winch (boo hoo).

Day 1: The tasks for Saturday were:

- Novice: Triangle, Seighford - Bridgnorth - Mynd (125 km)
- Intermediate: Triangle, Seighford - Great Malvern - Mynd (194 km)
- Pundit: Assigned Area Task time allowed 3½ hours, Lleweni Parc (circle 50 km radius) - Seighford - Great Malvern (circle 50 km radius) (minimum distance 147 km, centres 312 km, maximum 504 km)

Carlac (polish) was then applied to 493, and trailer checked and washed by Mark’s team (okay it was Auntie Den, who else would it be) in the hope that the hard work spent then would mean he would get home. And he did! By midday soaring conditions materialised and many members took advantage of the RockyP’s briefing by flying the various tasks, the most popular being the Intermediate one where (I think) Dominic, Shuttleworth, Laidler, Mikee, and eventually (two hours after most) JonnyBoy got round. Tony Danbury kept his eye in by completing the Novice task.

Other interesting notes from the day were the wide range of gliders being entered. Usk clearly being sponsored by Grob, with two Astir CSs and a Grob 103 Twin III Acro. Talgarth: a Pirat, Standard Jantar, and a Silene (a staggered side by side French thing). And a K8 from Aston Down (which incidentally also got round). After much smiling on many faces the day was finished off with a wonderful Mynd dinner, and attendees were treated to a feast of introductions (the Mynd tradition).

Day 2: As is many a case at MGC, was a completely different one. Dominic (weatherman for RockyPs) tried to be optimistic, but by noon there had been no change and the day was scrubbed.

Position	Novice	Points	Intermediate	Points	Pundit	Points	Overall	Points
1	Long Mynd Discus 493 M Sanders	5	Long Mynd DuoDiscus 494 D Crowson / S Tilling	5	Aston Down LS3 EFZ D Gardner	5	Long Mynd	14
2	Talgarth Pirat CPX M Codd	4	Aston Down LS4 EMG R Bowsfield	4	Long Mynd DG505 KAW I Evans / J Hall	4	Aston Down	11
3	Nympsfield Discus 158 P Bagnall	3	Nympsfield DG300 FUU S Moss	3	Nympsfield DG505 913 L Tanner / ?	3	Nympsfield	9
4	Aston Down K8 JSN R Birch	2	Usk Astir 214 R Slater	2	Usk Grob Acro 3 609 S France / I Healme	2	Talgarth	6
5	Usk Astir JRD D Allen	1	Shobdon K6CR M Dodd	1	Talgarth Silene FE J Clarke / ?	1	Usk	5
Intermediate 5= Overall 6			Talgarth Jantar DJM G Dennis	1			Shobdon	1