



Reference: G25

Type: **Grob G102 Astir CS77** (s/n 1686), manufactured by Grob Aerospace of Germany

Tail number: 84

BGA No.: 2318

Registration: n/a

Dates: From 1985 to 1999+.

Information:

The Astir was purchased in April 1985 for £8600.

On 21<sup>st</sup> November 1987 Iain Baker completed his Silver 'C' by a wave climb in the Astir at Dishforth (in Yorkshire) to 8300 feet.

Iain Baker achieved his Gold 'C' in the Astir with Gold Height flying from Portmoak on 29<sup>th</sup> September 1988 and Gold Distance flying Duxford-Silverstone-Tibenham-Duxford (314 km) on 10<sup>th</sup> May 1989.

The Astir was sold sometime in or after 1999.



Photograph: © Simon Palmer 2009 [simonjpalmer@fsmail.net](mailto:simonjpalmer@fsmail.net)

Reference: G26-1

Type: **SZD-51-1 Junior** (s/n B-2009), manufactured by PZL-Bielsko near Bielsko-Biala, Poland in 1992

Tail number: HEK

BGA No.: 3884

Registration: G-CHEK

Dates: From 1992 to present

Information:

CGC purchased Junior 'HEK' as a new glider on 1<sup>st</sup> August 1992.

On 30<sup>th</sup> March 2003 Claire Hooper flew Junior 'HEK' at Portmoak gaining 9,804 ft (maximum height 10,919 ft).

On 20<sup>th</sup> August 2003 Gareth Jones flew Junior 'HEK' on his first cross-country, landing at Tibenham (92 km) to gain his Silver distance and enjoy an "excellent bacon sarnie".

On 2<sup>nd</sup> July 2006 Gavin Deane flew Junior 'HEK' on a declared 145.7 km flight around Gransden Lodge – Silverstone - Pitsford – Gransden Lodge at a speed of 56.0 kph including a climb to FL075.

On 4<sup>th</sup> July 2008 Graham Bell flew Junior 'HEK' on a declared 139.6 km flight to Husbands Bosworth and back at an incredibly slow speed of 32.9 kph!

On 25<sup>th</sup> July 2009 Neil Goudie flew Junior 'HEK' on an undeclared 198.5 k flight around Gransden Lodge – Towcester – Rushden – Newmarket – Gransden Lodge at a speed of 60.6 kph, afterwards saying it was "good fun but now on my way to see my chiropractor".

On 15<sup>th</sup> August 2011 Dennis Pasco flew Junior 'HEK' to Husbands Bosworth and back (139.6 km at 41.9 kph) to gain his Silver distance but missing out on his height gain and duration.

On 14<sup>th</sup> March 2013 Haluk Yildiz flew Junior 'HEK' to Newport Pagnell but turned back short of Lyveden for distance of 133.9 km.

On 2<sup>nd</sup> June 2013 James Shaw flew Junior 'HEK' on a declared 205.1 km flight around Gransden Lodge – Bicester Control Tower – Husbands Bosworth – Gransden Lodge at a speed of 53.4 kph with cloudbases of 5000 ft.

On 20<sup>th</sup> August 2013 Mark Lawrence-Jones flew Junior 'HEK' on a declared 132.1 km flight around Gransden Lodge – Corby South – Foxton – Gransden Lodge at a speed of 38.7 kph to gain his Silver distance.

On 7<sup>th</sup> September 2013 Malcolm Morgan flew Junior 'HEK' on a declared out & return to Crowland, landing out at Upwood on the return leg but gaining his silver distance.

On 19<sup>th</sup> September 2015 Mark Lawrence-Jones flew Junior 'HEK' on a declared 214.0 km flight around Gransden Lodge – Sleaford – Soham – Gransden Lodge and found cloud bases up to 5000 ft but after the last good climb at Crowland, flew into sea air and landed out at Upwood.



