

MIDLAND GLIDING CLUB NEWSLETTER

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MODE S TRANSPONDERS

Closing date for response to proposals 31 May 2008,
more details including contact addresses on page 12.

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Chairman's Column

Jon Hall

It is with considerable trepidation that I take over the role of chairman from Charles Carter. I know how much work Charles put into the job over the last five years, much more than most people will be aware of, and how his wise and careful stewardship has left the club in a much better state than that in which he found it. It would be quite wrong of me to start this new administration without paying tribute to Charles and his various committees on behalf of the entire club and all its members. Thank you.

The next five years will be an interesting time. Faced with challenges from EASA and the CAA the shape and nature of our playground is going to change. In my view it is inevitable that some of us will be compelled to carry Mode S Transponders but the bigger picture is not all bad. It appears that we will only need transponders if we wish to fly above FL100 or to transit a TMZ (Transponder Mandatory Zone) or to fly abroad. For the majority of glider pilots across the country this will mean no change, except for exclusion from the TMZs which could be established almost anywhere but are likely to be used as buffer zones alongside the airways and around commercial airports. As at present, the option will still exist to contact ATC without Mode S and request permission from a controller to penetrate or transit controlled space. It might, if you are lucky, be granted. You will need an RT license.

As ever with these proposals there are some opportunities too. The CAA indicated at the recent Shobdon meeting that they may be willing to consider designating large parts of the country, such as most of Wales and parts of Scotland, as transponder free zones up to FL195 to allow higher altitude cross country flying in wave and Diamond height claims. It is imperative that every one of us responds to the CAA consultation process and suggests just this. If adopted it could put MGC in a very favourable situation to take advantage of our location.

On the domestic front we have challenges of our own. The first and perhaps most important one is to increase membership and improve retention. It barely needs saying but the more members we have the more revenue we earn from subscriptions, launch fees, glider hire, trailer parking etc. However more importantly there are more people to draw from to operate the airfield at the weekends, to become Launch Directors and Instructors, to serve on the committee, to do the jobs that always need doing around the place and to collect you from that field. We ended the last membership year in March with more members than we have had since the year 2000, but we need another 30 at least. I would ask you all to support Dominic Haughton who has taken on the mantle of Membership Officer on committee in seeking to gain and keep those additional people. This club has a well deserved reputation of being friendly and hospitable but I ask everyone to remember that anyone found in the club house, even if they are from over the road, may be interested in joining us and a few helpful friendly words at the right time may be all that is needed to make up their minds.

Second on the agenda is making provision to improve or replace our buildings. Clearly this is not going to happen overnight but the first stage is underway. It is vital that we renew the workshops and provide a modern and safe environment for our engineers and winch drivers to work and to enable Roger Andrews to meet the incoming EASA standards for his workshop, or we may find ourselves without an inspector/repairer on site. We are drawing up a scheme at present which will then go forward for planning approval. This will take most of this year but we are hopeful that we may be able to start work on implementing the scheme next year. In the meantime there is the not insignificant matter of raising the funds. I think we will be able to secure some public funding from grants and awards but the remainder, probably as much as half, must come from our reserves. In order to achieve this I am launching a New Buildings Fund and asking all of you to assist in raising the sum of £15,000 by this time next year. I would like to see a working group, not made up of committee members, which will take on the job of devising and organising fund raising events and strategies over the next year. These could be anything from car boot sales to pledges of loans from members. To support the fund I will make sure that any opportunity that arises for the club to make some additional revenue, for instance through merchandising or special events, will be earmarked for the buildings fund. I don't want to press gang people into the working group, though I will if I have to, so please, if you have any relevant skills or interest, come forward and help. For a start we could think about sponsored events like running in a

local half marathon or some gliding based challenges such as a new record for total launches dawn to dusk on Midsummer Day. Be creative!

As many of you know, I have been trying to relocate closer to the club for some time without success. Consequently for the next year or so at least, I will not be at the club as often as Charles used to be or I would like. I will however try to be at the club for a Friday and Saturday at least every other week and I will of course be available to answer emails or phone calls at any reasonable time. My numbers are available from the office. The committee will meet on the first Friday of every month from May 2nd so if you wish to raise anything for its attention please contact the club secretary, Ann Parry, at least a week before. Minutes of committee meetings are published in a black folder in the club house if you wish to read them.

