

UK Junior Gliding....What we do!

UK Junior Gliding started as a brand in 2012 off the back of the UK Junior Nationals Competition to stop the decline in junior pilots in the U.K.

The aim was to help young people in gliding. To sustain their interest and help them with their progression in the sport. To show them what gliding, as a sport, can offer.

Our target audience was initially those who were already in gliding. The gliding clubs, with the support of the BGA, do a great job of training pilots and so for UK Junior Gliding it was to show young pilots, what comes after the first big step. Going Solo.

You learn to fly, you go Solo and then what do you do next? The support for progression of pilots, varies greatly from club to club. We thought about what there is out there for young pilots and we wanted to share it with as many as possible.

After you have gone solo, it can be very easy to lose focus on what to do next. You fly the circuit and you local soar, but there is a whole load more stuff out there to try. There is no top to the gliding world and you never stop learning. You go solo and your bronze badge is just an arms reach away. You get that and already you can see your silver badge. The ground based learning, the bronze exams, the airborne skills tests and the navigation tests are more than just a hurdle to get past. They will teach you the beginnings of what you will need to progress.

If ever there was a reason to progress your flying, gain your bronze and cross-country endorsement and leave the circuit, its because one of the greatest things about gliding is being able to go off and explore. You pitch yourself against nature and using only a basic flying machine with no mechanical power, discover the landscape from the air.



Covering 100s of kilometres, soaring over the landscape, from the flat lands of east Anglia to the rugged hills of the Pennines and Scotland, pilots find that gliding is a challenging and rewarding way to explore. Glider Pilots have explored the mountains of Scotland, the cliffs of the south coast and the valleys of the Wales. Away from the UK, glider pilots have flown over the Andes mountains, seen heights of nearly 50'000ft in the wave lift of New Zealand and have flown more than 3000km in a day.

Where there is imagination, there is a challenge and someone to beat it.

<https://www.gliding.co.uk/juniorgliding>

<https://www.facebook.com/ukjuniorgliding>

<https://www.youtube.com/user/UKJuniorGlidingTV>

Two seat training at the Junior Nationals gliding competition

Each year, alongside the Junior Nationals gliding competition, a group of dedicated volunteers and clubs, lend their experience and gliders to help young pilots train and learn the skills required to fly competitions confidently and safely.

Jago Roberts-Coyne gives her account on taking part in the training

Upon arrival on Friday the 18th of August, much to my surprise I was not the only one wandering around aimlessly, in hope of finding familiar faces. I was soon pointed in the right direction, where an evening briefing was taking place. As far as structure goes, I have no qualms. Each day we were all informed where and when we needed to be with both our assigned coaches, and gliders.

There was not a day that passed where I did not learn something new. I was constantly surrounded by knowledgeable individuals that were all willing to answer any questions that I or anyone else had.

Notably one of the most profound yet invaluable experiences that I encountered during this training was with Mr Steve Pozerskis himself. On the 20th of August Steve and I were put forward to be one of the "Sniffers". In other words, we were to test the skies in order to report on cloud base and visibility before the grid could launch, and the competition could commence. We decided to start the task ahead of everyone else, reached 20km down track, and then between us both decided to restart as the conditions drastically improved. The entirety of the flight was very insightful as I learned how to fly lines of energy, the proper use of the McCready setting in relation to the final glide and overall competence in "gaggle" flying. Thank you Poz, even though we set off on the wrong task... but at least the pink suits me.

I would personally like to thank Andy Holmes and Ed Foxton for awarding me this opportunity in the first place. Additionally many thanks to Steve Barter who pushed me, to what was outside of my comfort zone, Trevor Stuart and last but not least Chris Gill in "Rudolph" the DG1001M.

It has been a privilege to participate in this training, which I would recommend to anyone. My confidence has been boosted, skills sharpened and it is now my goal to compete in next year's Junior Nationals.



UK Junior Gliding and the British Gliding Association would like to thank all those volunteers who helped make the Two Seat Training at the Junior Nationals such a successful and inspiring event for our young pilots.

.Nympsfield 970 & 802 syndicates & coaches Trevor Stuart & Russ Francis.

Rod Witter, Dan Welch & Chris Gill for providing Arcus EW & DG1001 SOR.

Lasham for once again providing Duo 3.

Portsmouth Naval GC for letting us use Duo KPE.

Lasham 620 syndicate for letting us use their Duo T.