Photograph: © Simon Palmer 2008 [simonjpalmer@fsmail.net](mailto:simonjpalmer@fsmail.net)

Reference: G27

Type: **Grob G103 Twin II Acro** (s/n 33892-K-130), manufactured by Grob Flugzeugbau GmbH & Co KG of Germany in 1984

Tail number: EWP

BGA No.: 3013

Registration: G-DEWP

Dates: From 1994 to present

Information:

David Garrod bought the wrecked Grob Twin from the RAFGSA, repaired it and sold it to CGC 26<sup>th</sup> April 1994 with 175 total hours.

On 25<sup>th</sup> August 2006 Steve Woolcock flew the Grob Twin from Pocklington in the 2-seater competition on a 265.5 km task (Pocklington – Doncaster NW – Barnard Castle – Pocklington) at a speed of 71.1 kph.

On 27<sup>th</sup> April 2015 Finn Sleigh flew the Grob Twin solo around a declared triangle of 204.7 km Gransden Lodge – Newport Pagnall – Bury St Edmunds – Gransden Lodge in 2 hours 36 minutes at a handicapped speed of 92.6 kph.





Photograph: © Simon Palmer 2008 simonjpalmer@fsmail.net

Reference: G28-1

Type: **Discus b** (s/n 44), manufactured by Schempp-Hirth Flugzeugbau GmbH at Kirchheim unter Teck, Germany in 1985

Tail number: HQM, then HOM

BGA No.: 4120

Registration: G-CHOM

Dates: From 1995 to 2009

Information:

The Discus 'HQM' was ex-RAFGSA 'R10'.

Discus HQM was refinished in January 2001.

On 14<sup>th</sup> June 2003 Paul Browne flew Discus 'HQM' on a 204 km triangle around Gransden Lodge – Bury St Edmunds – Newport Pagnall – Gransden Lodge at a handicapped speed of 63.4 kph.

On 15<sup>th</sup> August 2005 Mike Bell flew Discus 'HQM' around the 110.4 km Slazenger triangle (Gransden Lodge – Rushden – Newport Pagnall – Gransden Lodge) twice, his best handicapped speed being 75.9 kph. He commented, "I just wanted to consolidate flying with minimum turning. Mike Roberts suggested I do it twice and try to go faster - I did, but only by 2 minutes! Interesting 38 km glide from just north of Cranfield - haven't had the guts to try such a thing before!"

Discus 'HOM' was written-off spinning in at Gransden Lodge in 9<sup>th</sup> July 2009.



Reference: G29-1

Type: **Schleicher K21** (s/n 21624), manufactured by Alexander Schleicher GmbH & Co. at Poppenhausen, Germany in 1995

Tail number: HTV

BGA No.: 4198

Registration: G-CHTV (was D-8355 before CGC ownership)

Dates: From 1996 to present

Information:

CGC purchased K21 'HTV' as a near-new glider (75 total hours) on 29<sup>th</sup> February 1996.

On 28<sup>th</sup> July 2014 Robert Theil and Andy Beatty competed to see who could coach their K21 P2s fastest around the 110.4 km Slazenger triangle (Gransden Lodge – Rushden – Newport Pagnall – Gransden Lodge). On only her second day gliding, Sharon Brown flying with Robert in K21 'HTV' achieved a handicapped speed of 106.7 kph and then repeated the task at a slower speed of 87.3 kph. Brian Gouldsborough flying with Andy in K21 'KFY' only achieved a handicapped speed of 105.1 kph.

On 7<sup>th</sup> August 2014 Robert Theil was flown in K21 'HTV' around the 110.4 km Slazenger triangle (Gransden Lodge – Rushden – Newport Pagnall – Gransden Lodge) **twice**, firstly by Monique van Beek at 80.6 kph and then by Keith Miller at 86.9 kph.

On 21<sup>st</sup> May 2015 Haluk Yildiz and John Anderson flew K21 'HTV' on a 100.8 km triangle around Gransden Lodge – Newport Pagnall – Grafham Water – Gransden Lodge at a handicapped speed of 60.8 kph.