Finally a few things we can all do this year to help the club prosper:

- Fly more often - it is always worth rigging when you arrive because conditions can and do change very rapidly. When they do you need to be ready to take advantage.
- Enter all your cross country flights on the BGA ladder. Not only does it stop the usual suspects from winning trophies but it states loud and clear to the rest of the gliding community that we are an active cross country club.
- Arrange parties, evening flying groups, corporate events and anything else you can think of, at the club. It generates customers for the catering which makes it a viable business. Think what the Mynd would be like without professional catering.
- Be kind to the fleet. If we can have another year or two without an insurance claim we will start to see the benefit in reduced premiums. We are paying twice as much in insurance premiums with much greater excesses than we were just a few years ago.
- Look after the airfield. It takes just a moment to damage and months to repair. Only drive on it when absolutely necessary and then use a Land Rover in preference to your car. Remember: your car may not be insured airside. Avoid using wheel brakes on landing.
- Think safety at all times. If you are not sure, ask. There is no such thing as a stupid question.
- Have fun!

New BGA Turn-point List

Mark Sanders

The 2008 BGA turn-point list is now out, with some significant (and relevant) changes. Ironbridge (IRO) is deleted and replaced by two points: Telford South and Telford SW. **THIRTY-SIX** more turn points added in Wales and the border country.

You can view the change list at: <http://www.spsys.demon.co.uk/waypoints/97all11.htm> and download the full TP list in a suitable format for your GPS or PDA via Jeff Goodenough's excellent TPSelect program at: <http://www.spsys.demon.co.uk/turningpoints.htm>

There are plenty of airspace changes for this year, so don't forget your new map (available from the office at £14 ish) and also remember to update your task-planning / cockpit-navigation software if you use it.

Now all we need is some weather...

CFI's Bits

Paul Stanley

Suddenly the summer has been switched on, providing, among other delights, opportunities for flying training.

By the time you read this the first weekend course will have been run by Neal Clements and helpers, hopefully some new instructors will have graduated or be about to graduate and be on the rota. AND you all have the opportunity to book your dual flying with an instructor each weekend. It is important that you avail yourselves of this latter facility. All that's needed is a call or email to the office in the preceding week. If you use email then you need to get an acknowledgement in order to confirm. Being able to book means there is the opportunity for more structured, learning oriented, flying at the weekends. Pitch up at 09.00 as usual, and expect to have the attention of an instructor for about an hour.

The problem of duty teams not turning up is starting to rear its head again, PLEASE arrange a swap if you aren't able to attend. Not doing so causes real problems. I'm endeavouring to get duty teams re-posted in the e-news as the current arrangement is clearly not working. Watch that space.

It has been noticed that some people are using the airband radio for inappropriate purposes, even using it to order meals. Please do not do this, the radio is for flying functions only. Remember your broadcast will be heard by many across the country.

One matter which has repeatedly cropped up in instructor meetings is the pressure to fly, perceived or otherwise. This has been broached particularly in respect of BIs, but lately I've identified a number of occasions when Number Ones have felt pressured to fly in conditions that they judged unsuitable. On at least one occasion that Number One was me, if it happens again the person responsible will find themselves in charge of the airfield for the day! The full category instructors in this club are very experienced in determining when weather is suitable for training. That level of expertise is one which is hard won. I ask that you all respect it, as do I. If the Number One says conditions aren't suitable, then they aren't.

Evening courses this year are being run on Thursdays by Mick Davis and Bob Williams, yet another excellent opportunity for honing those skills. Book your places now!

Happy soaring!

Treasurer's Notes

Keith Mansell

A reminder that subscriptions were due on 1st April. After 1st June members whose subscription remains unpaid will not be allowed to fly.

Recently a trial lesson punter enjoyed his flight but had not paid for it. I ask instructors please to remember to ask the punter for the slip issued by the office that confirms eligibility to fly.

With this newsletter will be a statement of the outstanding balance on your account. Please pay this promptly.

Committee Members

Ann Parry

As of the March AGM the club's committee members are Jon Hall (chairman), Chris Ellis (vice-chairman), Keith Mansell (treasurer), Ann Parry (secretary), Peter Clare, Steven Gunn-Russell, Dominic Haughton, Clive Jones, Allan Reynolds and Mike Witton.

From The Flying Field

Mark Sanders

17 March - James Fisher managed to pencil his name in on next year's Pat Moore trophy by recording the first 100 km cross country flight of the season (MYN-SHS-SHO-MYN at 50 kph in the Cirrus(18)). He's selling his share too - now that's showcasing the goods if you like!