Mark Holden, Steve Pozerskis, Steve Barter & of course Ed Foxon and Andy Holmes

Finally anyone who helped us out with retrieved and crewing.

The Winter Series—2016-17

Steve Pozerski reports on the latest rounds of the UK Junior Gliding Winter Series

The aim of the Winter Series is to bring Junior pilots together at clubs they may not usually visit, that will test their flying ability in a safe and welcoming atmosphere. Each airfield we choose has a potential mixture of ridge and wave flying plus often unusual landing options compared to the larger airfields in the country many Junior pilots learn to fly at. We provide 2 seaters including everything from K21s to Arcus' with top coaches to help give Junior pilots an introduction to Winter flying. We cater the right Junior to fly in the right glider with the right coach – i.e. an early solo pilot who needs experience at the stick may well go in the K21 whilst a post-silver pilot looking to expand horizons may go in the Arcus or such like on a coaching flight. The event also have a great social element to them. We hope that the friendships made and the flying experiences help to keep Juniors involved in the winter months when we have historically lost many young pilots to other sports.



The Winter Series entered its 5th year in 2016/17 with three rounds at Portmoak, Midland Gliding Club and Nympsfield. We were blessed with good weather at all three rounds. Despite an average forecast we had both ridge and wave flying at Portmoak with circa 50 Juniors making the trip.

A particular highlight included Roy Garden and Emily Tillet setting off at dawn in the ASH25Mi through a small wave gap only to find it close and having to land at Dundee! They had a great wave flight prior to landing. Making the most of each day is the aim of the Winter Series and that flight really proved that point! It was great to see so many new faces at this event which set the tone for the rest of the winter.

In February the second round was held at the Long Mynd. This time we had 70 Junior pilots attend. Although the ridge/wave didn't exactly play ball at all times, we still managed 113 launches in one day breaking the club record we understand.



Nympsfield was the host for the final round in April. This not only acted as a great place to hold a Winter Series event but also gave many of the pilots a chance to fly at the hosting club for the summer's Junior Nationals. This time we had little ridge and wave but plenty of cross country with a number of pilots gaining various parts of their silver badges.

A big thank you to the clubs for hosting and especially their members for warmly welcoming us at each event. The instructors, kitchen staff, team members on the airfield all

make us extremely welcome. Also, we must thank the clubs/syndicates who provide 2 seaters for us. Without these aircraft we cannot run these events.

The sixth year of the Winter Series starts at Denbigh in October where the Juniors will experience the amazing ridge and the Snowdonia wave systems. Rounds 2 and 3 will be announced shortly.

Thank you once again to all those involved in last years events and we look forward to meeting many new faces this winter.



UK Junior Nationals gliding competition 2017

Jake Brattle, Junior Worlds Gliding team member, reports on our National Competition

After a tough three weeks of flying in Lithuania for the Junior World Championships, I couldn't wait to get back into the air above familiar terrain under honest cumulus and race with my friends! The Junior nationals, for me, has always been the most fun competition on the calendar and once again it did not disappoint this year.



We had six days of racing over the Cotswolds and Southern England in a range of different weather conditions. The first few days were dominated by grey skies and lower cloud bases but the weather improved at the end of the week to provide some better conditions and longer tasks.

Tom and I, having been practising flying together all year in preparation for the Worlds, decided we would start the competition team flying together to try to get a good, solid start but always with the intention of then racing each other towards the end of the week – this was a competition we both really wanted to win after all!

Fortunately the first four days of racing went perfectly for us – we had managed to avoid getting separated on any of the tasks and were flying well together and as a result were both sitting on the same number of points in joint first going into day five.

With just two days left of the competition, this was where Tom and I stopped working together and started racing each other! I was fortunate to get a reasonably good run on the tricky final leg of day five which allowed me to get a small lead ahead of Tom going into the final day.

The final day arrived and presented us with some stunning looking cumulus and the longest task of the competition to suit. Today was going to be about tactics – I had a small lead on Tom and not a great lead on the Standard class guys Finn and Mike in 3rd and 4th. After the usual start game antics, we finally all got away well after the majority of pilots had started. With a bit of luck in the blue on the first leg I managed to keep Tom behind and had a relatively safe flight around the rest of the task under cumulus, chasing down the early starters. With a day win and Tom a close second, we managed to secure first and second overall with Finn and Mike 3rd and 4th overall. A great team performance to round off an awesome year of training together and one I will never forget.