On 9<sup>th</sup> July 2015 Robert Theil flew K21 'HTV' with Ed Hellawell on his first cross-country, around a declared polygon of 409.5 km around Gransden Lodge – Skeffington – Chatteris – Grantham – Gransden Lodge in 6 hours 55 minutes at a handicapped speed of 69.8 kph.

On 28<sup>th</sup> August 2016 Robert Theil flew K21 'HTV' with Tom Salmond, flying hors concours in the Cloud Rally club competition. The task was a distance handicapped task 159.9 km Gransden Lodge – Littleport – Towcester – Earith – Gransden Lodge, completed at a handicapped speed of 80.6 kph.



Photograph: © Simon Palmer 2008 simonjpalmer@fsmail.net

Reference: G30

Type: **Centrair C101 Pegasus** (s/n 101A0353), manufactured by Société Nouvelle Centrair at le Blanc, France in 1990

Tail number: FVV

BGA No.: 3567

Registration: G-CFVV

Dates: From ~1996 to present

Information:

CGC acquired the Pegasus from John Birch and Nick Robinson (CGC members).

On 15<sup>th</sup> May 2003 Martin Gregorie flew the Pegasus on a declared 300 km triangle around Gransden Lodge – Edgehill – Bury St Edmunds – Gransden Lodge but landed out on the final leg on the airstrip at Newmarket racecourse.

On 5<sup>th</sup> June 2003 Greg Monaghan flew the Pegasus around the 110.4 km Slazenger triangle (Gransden Lodge – Rushden – Newport Pagnall – Gransden Lodge) at a handicapped speed of 60.3 kph.

On 22<sup>nd</sup> May 2016 Mark Lawrence-Jones flew the Pegasus on a declared 285.5 km task around East Anglia.

On 17<sup>th</sup> July 2016 Mark Lawrence-Jones attempted a 328 km triangle in the Pegasus but landed back at Gransden Lodge after turning Framlingham for a distance of 284.5 km.

On 21<sup>st</sup> July 2016 Miles Porteous flew the Pegasus on a declared 304.3 km flight around Gransden Lodge – Northampton South – Newark – Soham -Gransden Lodge at a speed of 67.5 kph.

On 31<sup>st</sup> July 2016 Mark Lawrence-Jones flew the Pegasus on a declared 256.0 km triangle around Gransden Lodge – Mendlesham – Spalding – Gransden Lodge at a speed of 62.9 kph.





Reference: G26-2

Type: **SZD-51-1 Junior** (s/n B-1996), manufactured by PZL-Bielsko near Bielsko-Biala, Poland in 1991

Tail number: HDU

BGA No.: 3869

Registration: G-CHDU

Dates: From 1996 to present

Information:

CGC acquired Junior 'HDU' from Anglo-Polish Sailplanes in Booker on 30<sup>th</sup> March 1996 with 398 total hours.

