

**Welcome to the third issue of the Junior Gliding newsletter!.....
and what a summer season it has been!**

The British Junior Team and The Junior World Championships

23rd November to 13th December

Narromine, Australia. Where everything is leading to! A month in Australia, hopefully ending in medals...



Matt Davis—STD Class



Mike Gatfield—STD Class



Tom Arscott—Club Class



Sam Roddie—Club Class

The Boys have been extremely busy with preparations and practicing for the Junior Worlds

Tom has purchased a Standard Cirrus which he will fly alongside Sam in the Club Class. The Club Class is a handicapped class, meaning that a fairly wide performance of glider is available for selection, and the handicapping evens out the results at the end of each competition day. Standard Cirrus' are widely considered to be the best glider in the Club Class – they have a low handicap but their performance relative to higher handicap gliders is very good, therefore they benefit more than most when the handicapped scores are produced. Sam will be flying Matt's Standard Cirrus in the competition, so we're delighted to be taking two of the best gliders available to Australia.



Mike has bought an LS8, meaning the boys have two LS8's, with Matt flying "M9" in the Standard Class.

The standard Class is slightly different to the Club Class in that there is no handicapping, meaning you need to have the best possible glider for the class. LS8's are

traditionally the best all round glider in the Standard Class, so once again the Team are delighted to be able to secure the best possible gliders available.

The container shipping the gliders has been packed and is now well on its way, with the help of Will Chappel of Apogee Industries, whose expertise in manufacturing is normally put to better use in precision components, but skill with a welding torch is hugely appreciated. Without this help the team really would be out to sea with shipping the gliders, or maybe not at all! leaving only the pilots behind with a few pieces of kit and minds full of anticipation to see how the gliders will fare on the long journey south.

We can only wish the boys the best of luck as they venture after their shipping container!

The Team would like to thank the following for their support throughout the whole process of getting them to Australia and hopefully returning with medals!:



The Winter Series 2015/2016—round one Sutton Bank

The Winter Series 2015/2016 got off to a 'Flying' start care of the hospitality at Yorkshire Gliding Club, Sutton Bank. Freddie Turner, of Bicester Gliding Centre reports on his experience of the Weekend!

The long road to Sutton Bank...



Friday afternoon and I couldn't wait for school to end. At home I quickly hitched up the trailer and my dad drove me to Bicester (thanks Dad!), where I waited for Ali Bridges and Matt Davis to arrive as they had kindly offered me a lift to Sutton Bank. While waiting I occupied myself watching previous Winter Series' UK Junior Gliding videos on my phone, which made me even more excited for the flying soon to unfold. With visions of formation flying, ridge bashing and wave hunting, the time flew past, *Phone Battery* '20% remaining'... ahh, not so good!

Freddie Pictured with Andy

(I must mention that Andrew Muggleston and Phillipa Roberts towed my glider all the way from Bicester to Sutton Bank and back!! Thank you guys, I owe you one!)

Matt and Ali arrived at Bicester with 'hank the tank' (Ali's Range Rover) and after stocking up on KFC we were off! A long journey lay ahead. However, the miles tumbled past as we tucked into 'in-flight' catering consisting of, Strawberry Bons Bons, Pringles and other healthy travel snacks! With 'The Killers' thumping out of the sound system, after a 6 hour journey in heavy Friday night traffic, we finally rocked our way into Sutton Bank, North Yorkshire.

The next morning...

As always with the vagaries of British weather there is always an element of uncertainty about the days ahead. We are all familiar with the experience of going to bed having planned a 500km, dreaming of top gun and 8knts to 6000ft. Then waking to find it's overdeveloped and the 500km is looking more like a 5km out and return to the hanger. However, given the torrential rain on Friday night we bedded down for the night envisioning waking to overcast, drizzling sky and consequent circuit bashing and little promise of any ridge, wave or anything really challenging...but, we are Juniors, optimistic by nature!!

So waking the next morning to the intoxicating smell of bacon in the air (thanks to the club house café) to an overcast sky, but with little chance of drizzle, things were already looking up!