30 March - The Dutch have arrived - big-time! Eighteen of them, I believe and with piles of kit - K7, K21, Skylark 2, at least two LS4s (or is that L's S4? - well maybe not, but I think you'll agree it needed to be explored!). Any road up, and more importantly, they bought loads of good weather with them. Straight after breakfast, their leader, Ronald ("Rocky" you know the one who looks like Sylvester Stallone) was looking wistfully over the edge of the bungee meadow. Not quite this time, but 15 knot WSW, so if you needed it, the ridge was working from low to about 400-500 feet, then all that was required was a short wait until one of the frequent 6 knot thermals catapulted you into the upper air and all those lovely cloud streets. A 3000 foot QFE cloudbase meant that you could go places too. Jon Hall flew MYN-SHW-WPL-MYN. The Mynd's own answer to Posh and Becks, Jonny and Fran had big plans in PZ and 405 respectively, but they launched into the only shower of the day, which unfortunately dampened their bonfire somewhat. Jonny got away later in the day, tanking off somewhere with Andy Holmes in his LS8. Mike Greenwood did sterling work, elevated to Number One for the day, James Fisher flew 493 plenty, and without wishing to say I told you so, declared he had forgotten what a sweet handling machine it is. The words of my illustrious predecessor as your scribe, Mr d'Arcy come to mind - "It was a fabulous day - where the hell were you?"

1 April - a bungee day - first launch at 7:30am. No joke; man, those Dutch are keen. Apparently they only stopped when the wind started to gust to 70 knots!

3 April - congratulations to Helen Johnson on her first (and second!) bungee launch in the K8 - nice one, Helen!

3/4/5 May Rockpolishers Round 1 at Aston Down. The team: Paul Shuttleworth (Pundit - LS4); Dave d'Arcy and Mark Sanders (Intermediate - LS4); Steve Foster (Novice - K6); Mike Witton (Captain) and Jade Adams all turned up, but unfortunately the weather didn't.

Day 1: tasks were set, but no-one could stay airborne long enough to start them.

Day 2: scrubbed.

Day 3: another "nearly" day. In our captain's words: "*Monday was pretty poor. Grim conditions with marginal local soaring throughout the day. A clearance did come through at around 4.30 pm and it was quite warm towards the end of the day (just as we were derigging) but there wasn't enough time to get sufficient surface heating for sustainable soaring. We watched the local pundit launch repeatedly into the sunnier skies & consistently fail to soar. Several competitors did attempt the task throughout the day but they all dropped out of the sky fairly rapidly with nobody getting past Y to my knowledge. There was a brief weather slot under the earlier grey skies with some very dark clouds around. They were there for just long enough to convince people to launch (including Dave and Steve), then promptly began to rain (at which point Paul pulled out of the launch queue and Dave and Steve landed back). Still awaiting for confirmation of any results from Aston Down.*" But reading between the lines, it sounds unlikely there will be any.

Stop press: James Fisher is now the proud owner of a Ventus 2C - FTFF is green with envy!

We welcome new member James Parr.

I need spies! Remember I can only write about what I see or hear. If you know of any news which you think should be recorded in this column please let me know (mark@proconsystems.co.uk - or www.youcouldjusttalkmeofcourse.com)

Fatigue

David Rance

A while ago I had a bit of a heavy landing in the valley behind the Mynd. I had been returning from a cross country flight during task week, up to the Mersey and out over the sea and was happily pottering home from the north using the engine. It had been a lively day. On approach, I could see that there was rain approaching the airfield from the west and decided to turn away and land elsewhere. Half way around the turn, things got a bit out of hand.

Whilst there were a whole string of contributory factors; the weather (flying into the gust front from an embedded CuNim whilst on finals, sustained 10-15 knot sink, unbelievably violent turbulence); problems with the aircraft (unable to retract the engine before landing which meant I was trying to land with it extended, it further broke in the turbulence thus failing to produce any thrust and acted as both a speed brake and an air brake); and an unexciting choice of small fields which to stall into at the base of the hill. However, the thing which has bothered me most was how I managed to get into such a muddle in the first place.