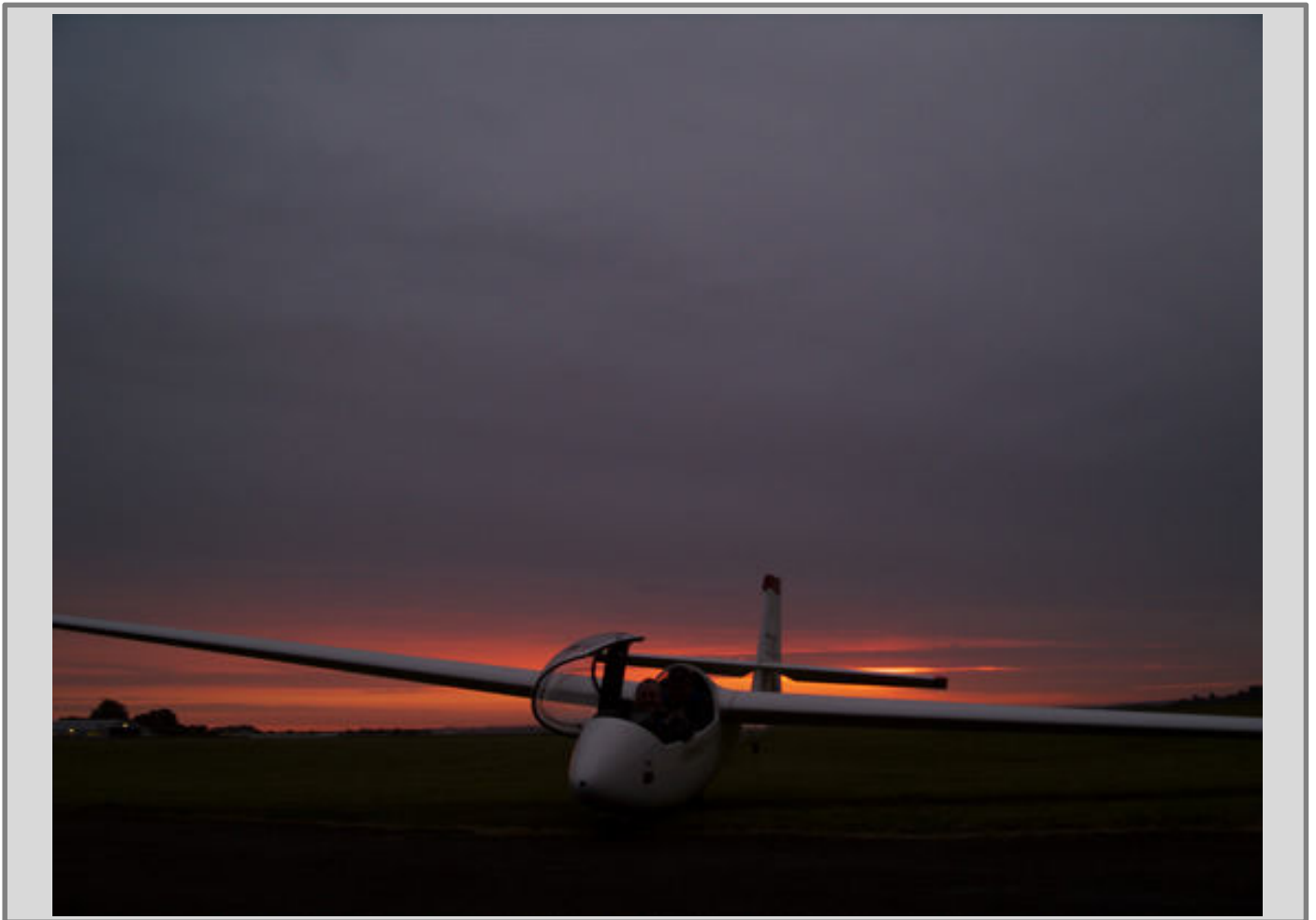
On 4<sup>th</sup> September 2004 Ward Hills flew Junior 'HDU' to Rattlesden and back (135 km at a speed of 45.5 kph) to gain his Silver distance.

On 14<sup>th</sup> June 2011 Jeremy Thomson flew Junior 'HDU' on a Silver distance attempt to Rattlesden but was deterred by blue conditions after Newmarket and flew back to Grafham Water and then Cambridge West for a distance of 121.6 km but no Silver distance. On 11<sup>th</sup> July 2011 he flew Junior 'HDU' again, to Rushden and Cambridge South, a distance of 107.3 km to gain his Silver distance and UK Cross-Country Diploma.

On 27<sup>th</sup> August 2013 Mark Lawrence-Jones flew Junior 'HDU' around the 110.4 km Slazenger triangle (Gransden Lodge – Rushden – Newport Pagnall – Gransden Lodge) at a speed of 51.7 kph. He flew the same task on 4<sup>th</sup> September 2013 but at the slower speed of 41.6 kph.

On 31<sup>st</sup> August 2013 James Shaw flew Junior 'HDU' around the 110.4 km Slazenger triangle (Gransden Lodge – Rushden – Newport Pagnall – Gransden Lodge) at a speed of 54.0 kph, except he missed the sector at Newport Pagnall by 40 m.