Quick, Cu! let's get Rigged...!

Alex, Simon, Jake and myself decided to rig irrespective of the weather and we all towed to the launch point where people were already flying and having an amazing time marvelling at the Yorkshire scenery.

While we were waiting we met a very nice club member who just so happened to be flying an ASG 29t and who was very willing to test the north ridge for us to see if it was working. However, we were aware that if we attempted it, it would most probably be a one way trip, involving landing out at the ridge. We all gathered round the radio in anticipation of the all important call, then it came, "I can confirm the north ridge is working and there seems to be wave above..." Scramble, get the gliders on the grid!! Alex and I were the first to launch.

The flight...

As I was towed through a gap in the cloud, I sensed that this would be a flight to remember. I released at just over 4000ft and instantly found weak wave to just under 5000ft and the view was truly astonishing, you could see to the edge of the earth. I saw Alex below me having a great time on the ridge so I descended smoothly and with a couple of chandelles I reached the ridge. Alex and I met up and were running the ridge high at the start, then slowly winding up the speed, in turn reducing height. The wind was perfect, 20 or so knots, straight on to the ridge, which made for incredible flying. We ended up

running the whole length of the ridge without going under 100knts. As I was following Alex I could not help thinking that the Cirrus did look good! After an hour or so, Jake (K6cr), Simon (ASW 15) and Ali (Std Cirrus) arrived and the gang were together. The Duo Discus (with thanks to Ed Foxon for bringing it up) also came to join us on the ridge with a junior in the back to give them a feel of ridge soaring. The hours flew past as we waved at the walkers who were thrilled to see engineless planes being kept aloft by the wind, they loved it! I would like to see some of the pictures they took of us that day. I remember pulling up next to Alex who had a beaming smile on his face mirroring my own. It was incredible, indeed in what other sport do you get to fly down a ridge at 130mph with your best mates! Even more fun, there was a bowl in the ridge where you could fly from the bottom to the top without reducing speed and in some cases having to open the airbrakes to stop yourself over-speeding.

Following another hour of ridge bashing and learning that trees have turbulence above them, our attention turned to whether we could get back or not. Particularly when Ali radioed a note of caution, "so guys, we can't land out, our retrieves are watching the rugby!" So we all gained as much height as possible from the ridge, which by that time felt very strange flying below 100knts. Jake bravely pushed into wind in his K6 in an attempt to find a thermal that we could sit in while drifting slowly back to the airfield.

I decided to stay in the bowl as it was possible to keep 500ft above the ridge and maintain height. Then I went for every cloud that looked like it might be Cu along the ridge, each time gaining 50ft or so before it died and I was pushed behind the ridge. However, there appeared to be a layer where the thermals become more buoyant. So after rejecting a couple that drifted past, I found a 2knt that I happily thermalled in taking me to around 2000ft and then I went into cloud up to around 2500ft. At this point Sutton was about 20km away so I figured that should be plenty. My friends left for home at cloud base and unfortunately ended up landing out just short of the airfield. By sheer luck I managed to get back.

I can honestly say it was one of the best flights of my life.

A compilation of some great moments... <https://www.youtube.com/watch?v=XTV9bEpU6Tc>

Thanks Sutton Bank for your hospitality, those of us who had never ridge soared on our own before will never forget those incredible flights!



The Mentor Scheme



Peter Hibbard

The Junior Development Team are about to launch our new Club Mentor Scheme. Headed by Peter Hibbard, the scheme is has been developed to help clubs encourage their cadet and junior members by facilitating a club member to become a Club Mentor.

The aim of the Club Mentor is simply to aid the cadets and juniors in their journey through pre-solo onwards onto their Silver Badge, competition flying and maybe even instructor ratings.