We have long been advised not to fly when tired, stressed, under the weather, hung over or in generally less than perfect physical and mental health. Furthermore we take care to drink lots and eat high energy food during long flights to maintain hydration and sugar levels essential for an alert brain. But what difference does it make? I think my crump was on something like the sixth consecutive flying day and I am now sure that I was becoming fatigued and this led to poor, potentially fatal, decision making. I thought that whilst I was adventurous in my cross country flying, I was also pretty careful. I had several opportunities to break the chain of events which led to this accident that on any normal day I would have taken but for some reason, not this time. I pushed on, intent on getting home. How stupid is that? And despite what Keith Laidler will tell you, I am not stupid. But I was tired.

I visited the Hus Bos Regionals last summer where they had nine consecutive days flying really long tasks. And ten percent of the field crashed. These were really capable pilots. Additionally, there were some silly cases of confusion on final glides between kilometres and miles to run, which led to one or two interesting arrivals. I suspect that none of these incidents were due to a lack of ability to move the stick and pedals around in a coordinated fashion but simply to brain fade and a general deterioration in ability to make good decisions due to fatigue.

If I had suspicions about the way fatigue affects one's performance, my new sport has confirmed it. Last year I took up a low speed motor sport called Sporting Trials (check out www.SportingTrials.com). This is essentially an up hill slalom, usually on a slippery, steep, off road slope, often steeper than you can walk up, in an odd looking car without any of the normal traction aids one might hope for and tyres more suitable for shopping at Tesco's than off-roading. The game is simply to see how far you can get up a hill before stopping. There is no speed element. It is simply a test of skill, which is measured by twelve gates through which you have to drive on each hill. There are thirty hills to tackle during the day and the driver with the least penalties wins. This is a game of repeated assessment of constantly changing conditions and quick decision making along with hand/eye/foot coordination. Does this sound a bit like flying?

The difference between these sports is that whilst getting home in one piece is considered a good flight (you either succeed or you fail, sometimes spectacularly), our performance on each of the thirty hills we tackle during the day is judged and scored empirically. And Blimey, you would be astonished at the difference in my results depending on whether I turn up rested, alert and in the modern parlance "up for it" or I arrive tired, fatigued or still a bit stressed by events at home or work in previous days. It can be the difference between a top ten or bottom ten placing.

Is this a quirk of D. Rance? It seems not. When I discussed this with a number of competitors, it was clearly a well recognised fact. If you are not well rested, in a good mood and keen, you will not do well. Furthermore, it was clear that a lot of competitors are good in the first third of the competition, OK in the middle third and blow it in the last third. Very few people can maintain the required level of concentration to drive well all day. They get mentally tired and as the day goes on they start to lose

concentration and the ability to make the correct decisions quickly enough to maintain sufficient performance to get up a section that often they managed easily in the morning. Their deterioration is measured, scored, clear and plain for all to see. I question how such fatigue might have affected them if instead of driving up a hill, they were flying a long cross country flight culminating in a tricky field landing?

What can we draw from this? Fatigue, tiredness or stress, clearly cause a drop off in performance, which is insidious, can easily be measured in games of skill but doesn't necessarily seem to be easily recognised by the individual affected. In gliding we are aware of the problem but there is currently no mechanism for measuring the drop off in performance caused by tiredness, dehydration or fatigue which is readily apparent in other sports. I question whether we recognise just how much being out of form affects our performance and potentially compromises our safety.

From an individual standpoint it is clearly something to consider when we ask ourselves whether we should really go flying. From a competition organiser's point of view, where nine days are scheduled in the hope of getting four or five flyable days, perhaps on the weeks where the weather is predictably good, it might be prudent to fly only three or four consecutive days before enforcing a rest day? And what of the instructor at the end of a long hot day who pronounces in the bar that he is "absolutely knackered"?

Changes to the Log Book System

Neal Clements

What we are trying to do:

The logbook system will be altered to record members' numbers as a matter of course.

Pilots without numbers will not be allowed to fly.

The current membership list with numbers will be at the launch point in the logbook.

Temporary members will have a card with their number. This will apply to returning trial lessons as well.

Logbook keepers will ask for your name and number.

Why are we doing this?

We require pilots to be members. If a visiting pilot hasn't completed our paperwork, we have no idea whether they have a medical and no means of getting payment from them. If a full flying member hasn't paid his or her subscription for a long time then the rest of us are subsidising them while they continue to enjoy our facilities.

Returning trial lessons are temporary members yet unless they call in the office they do not appear on our systems so we have no way of getting payment from them.

How will this change be implemented?

The logbook will be changed to reflect the new process. The membership list will be printed every time there is a change and certainly each Friday. The list will be in sleeves at the back of the logbook.