On 3<sup>rd</sup> May 2014 Mark Lawrence-Jones flew Junior 'HDU' the 110.4 km Slazenger triangle (Gransden Lodge – Rushden – Newport Pagnall – Gransden Lodge) at a speed of 51.4 kph.



Reference: G31

Type: **SZD-50-3 Puchacz** (s/n B-2197), manufactured by PZL-Bielsko near Bielsko-Biała, Poland in 1998

Tail number: JEC

BGA No.: 4446

Registration: G-CJEC

Dates: From 1998 to present

Information:

CGC purchased the Puchacz as a new glider in April 1998.

On 11<sup>th</sup> August 2005 Alan Head and Bill Keen flew the Puchacz on an undeclared 98.7 km cross-country to Grafham Water and then to Newmarket, returning to Gransden Lodge. Cloudbase was 6000 feet at Cambridge.

On 13<sup>th</sup> May 2010 Robert Theil and Doug Greenwell flew the Puchacz on a declared 117.4 km out & return to Crowland taking just under two hours.



Photograph: © Simon Palmer 2013 simonjpalmer@fsmail.net

Reference: G29-2

Type: **Schleicher K21** (s/n 21776), manufactured by Alexander Schleicher GmbH & Co. at Poppenhausen, Germany in 2004

Tail number: KFY

BGA No.: 5068

Registration: G-CKFY

Dates: From 2004 to present

Information:

CGC purchased K21 'KFY' as a new glider from Schleicher in 2004.

On 23<sup>rd</sup> June 2010 Julia Robson flew with Andy Beatty in ASK21 'KFY' around a declared 135.1 km triangle (Gransden Lodge – Newmarket – Peterborough – Gransden Lodge) at 608 kph.

On 28<sup>th</sup> July 2014 Robert Theil and Andy Beatty competed to see who could coach their K21 P2s fastest around the 110.4 km Slazenger triangle (Gransden Lodge – Rushden – Newport Pagnall – Gransden Lodge). Brian Gouldsborough flying with Andy in K21 'KFY' only (!) achieved a handicapped speed of 105.1 kph to be pipped by Sharon Brown flying K21 'HTV' at 106.7 kph.



Photograph: © Simon Palmer 2013 [simonjpalmer@fsmail.net](mailto:simonjpalmer@fsmail.net)





Reference: G28-2

Type: **Discus** (s/n 540), manufactured by Schempp-Hirth Flugzeugbau GmbH at Kirchheim unter Teck, Germany in 1995

Tail number: DM

BGA No.: 4868

Registration: G-CJXR

Dates: From 2000 to present

Information:

CGC acquired the Discus 'DM' from Baesweiler, Aachen, Germany on 11<sup>th</sup> November 2000 with 798 total hours, partly funded with a grant from the Foundation for Sport and the Arts.

On 17<sup>th</sup> April 2016 Tomasz Cebo flew Discus 'DM' to Oxford South and Saltby NW, a declared distance of 309.2 km at a speed of 56.4 kph to achieve his Silver Distance, Silver (and Gold) Duration, Gold Distance and Diamond Goal in a single flight.



Photograph: Justin Brister 2015

Reference: G35

Type: **Schleicher ASW24** (s/n 24012), manufactured by Alexander Schleicher GmbH & Co. at Poppenhausen, Germany in 1988

Tail number: FLY

BGA No.: 3357

Registration: G-JFLY

Dates: From 2010 to present

Information:

CGC acquired the ASW24 from Ian-Forster Lewis (CGC member) in January 2010 with 953 total hours.

On 9<sup>th</sup> July 2010 David Tew flew ASW24 'FLY' around a declared triangle of 102.1 km (Gransden Lodge – Ramsey – Rushden – Gransden Lodge) at a handicapped speed of 61.9 kph, with 4 to 7 knot blue climbs to over 5000 feet, eventually final gliding from Rushden at 5500 feet. On the following day he declared a triangle of 328.8 km around Gransden Lodge – Tibenham – Thame Airfield – Gransden Lodge but had too many low points on the second leg and ran out of day, so abandoned the task at Newport Pagnall and grovelled back to Gransden Lodge after 5 hours of flying.