It was an honour to win the Juniors at my home club and I have a huge amount of gratitude for all the organisers, coaches and volunteers that gave up so much of their free time to allow us all to enjoy a fantastic week of flying – thank you to all.

Many thanks to all of our kind sponsors listed below

Now I can't wait for next year!



Glide Britain

Jago Roberts-Coyne has had a busy year! Also taking part in the Glide Britain project

Glide Britain to begin with was a visionary that was initially presented at The BGA Conference last year. Once Simon Grice presented me with the idea, I jumped at the chance in order to make the dream a reality. What better way to publicise all aspects of gliding, then to tour the country's gliding clubs?

From my point of view, there has always been a misconception surrounding gliding, primarily because most individuals assume it is too expensive. But as long as you have the time and determination, anyone can become a glider pilot. This alone gave me the incentive to partake in this project, to improve the perspective of gliding on the whole.

In hindsight, having just two weeks to visit every club was a challenge; nonetheless we persisted onwards and are now in the process of editing all of the footage together. In relation, the financial support that the Glide Britain team received was phenomenal, all thanks to the BGA, gliding community and members of the public.

The entire project was an adventure to say the least, full of wonderful highlights for example. Straying from the ridge at the Long Mynd and landing out was unforeseen, but not as unexpected as being approached by two adorable kittens. Next, Simon Grice flying the simulator at Sutton Bank was a sight for sore eyes. Simon's un-coordinated flying thankfully turned out to be a glitch in the system...And lastly being interviewed by BBC One (Look North), was possibly one of the most daunting yet beneficial experiences I have ever had. This interview has given gliding the publicity that it deserves.

Once again thank you so much for your endless support, and stay tuned for more on Glide Britain in the near future.

<https://www.facebook.com/glidebritain>



STEM Update

Getting hands on with a real aircraft brings science and engineering to life. Lifting and manoeuvring over 200 kg of glider takes a team, and while some jobs require strength, others require small hands, observation, planning, or the ability to give clear directions:

everyone can play an essential part regardless of size. Gliding is outwardly an individual activity, yet on the ground it is reliant on team-work to get gliders ready for flight, launched and retrieved.

Rigging is just one example of how pilots of any age can get involved in safety critical activities, developing their confidence, maturity and expertise.

The **STEM Passport** aims to deliver a medium for young pilots to be able to gain experiences which can then be transferred into further education and Careers.

The passport will give pilots opportunities to document activities completed at their clubs showing skills in all areas of STEM Activities, with links to the BGA website to access helpful videos and tutorials.

We plan to launch the Stem Passport for the BGA Club Management Conference in November 2017 and we have some clubs who are helping to trial the initiative.

If you or your club would like to become more involved in STEM based activities at your club, please contact Yvonne Elliott through the BGA Office.

More information via a presentation will be part of the Junior Conference at the BGA Club Management Conference.

The Great British Trailer wash

As most junior pilots are still in education or only recently into work, flying a competition can be a huge financial commitment. Traditionally, the Junior Nationals has been held with as low cost as possible to make sure that as many pilots as possible can fly it, especially those who are only beginning to try competition flying. This model requires a lot of help to support it, whether that is from the BGA, some generous sponsors or the older pilots forfeiting some of their free aerotows.

At the start of this season, a few pilots gave birth to the idea of the Great British Trailer Wash, a national event to raise money to add to the pot of cash that can fund the junior nationals and the junior team. By the middle of the summer, this idea had morphed into a plan for NavBoys to sponsor free cleaning kits to juniors who could clean trailers, cars or caravans in return for a suggested donation of half an aerotow for the nationals which would benefit those getting involved. Donations were going to be through the crowdfunding side of JustGiving which had already been used for the successful team fundraising effort earlier in the summer. NavBoys kits included buckets, sponges and Aerolack, the latter being a high grade shampoo normally used for gliders rather than trailers.

Even though the publicity effort through Facebook and individual clubs only lasted a couple of months, the scheme raised £820.00 a pretty reasonable return on the initial sponsor money from NavBoys! The success of the scheme seemed to lie in the fact that Junior pilots generally have time over the holidays but need flexible ways of earning money that suit the weather patterns; hopefully there will be more ideas in the future on how to help Juniors convert this free time into money that can help fuel competitive ambitions.

Thanks to NavBoys for the cleaning kits and to everyone who took part to make the scheme a success.



Mentoring Scheme Update

The Junior Mentors initiative is going well with many clubs having people becoming mentors. We are seeing this coming through with the increase in number at Winter series events and at the Junior Nationals.