There will be a reminder notice on the retrieve winch referring to the logbooks.

Membership Cards, showing the membership number, will be issued to all current members - available from the 1st of May. Anyone losing their card can have another, just ask at the office.

Trial lesson returnees will be allocated a temporary number and a card with the expiry date on it.

When will the new system start?

The new system will come into effect on the 1st of June and there will be a lot of reminders during May.

Prince Birabongse of Siam

Tony Adams

CV

Great grandson of King Mongkut of Anna and the King fame.

Educated at Eton. Adopted by his cousin Chula whose father Chakrabongkse had been in line for the throne but had been bypassed because he married a Russian lady. Chakrabongkse died young leaving Chula with a considerable fortune. Bira was artistic and studied sculpture. He was accepted as a pupil by Charles Wheeler ARA and later exhibited at the Royal College of Art. He also showed promise in competitive driving. After racing a Riley Imp and a supercharged MG Magnette, Chula bought him an ERA (the racing Ferrari of the late 1930s), for his 21st birthday. In the following year 1936 he won the Monte Carlo Grand Prix. And in the few years before the war in 1939, with Chula as his expert team leader, he entered 68 long distance races; he won 20, came second in 14 and third in 5. When the Japanese invaded Siam, it was officially at war with us so Chula and Bira with their English wives retired to Cornwall and joined the Home Guard.

My memories of Bira

I met Bira at the Mynd around 1950, he was flying a Minimoa, if I remember rightly. He did not have a crew and I retrieved him a couple of times; the first was most unsuccessful as I went the wrong way to Wentnor and Bira's shiny Hudson Terraplane brake had a side valve engine and only 3 gears and would not go up the steep lane and had to be rescued by a tractor. When he went home to Cornwall, he invited me to go and do some flying in his Auster. My main memory of the trip down was stopping on the lane outside Tredethy House where Bira and Chula lived. Bira turned in his seat to face backwards then with a hand on the steering wheel behind him he backed the large car and long trailer through a right angle through a gateway at what seemed like 15 miles an hour.

We went by train to Portsmouth and flew the Auster back under a low overcast. Over the Quantock hills a decision had to be made whether to fly over the power lines or under, we went under them. We flew towards Wadebridge following a railway in a valley with Bodmin moor in cloud on our left. We passed a small station, then did a climbing turn to the left into broken cloud and landed still in the broken cloud at Davidstow Moor airfield 5 miles from the railway.

My other memory of Bira several months later, was when he decided to try for an endurance record, starting by hill soaring overnight. About twenty of us dragged him in his Wiehe to the Mynd bungee point with his Cairn terrier behind his shoulders. It was nearly dark and blowing a full gale. We did not really launch him, but we dripped off the wingtips and he flew into the night. The arrangement was that someone should be on duty and if he shone his torch two car headlights should be turned on and he would land between them. In the small hours the wind failed, he shone his torch and the duty man saw it and managed to get the lights of one car on and he landed safely.

Ted Warner of the CUGC told me recently that when the Mynd had the temporary use of the Venture (a sort of one off heavy T21), on loan from Dunstable in the early 50s, it was Bira who had organised it.

Task Week

John Parry

Date for your diary, Task Week is at the usual time of year, 16 - 24 August.

It's your friendly competition at your home club: a great way to get some cross-country flying, with weather forecasts, briefings with flexible tasks, NOTAMS, someone in control to take your land-out calls and man the radio. It's flying with friends, at a time of year when landing fields are plentiful should you need them, even a trophy to compete for if you're so minded. There is something for everyone from first cross-country onwards. Include it in your flying plans for the summer, we hope to see you there!

Cecil A. Reilly (1913 - 2006)

Keith Mansell

Cecil Reilly joined the club in 1934 and was probably the last surviving of the club's founder members. On a recent visit to South Devon I tried to call on Cecil at Spinning Wheel Cottage, Buckfastleigh - his home in recent years. Sadly I learned from a neighbour that Cecil had died two years ago aged ninety-three.

Cecil, tall and distinguished looking was a highly respected professional photographer based at Harborne in Birmingham and was, of course, a contemporary of Espin Hardwick our founder.

In the club's early years Cecil was very involved in the club's activities. In 1935 he was appointed as an instructor and was co-opted to the committee. He was in charge of primary training at the club's site at Handsworth, Birmingham. On 19 April 1936, at the Mynd, he gained his 'B' with a 6 minute flight in a Falcon I. On the same day he gained his 'C' with a 75 minute flight to 1,900 feet and then in a Kadet II flew for 20 minutes.