On 8<sup>th</sup> August 2010 David Tew declared a triangle of 307.5 km around Gransden Lodge – Blidworth – Mursley – Gransden Lodge and landed ASW24 'FLY' out at Cranfield (but still managed to fly 330 km!).

On 18<sup>th</sup> September 2010 David Tew declared a polygon of 303.2 km around Gransden Lodge – Oxford East – Ely – Bury St Edmunds – Gransden Lodge but top cover pushed south and he only made Ely after being baited by W8 (Robert Welford) and 871 (Andy Beatty) before abandoning the task.

On 19<sup>th</sup> August 2011 Tony Jennings declared a polygon of 294.1 km around Gransden Lodge – Framlingham – Acle – Fakenham – Gransden Lodge but the weather deteriorated near the coast so he turned back, eventually landing out near Rougham.

On 20<sup>th</sup> August 2014 Justin Brister made a Silver distance attempt in ASW24 'FLY', declaring an out & return to Rattlesden (135.0 km). He got down to 1300 feet on the return leg and had set up a circuit to land out, but managed to climb away and gain his Silver distance.



Reference: G32

Type: **Schleicher ASW20** (s/n ???), manufactured by Alexander Schleicher GmbH & Co. at Poppenhausen, Germany

Tail number: 290

BGA No.:

Registration:

Dates: From 1991 to 2004

Information:

The ASW20 '290' was owned by Mike Russell and made available to CGC members.





Reference: G20-2

Type: **Schleicher K6e** (s/n ????), manufactured by Alexander Schleicher GmbH & Co. at Poppenhausen, Germany

Tail number / Colour: JM / ???

BGA No.:

Registration:

Dates: From March 2000 to ????? 2000

Information:

K6e 'JM' was owned by Johnnie Morris, and made available to CUGC members.



Photograph: © Simon Palmer 2004 [simonjpalmer@fsmail.net](mailto:simonjpalmer@fsmail.net)

Reference: G24-3

Type: **Schleicher K8** (s/n AB.02), manufactured as an amateur build in 1962 (probably in Germany as its initial registration was D-8868)

Tail number / Colour: CU / white

BGA No.: 4493

Registration: G-CJGB (from March 2008)

Dates: From 2003 (or earlier) to 2009

Information:

K8 'CU' was owned by the 'new' CUGC formed after the move to Gransden Lodge.

On 20<sup>th</sup> June 2003 Paul Flower flew K8 'CU' to Rattlesden (67.5 km) to repeat his Silver distance flight.

On 20<sup>th</sup> August 2003 Paul Flower attempted his Gold distance in K8 'CU', declaring 308.8 km (Gransden Lodge – Silverstone – Tibenham – Gransden Lodge), but after 5 hours 51 minutes he landed out at Rattlesden.

On 9<sup>th</sup> June 2005 Kate Woods landed K8 'CU' out north of Bedford – but then neither the GPS nor the audio vario were working!

On 16<sup>th</sup> August 2005 Kate Woods flew K8 'CU' around a 96.6 km triangle (Gransden Lodge – Peterborough – Earith – Gransden Lodge) at a handicapped speed of 49.4 kph. She commented, "Tricky day, which went from a spread-out looking sky to one with holes that were uncomfortably big for the K8. Very tricky and slow leg up to Peterborough but got a good street half way to Earith."

On 11<sup>th</sup> September 2007 Peter Buchlovsky declared Crowland out & return (117.4 km) in K8 'CU'. This was his first solo cross-country, and after turning Crowland the day died and he landed out at Upwood – his first outlanding – but achieving his Silver distance.

Richard Walker bought K8 'CU' in June 2009.