You can help support young people in gliding by keeping them motivated, keeping them inspired and encouraging them to fly.

As we go into the Autumn and Winter months, encourage pilots to stay current. We have the next round of the Winter series to look forward to, as well as local events and meet ups at clubs.

The East Anglia Region has junior's groups with 5 out of 6 clubs and they are looking at having training and aerobatics weekends to keep people interested.

If you need any help with mentoring or you want to know what events are coming up, you can speak to the regional mentors, to the Junior Development team or keep an eye on Facebook.

Development weekends

2017 saw the first of our development weekends. We had 14 juniors from 9 clubs come to join us for a weekend at Aston Down. They managed 81 launches, 4 type conversions, 4 people Solo at a new site, 6 bronze exams, 1 bronze flying test and 1 Cross Country Nav Ex.

The weekend was a remarkable success and we intend to run more of these throughout the winter and spring time at different airfields across the country.

Thank you to Cotswold Gliding Club at Aston Down for hosting us and letting us use their fleet. Also, thanks to Imperial College for bringing their Grob 103 and the Army Gliding Club Anglia for sending 4 of their instructors and a K21.

Bursary News

Launchpoint is a registered charity that supports British Gliding. Prior to 2017, Launchpoint was known as the Caroline Trust.



Launchpoint aims include providing opportunities to experience gliding, and to facilitate participants at all stages to expand their horizons in the sport. Applications are open to all.

The small team of Launchpoint trustees are all actively involved in gliding. The lead trustee is Robert John. All donations and gifts are allocated to the charity's beneficiaries. No deductions are made for administration and no payments are made to trustees. Launchpoint is the BGA's adopted charity. The BGA provides this website and other support at no cost to the charity.

Launchpoint's aims are delivered through Caroline Awards and Ted Lys Awards.

Caroline Awards

Young people who have completed the required training can fly solo at aged 14 – and many will still be flying well into retirement.

To date, Caroline Awards have helped over 400 young people by providing solo or post-solo bursaries. It's not only young and disabled people and their clubs that benefit; Caroline Award bursaries have sparked interest and led to careers in aviation.

Ted Lys Award

Ted Lys, was a well known UK glider pilot who competed in UK National Championships, and in European Championships as a member of the British Team, from the early 1970s until his untimely death in 1998. His wife Krystyna and their daughter Karen established a Trust in his memory.

The aims of the Trust were to help UK based pilots to make a rapid advance towards fulfilling personal aspirations in cross-country gliding. Awards were made in the form of invitations to coaching events which were arranged by and for the Trust.

In 2017, the Ted Lys Awards were incorporated into "Launch Point" (a charitable trust which supports British Gliding) together with the Caroline Awards. The scope of the Ted Lys awards has been broadened to include advanced development in any sphere of gliding.

Awards will be in the form of bursaries towards the costs of advanced coaching and development activities. Acceptable activities will normally include structured training & coaching under the auspices of a club or other training organisation.

Applications are invited from individuals and groups, including clubs. While past awards have been focussed on cross-country, competition, & mountain flying, proposals for any other aspect of gliding will now also be eligible.

Reflecting the pattern of past awards where recipients attended coaching events together with fellow Ted Lys award recipients, The Trust will be particularly interested in proposals for group participation or specifically organised coaching events.

The awards operate on an annual cycle with a fixed number of awards each year decided during the autumn & winter for activities taking place in the following gliding season. See website for dates.

Recipients will be asked to write a brief report of their activity and the benefits they have gained, with a view to encouraging further participation and help with fund raising.

Young Instructor Bursary



The Honourable Company of Air Pilots and the BGA are also working together to provide funding for a number of young gliding instructor training bursaries. These are available to help glider pilots under the age of 25 on application to qualify as either a Basic Instructor or Assistant Instructor. The BI training bursaries are £500 each. The Assistant Instructor training bursaries are £1000 each (and no BGA course fee).

“As well as the responsibility of being able to teach people how to fly, the process of training, learning and then putting into practice the skills is a great foundation for any career as it shows commitment and dedication and, looks great on a C.V.” Freddie Turner, B.I Bursary Awardee

<https://members.gliding.co.uk/library/juniors/hon-co-air-pilots-instructor-course-bursary-application/>

The Statistics bit!

Badge claims and Instructor ratings issued 2013-2017 for 14 to 25 year olds