Peter has approached several of our BGA Clubs and we have begun the process of putting in place a Club Mentor at each Club. We are however looking for volunteers from remaining clubs to come forward and assist us in our aim. If you think you may be able to help us in this scheme, please contact Peter direct on

To be a mentor, you need to be a friendly face and you need to know who the juniors are at your airfield. You will need to know who's who at your own club so you can point your juniors in the right direction if they have a question you can't answer yourself. Help them get involved in the club and get them to mix in with the other members, young and old! Get them to come along to juniors events and to integrate with the group. Letting them know when you will be at the gliding club and meeting them the first few times they come along will help them settle in.

As a mentor, you won't have all the answers. You can however help by putting people together within your club, If you get asked about task setting, but you haven't set a task yourself, go together to find someone at your club that has. If you can't find someone locally that can help, ask the regional mentors or post the question on the juniors mentor pages.

For Example: If you are asked for technical advice and you are uncertain of the answer, you can still help by pointing out whom within your club that can answer their question, encouraging interaction between club members' young and old, helping to bridge the (language) gap.

Gliding has a lot to offer and it's different for every person. Keeping members flying beyond solo is important so that they can try each new area of the sport. As a mentor, your role is to keep juniors and cadets motivated and point them in the right direction, Keep track of their progress, i.e. if they have gone solo, get them to start thinking about their bronze badge.

Once they have their bronze badge, get them to look at the cross country endorsement so they can look to achieve their silver badge. With the recent changes in the laws and rules, it is now possible for people as young as 14 to fly solo. Although they may not complete their bronze badge till they are 16, this does not mean they can't work towards it.

You don't have to be an instructor yourself, just help them by pointing them in the right direction. Introduce them to the people within your club that can help them.

Help them to fly with instructors to improve their thermalling, fly in 2 seaters to get an idea of cross country flying. Read the books now so they can start learning for their bronze exams.

Even after they have moved past bronze and silver badges, keep them interested and enthused. Introduce them to the technical and engineering side of the sport; you never know you may be nurturing the next World Champion or BGA Chief Technical Officer!

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Junior Pilot Profile—Amy-Jo Randalls



I've been in love with aviation since I got the smell of aviation fuel up my nostrils at 18 months old at Palermo airport. But I don't come from an aviation family at all; my dad would take me to watch the planes when my mum was out at work, and living in Italy meant that we flew back to the UK frequently.

My first taste of gliding was with the air cadets at the age of 13. Thrilling! However after two years of disappointment at no further activities with the cadets, I left and sought flying elsewhere. After doing a good bit of digging online I discovered a club right on my doorstep! Angus Gliding Club was where I learned to fly. It was a tiny club with a handful of regulars so everyone's availability and Scotland's usual murk meant that we rarely flew more than 2 consecutive weekends. But I loved flying the

club's old Bocian. Sadly in mid 2014 the club was forced to close and I was gutted to lose it after only just getting started.

Portmoak is now my second home and whilst it takes me about an hour and a quarter to get there, it is my closest club and I go whenever I can. I do feel a little spoiled now as we have everything- big ridge, big wave, and wee thermals. I still haven't experienced proper wave! But a good bit of ridge bashing never goes amiss.

I currently have a share in a K6CR, named Woodstock, and I flew her at this year's Junior Nationals. It really was not the right week for a K6 but I learned lots none the less and was very glad to have her there. I didn't know what to expect from my first comp, but I am fairly confident that the typical competition does not involve spending The Best Land Out Ever having a picnic, watching The Gruffalo, and eating party rings. I can't say I was too keen to head back to the airfield when my crew turned up.

Last year I received bursaries from The Air league, The Philip Wills Memorial Trust and The Royal Aero Club Trust, all of which I am very grateful to have had. They enabled me to spend a large portion of my summer holiday camped out at the club just flying every day and making progress towards my Bronze and Cross Country badges. I am also indebted to Woman Glide this year who very kindly granted me the money to go solo on aerotow, thus enabling me to fly at the junior nationals. As I gain badges, confidence, and a job, soaring seasons can only get better.