Reference: G33

Type: **DG500 Elan Orion** (s/n 5E223X61), manufactured by AMS Flight d.o.o. at Begunje, Slovenia

Tail number: JZB (“Jezebel”)

BGA No.: 4903

Registration: G-CJZB

Dates: From 2001 to 2007

Information:

The DG500s were owned by the Faulkes Flying Foundation and while the FFF existed, typically one was made available to CGC members. Other FFF-owned gliders were also temporarily based at Gransden Lodge, though JZB did the majority of the FFF flying at Gransden Lodge.

On 22<sup>nd</sup> June 2004 Alan Head and Emily Todd flew DG500 ‘JZK’ around a declared 116.8 km of Gransden Lodge – Peterborough – Ely – Gransden Lodge at a handicapped speed of 68.9 kph. They were placed 8<sup>th</sup> in the East Anglian Cathedral Race (part of the National Gliding Week Initiative). Alan had to fly back to Ely Cathedral so the camera crew could take more photographs.

Eventually the cost of running the Foundation became too expensive, but a legacy remains with the ex-Faulkes Falke G-BODU owned and run by Hertfordshire Scouts in conjunction with Cambridge Gliding Centre.

DG500 ‘JZB’ is now part of the Borders Gliding Club fleet and is based at Milfield in Northumberland.





Reference: G34

Type: **ASW19B** (s/n 19115), manufactured by Alexander Schleicher GmbH & Co. at Poppenhausen, Germany in 1977

Tail number: CU

BGA No.: 5043

Registration: G-CUGC

Dates: From 2009 to present

Information:

ASW19 'CU' was acquired by the 'new' CUGC on 22<sup>nd</sup> April 2009.

On 6<sup>th</sup> April 2013 James Shaw flew ASW19 'CU' to Downham Market and back (113.4 km) for his Silver distance.

On 21<sup>st</sup> April 2013 Malcolm Morgan declared Rattlesden for his Silver distance, but landed out at Waterbeach Airfield.

On 25<sup>th</sup> May 2013 James Shaw flew ASW19 'CU' on a declared 205.4 km flight around Gransden Lodge – Grantham – Naseby East – Gransden Lodge at a handicapped speed of 72.8 kph, climbing to over 5000 feet at one point. He almost misjudged the final glide but got back safely.

On 2<sup>nd</sup> June 2013 Graham Spelman flew ASW19 'CU' to Crowland (59 km) for his Silver distance.

On 12<sup>th</sup> June 2014 Malcolm Morgan flew ASW19 'CU' around the 110.4 km Slazenger triangle (Gransden Lodge – Rushden – Newport Pagnall – Gransden Lodge) in three hours, flying very cautiously and hugging cloudbase as the field situation was very bad.

On 7<sup>th</sup> July 2014 Malcolm Morgan declared the Slazenger triangle in ASW19 'CU' but instead kept within 30 km of Gransden Lodge and flew for 2 hours 20 minutes reaching a maximum altitude of 4700 feet.

On 4<sup>th</sup> May 2016 Tomasz Cebo flew ASW19 'CU' on a declared out & return to King's Lynn (140.4 km) at a handicapped speed of 73 kph. On 17<sup>th</sup> July 2016 he flew an undeclared task of 181.4 km around Gransden Lodge – Bedford Bridge



– Husbands Bosworth – Earith – Cambridge West – Gransden Lodge with cloud bases reaching 5000 ft. On 31<sup>st</sup> July 2016 he landed out a few kilometres from Gransden Lodge, after flying around Rattlesden and Crowland. On 6<sup>th</sup> August 2016 Tomasz Cebo flew ASW19 'CU' around an undeclared 337 km flight (Gransden Lodge – Bungay – Newport Pagnall – Cambridge West – Gransden Lodge), taking 7 hours 26 minutes.

On 21<sup>st</sup> July 2016 Iain Butler flew ASW19 'CU' on a declared out & return to Crowland (117.4 km) to gain his Silver distance and also flew for 5 hours 8 minutes to gain his Silver and Gold durations.