In 1937 Cecil was a member of the club's team competing at Camphill for the Beer Tray inter-club trophy. Together with Rushton (former CFI) Cecil bought a damaged Professor glider from the club. In 1938, again with Rushton, he ordered a Kite. Also in 1938 Cecil was appointed as BGA permanent inspector for the area and was one of five club pilots competing in the Nationals at Dunstable.

In 1939 Cecil with Gerry Edwards and Amy Johnson enjoyed a two-week yachting holiday starting from Helensburgh on the Clyde. Then came the war and service as a naval officer.

After the war Cecil was busy with his photography business but still had time for gliding and was in an Olympia 460 syndicate with Gerry Edwards, Roger Thwaite, Frank Wright and Robin Bull.

Although I had seen Cecil as photographer at various Birmingham social events I did not meet him until Easter 1958 at the Devil's Bridge Hotel in Wales. After dinner one evening we were chatting and I learned of Cecil's membership of the club which I had considered joining but I thought it too expensive. He soon disabused me of my silly notion of doing maybe five hours flying every weekend and so having a hefty flying bill. My thanks are due to him for introducing me to my lifelong hobby.

Cecil was married to Elizabeth. Some years after her death and well into his eighties he would occasionally visit the Mynd with Elizabeth's sister, Nadja. Notice of such visits was usually received via a phone-call from Nadja the evening before announcing their intention to visit next day together with her grandchildren all of whom were to be flown! Usually I was able to fly them courtesy of the red K13 syndicate who lent me their glider.

Ever courteous, ever the gentleman Cecil will be remembered fondly by all who knew him.

Shrewsbury School Activities Programme

Ed Trevor-Jones

At Shrewsbury School an activities programme is run on Thursdays, when we have the chance to experience activities such as self-defence, canoeing, photography and many more. I chose gliding along with some of my friends. I did this because I have always enjoyed flying in planes, and this was an opportunity to learn to fly. I like coming to glide here at the Long Mynd, as it is a lovely setting, on top of a famous hill with some fantastic views. I also like being able to get off the school site for an afternoon.

Through the year we have been lucky to fly with Paul Fowler as our instructor. I'd like to thank Paul and the gliding club for having us to fly each Thursday. Thank-you!

Icarus - The Truth

Chris Ellis

I have long had a sneaking suspicion that the ancient, but very intelligent, Mediterranean civilisations were just as keen to aviate as modern generations. This manifests itself in legends of flying carpets, Pegasus, Mercury and of course, Icarus.

Icarus is still a local hero in Crete and I have seen images there of his, allegedly, futile attempts to soar.

It was these pictures that spurred me to pen the following lines to put the record straight.

All the ingredients for a simple hang glider are easily to hand. Bamboo grows in profusion, add a toga and some cord and away you go. The range of 8,000 foot mountains set up a magnificent wave system.

This was first published in *S&G* February/March 2004. My thanks to Helen Evens who gave it a final tweak and to the very erudite Alan Self of Staffs Gliding Club (*S&G* April/May) who claims that according to Ovid it was not in Crete anyway.

**History, so it is said
Was writ' by folks a long time dead
Relating all the great events
I'm sure with all the best intents
Though most of them I would declare
Were never actually there.
And with the slow elapse of time
Came subtle changes, quite sublime
To make the story understood
By simple souls for common good.
Therefore some moral tales are told
In myth and legends very old
To keep us on, in many ways,
The straight and narrow all our days.**

**One fable full of advice sound
To keep our feet firm on the ground
And shoot down dreams, however slight,
Of dabbling in wild thoughts of flight
Recounts a tale of dad and son
From Cretan town, Heraklion.
It says the father, Daedelus
Believed that without too much fuss
Wings could be made from things to hand
To sail the skies above the land
And join the birds in joyful play
The goal of man for many a day.
Icarus, a son with guts
Did not think dad completely nuts.
Together, working as a team
They fashioned wings towards their dream.
Made from feathers bound by wax
The Minoans passed this off as fact.**

**The wings had just sufficient span
To bear aloft a smallish man
And Icarus being young and slight
Said 'I will make the testing flight'.
With wings strapped tight upon each arm
Took off in early morning calm.
As he bravely flapped away**