I experienced my first Junior Gliding event last October when the Winter Series came up to Portmoak and loved it! (And got Dick of the Day on the first day for taping the flaps of an ASH25). There are very few junior pilots in Scotland, and at 18 I am one of the oldest, but we have a thriving cadet scheme at the SGU so I hope our junior numbers will grow. In the future maybe we can have more than a couple of Scottish pilots at Junior events, despite the long journeys down south. So to any young pilots in Scotland – how about a cross-border raid on our English friends?

BGA Conference, Exhibition, AGM Annual Dinner & Award Ceremony

27th February 2016

Following the opportunity from last year's Conference.

The BGA, with help from sponsorship will be offering free tickets to deserving Juniors to able to attend the Dinner and Awards.

Keep an eye on UK Junior Gliding FB page for details!

Charlie Taylor—The Junior Nationals



This year was my first season of cross country and I have to say it was the best summer yet! My first taster for the juniors was the 2013 two seat training, where my first proper cross country came. I had put in a lot of work leading up to this years juniors, and despite the weather there were no regrets. I was not really sure what to expect and how to prepare for the comp. Even before I was fully aware it would require far more of me than the two seat training and I could not help feeling a bit out of my depth!

My first panic came with finding a machine to fly. Limited funds and experience meant finding something was difficult however the hospitality and generosity of the juniors soon fixed this.

The result was an incredible cirrus, C34, courtesy of Andy Collins and Ben Hughes. It was great fun to fly and was partly what made this year so awesome! Knowing I had the support from Ben who was also flying the comp was a huge benefit and took a decent chunk of the stress away, unfortunately the loggers with it did not do the same. Having pitched the tent in a rather dull looking sky and steady breeze I was looking forward to a day for settling in and preparation. This was not the case however and a task was set for an overcast sky the following morning. I was reluctantly one of the first to go but once airborne, I was amazed by the scenery around Aston Down, it was incredible with the hills and severn estuary in sight!

It was interesting to watch how the day developed from there, admittedly mostly from a field not too far down track, but in terms of what I got out of the day I learned a lot. This was something that was a key part of the week for me, taking off into what looked like a lifeless sky, only to then get a decent bit of cross country and some really good flying out of the it. The Juniors has definitely changed the way I approach the weather now, a task is almost always on. The week did not go without problems, the two loggers had failed everyday in a different way each time and a lesson was definitely learned when I forgot to wear shoes on Day 3, an issue only really understood when I landed out in a field that previously housed sheep! On top of this the lack of formal crews resulted in a few late night retrieves but what really shows what the Juniors is about when there is always someone to get you. Every problem that occurred could be fixed one way or another by someone willing to help. Having no car was interesting and resulted in pushing the glider to the grid on a few days but this was a minor issue when there was task to fly. Although my actual flying was not at its best that week and I ended up sampling every cut crop in the Cotswolds, the comp was an awesome experience that I cannot wait to do again next year. I flew with some really great people and, like at all junior events I have made some more invaluable friendships in gliding.

Susie Lyell—The Junior Nationals



This year I was lucky enough to be successful in my application for the 2-seat training, which runs alongside the junior nationals each year. When I arrived at Aston Down the night before the competition began I attended an informative overview of the comp and also a brief meeting with the coaches and other trainees. We had a moment to introduce ourselves to each other and were told how our training would be organised over the course of the week.

That next morning I woke up and began helping to rig the 2 seat fleet, which was extremely impressive consisting of a large variety of Duo Discuses and an Arcus. The training was lucky enough to have had them donated for the week from clubs and private owners keen to encourage junior gliding.

On that first day I was crewing for the training, and as the other spectators and I watched them launch into what already looked like a difficult sky we sat and began to wait for the first call. It came, as many others also did that day. As a result I got to go and help with my first gliding retrieve.

The retrieve I went on was long, difficult, and complex; it also involved more gliders than I had originally signed up for. However, as we pulled back into Aston Down at what I distinctly remember as being post 12pm we were all smiling. Having never done a retrieve before it was something else I could list on my week of gliding firsts.

The second day they scrubbed, as they did several days after. However we did not mope around the airfield feeling sorry for ourselves. Instead people piled into cars to go karting and trampolining and sightseeing. There were debriefs, lectures and lots of really useful talks on competition flying. I learnt plenty that came in handy when I did get to fly later in the week.

The first flight I had, and those that followed, taught me lots of new things about both competition and cross country flying. I learnt how to optimise my path through the sky, different ways to increase my XC speed, and gained enough confidence to realise often it's not necessary to stop in a piece of lift, even if it's really strong.

On top of this, all of us in the training got a chance to experience gaggle flying first hand and were coached through the proper procedures and rules, giving us the chance to get used to it. Also, as each trainee's experience varied, many of the other pilots learned lots of other new skills that differed to mine. For example, some got the chance to fly the 300k task that was set on one of the days; and a few got to experience landing out, as well as the field selection and planning that goes with it.

Having now gone through the two seat training I'm looking forward to completing my silver next season in time to compete on my own. The experience was invaluable and I had such a great time! The opportunity to be coached by some wonderful pilots, who were lovely enough to give up their time, and getting to meet and socialise with lots of other juniors from up and down the country, who love gliding as much as me, made it a week I would recommend to any young pilot.

Bursary News!



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All of the above Organisations and Charities have Bursaries available now!

Visit their websites to apply!

As well as the Honourable Company of Air Pilots running their own Bursaries, they have kindly sponsored the BGA Young Instructor Bursary scheme:

<https://members.gliding.co.uk/2015/07/31/instructor-bursaries/>

The Royal Aero Club Trust Bursary Applications are now open for 2016.

Competition for these bursaries was exceptionally keen in 2015 and 44 bursaries were awarded. There were no applications from balloon and aero modelling enthusiasts. These groups are encouraged to apply for the 2016 scheme when announced in September. The awards include the President's Scholars, the Peter Cruddas Foundation Scholarship, the Breitling Bursary, the Bramson Bursary and the MacRobert Trust Bursary. Well-deserving recipients of bursaries for gliding included:

Bronze Badge

Robert Batty

Dorian Bury

Sam Law

Matthew Moor

Douglas Vance

Charlie Brooker

Silver Badge

Freddie Turner

Charlotte Acton

Aden Jones

William Blackburn

Daniel Ulyatt

Instructor Bursary

Peter Bennett

Plus Bursaries went to Matt Davis and Tom Arscott to help them on their way to the Junior Worlds in Australia, and Lucy Westgarth for the Junior Nationals competition



STEM - Science, Technology, Engineering and Maths - Yvonne Elliott



Junior gliding members and centres are rising. Gliding has much to offer junior pilots as gliding is fun, challenging, can be competitive and provides a level playing field for males and females.

Gliding can also provide a 'gateway' to aviation related careers and help increase skills to support employment in other areas.

Currently there are 3 initiatives in various stages of development to support the above.

Gliding STEM (Science, Technology, Engineering, Maths) passport.

The objective for this is that junior pilots can progress their gliding skills and knowledge with other linked activities whilst also gathering evidence for their STEM passport. This could include such skills as programming a GPS and flying a task, changing a wheel on a glider, completing a micro teach on stalling and explaining the maths behind a polar curve. (These can be under supervision).

This evidence can be used to support juniors into HE and/or employment.

Industrial cadets

It's probable that this will be trialled with one club initially. Industrial cadets is an industry led accreditation providing a skills based school engagement structure linked with gliding to introduce young people to the workplace and provide an insight into how STEM skills can be applied outside the classroom.

It can also be used to evidence the development of personal skills and enhance careers awareness whilst gaining accreditation from a national initiative sponsored by the Prince of Wales.

Commercial Airline

This initiative is at a very embryonic stage but a commercial airline is interested in working with the BGA to help develop a progression route from glider pilot to commercial pilot where the softer skills as well as the technical skills are well developed.

Watch this space!

Badge Claims and instructor ratings issued - for 25's yr olds and under - for the season Oct 2014 - Sept 2015