The sun came up to warm the day
And rising higher with each beat
He soon began to feel the heat.
Soon emotions high with great elation
Were dashed, by wing disintegration.
Feathers came out one by one
Loosened by the blazing sun.
So Icarus, this son so brave
Ended up in watery grave.
The moral of this tale of old
Is don't believe a word you're told.
The people of this ancient time
Had brains as good as yours and mine
And when it came to means of flight
Could surely make things work out right.
As Daedalus sat deep in thought
Atop the cliffs around the port
He noted how the wind did blow
The sailing vessels down below
And how the gannets soared with ease
Above him on the evening breeze.
Then came the idea monumental
Use those sails - but horizontal.

He and Icarus, with a will
And using every bit of skill
Set out to build a kite-like wing
With bamboo poles and cloth and string.
When at last the task was done
Dad just said 'Go and fly, my son'.
With an air of expectation
They removed their new creation
Halfway up the nearby slope.
Icarus suffused with hope
Faced towards prevailing zephyrs
Stepped out and rose without effort.
Coursing out along the hill
The Northerly propelled him still
Higher as he soared the face
Amazed and joyful at the grace
With which he climbed the mountains high
Up into the evening sky.

Sadly, he did not understand
The wave, set up by lumpy land.
As gentle lift conveyed him higher
The joy of flight, his great desire,
Along with lack of oxygen
At altitudes where air is thin
Caused him to quietly fall asleep
Rather than plummet to the deep.
Now for all that we may know
Above those mountains capped in snow
The first to taste the greatest thrill
Is floating, frozen, up there, still.

Trophy Winners 2007

John Parry

The following trophies were awarded at the Annual Dinner:

Pat Moore, for the first cross-country of the year: **Steve Gunn-Russell**

Neill, for the best ab-initio: **Jeanette Griffin**

David Bailey, for the best young pilot: **Lynette Causer**

Tony Spicer Barograph, for the pilot most likely to use it: **Luke Sanders**

Alison Rowson, for the winner of Task Week: **James Fisher**

Siam, for the greatest distance flown from the Mynd: **Rose Johnson** (758 km)

Hardwick, for the best closed circuit flight flown from the Mynd: **Simon Adlard** (575 km)

Bill Hardwick, for a flying achievement (male): **Rod Hawley** (535 km)

Daisy Hardwick, for a flying achievement (female): **Rose Johnson** (member of British Team)

Silver Jubilee, for the best Silver distance: **Jim List** (Bidford in K8)

Ladder, for the greatest total points on up to 4 flights: **Paul Shuttleworth**

Tim's Triangle, for the fastest handicapped flight round specified triangle: **Jon Hall** (58.8 kph)

Long Mynd, for the best flight in a club glider: **Jim List** (Bidford in K8)

Mad Allan, for the best weekend task: **Iain Evans** (214 km at 75.3 kph)

Ozee, for contributions to winter flying: **Martin McCurdie** (organising ad-hoc days)

Golden Jubilee, for great but unspecified achievement: **Paul Fowler** (long term work with the Shrewsbury School)

Maxam, for services to the club: **Howard Bradley** for 23 years on the committee, achieving considerable improvements to the airfield.

Golden Shovel, for an amusing incident: **Dave Crowson** (assembled heater upside down with interesting consequences)

Mode S Transponders

John Parry

By now you have probably heard all sorts of things about Mode S transponders. In a nutshell, the current proposals are not the total disaster for our sport that we were faced with last year, but could still have a major impact. Fitting a transponder will present the following problems:

- It will be expensive, probably of the order of £2000 or so to purchase, plus the cost of fitting, and I believe a recurring cost of mandatory maintenance/calibration.
- It will consume valuable panel space (how many of us have spare space in the panel? So what will have to go to make room?). Also don't forget that most panels don't have much room for long instruments, even if you have a gap in the panel you may find there is insufficient room behind.
- It will demand quite a lot of power - probably at least as much as a radio.

You may feel that it is unfair that we should bear the cost of a measure designed to save money for the airlines. Or you may feel that this is a worthwhile measure to improve safety. Whatever our views, we have only a short time left (1700 hours on 31 May 2008) to make them known to the relevant authorities.

You can find information on the proposals at <http://www.caa.co.uk/modes>. There is an online response form at <http://www.caa.co.uk/consultations> or you can email to modesconsultation@caa.co.uk, or write to:

Mode S Consultation

K6, G6

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