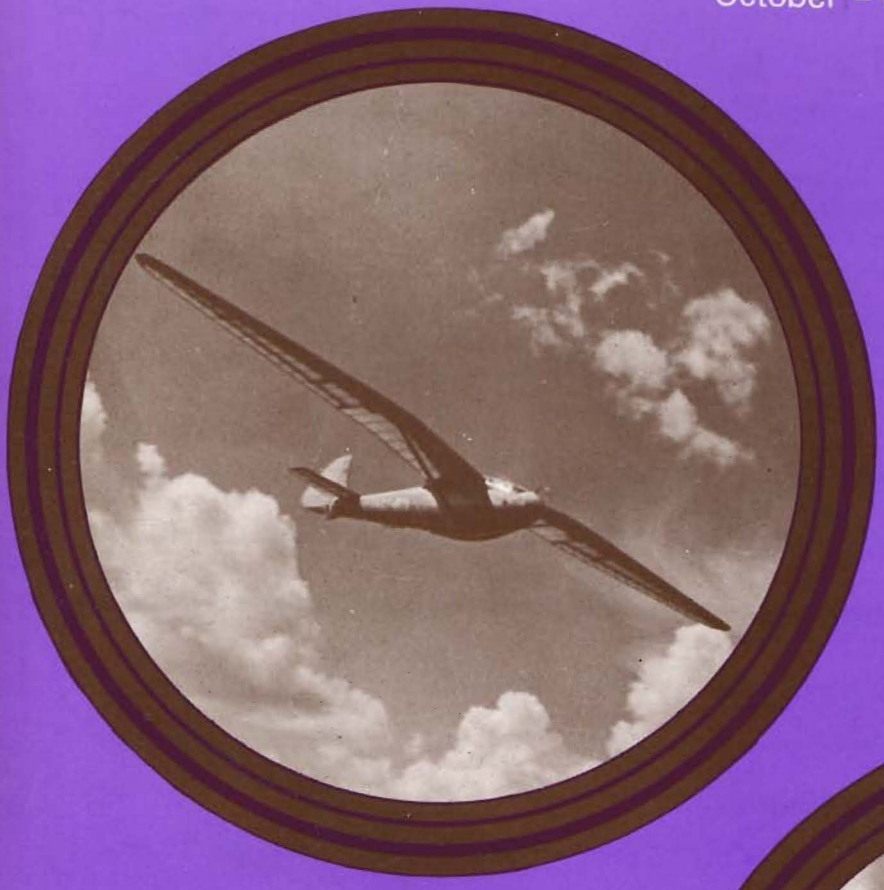
SAILPLANE & GLIDING

October – November 1974 40p





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Sailplane & Gliding

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SAILPLANE & GLIDING

Magazine of the BRITISH GLIDING ASSOCIATION

202 **Roger Barrett Talking With Bernard Fitchett** *R. Q. Barrett*

206 **The Flying Progress Book** *R. Hubble*

207 **The Corn Is Greener on the Other Side** *R. R. Robertson*

208 **Competition Enterprise** *P. A. Wills*

212 **No Glider—Can't Fly!** *Ann Welch*

213 **Coaching Corner—Ailerons and Rudder** *W. G. Scull.*

214 **First Vintage International on the Wasserkuppe** *A. E. Slater*

216 **Euroglide 1974—A Personal Record** *Anne Ince*

226 **Regionals Round-Up—Lasham** *W. A. H. Kahn*

228 **Northern** *G. Crawshaw*

229 **A Variometer for Weak Lift** *H. Cook*

230 **Cable Break—What's That?** *D. Eddlestone*

231 **BGA & General News—Gliding Certificates**

234 **Overseas News** *A. E. Slater*

236 **Your Letters** *A. J. Watson, P. A. Wills, S. C. Millson, D. W. Evans, R. R. Rodwell, R. Dare*

238 **Club News**

243 **Service News**

Editor:
Gillian Bryce-Smith, 281 Queen Edith's Way, Cambridge, CB1 4NH. Tel. Cambridge 47725.

Consultant Editors:
Alan Slater, Rika Harwood

Committee:
A. W. F. Edwards (Chairman), R. Q. Barrett, M. Bird, and P. A. Wills

Advertisement Manager:
Peggy Miéville, Cheiron Press, 8/10 Parkway, London, NW1 7AD. Tel. 01-267 1285

Cover: The Gull (top) and Rhönbussard (below) photographed 34 years ago by A. E. Slater who saw the same types being flown recently at the Wasserkuppe. See full report p214.



Volume XXV No 5 October—November 1974

Published by the British Gliding Association, 75 Victoria Street, London, SW1H 0JB.
Telephone 01-799 7548/9

Printed by Taylor & Francis (Printers) Ltd., Rankine Road, Basingstoke, Hants.



Roger Barrett

talking with . . .

On the Qantas jumbo-jet, flying back from Australia, Bernard Fitchett relaxed and chatted into a tape recorder with Roger Barrett. He had ended up fourth in the 1974 World Championships—the highest position a British pilot has ever come in the Standard Class. Were there any tips about soaring and competition flying he could pass on? Did he make any bad mistakes at Waikerie? What were his opinions of some of the other top pilots? And what makes him tick . . . ?



Bernard Fitchett

Bernard, at Waikerie you ended up fourth but at Vrsac—flying the same Std Cirrus glider—you were 32nd. Why the difference?

I think there are two reasons really. One was that I was a little more tense in Yugoslavia, it being my first international competition and I didn't know what to expect. Secondly the weather there was more unpredictable and peculiar. It was very strange indeed and lots of people were caught out—including Reichmann who came about 24th.

Do you think it's possible for someone coming into international competitions for the first time to zoom right up somewhere near the top?

Well it's possible—Reichmann did this in Marfa in 1970. I think you must have a fairly high standard of competition in your own country in order to do this sort of thing. You need people who are near the top in world class competitions to compete against. In the UK we have a high standard but I don't think quite such a high standard as they have in, say, Germany or the States.

Does that mean you think it's a good idea for people who are either in the British team or likely prospects to take part at Angers, Hahnweide or at continental Nationals as well as our own Nationals and Euroglide?

I think that it would be a very good idea if they could afford the time.

Being quite honest, before the event did you think that you could win the Standard Class?

I thought I'd have a damn good go but I didn't think I'd get fourth, I thought I'd probably make the first ten.

And during the competition when after what, six days I think, you got to second overall—did you then think you stood a chance of winning the whole thing?

At that stage I thought I stood a better chance than right at the beginning of the contest, but I had a feeling that I had had my fair share of luck during the first few days and it was just a question of whether that share of luck could be extended.

Who did you think you had to beat?

All along I thought it was Reichmann and Renner.

When towards the end they were both climbing up the list and closing the gap with you and then overtaking you, did your attitude towards your own flying change?

I think I might have tended to be a little more anxious than right at the beginning of the Comp because I was near the top and I felt I had to maintain that position but I don't think I took substantially more risks than at the start.

Mistakes are always more interesting than the things that go right. Is there anything that occurs to you now about Waikerie that you kick yourself about?

The flight that cost me the most points was the day on which I came 26th. I think it was a 250km triangle, down south, up to the north-east and back to Waikerie. I started half an hour too early and so missed the best of the weather, whereas those who started later seemed to have a fairly easy ride. That was the day on which I got about 750 points so had I picked up 200 points then, you see, I could well have won the competition.

"... had I picked up 200 points then I could well have won the competition."

Yes, getting starting times right is critical: the British team on a number of occasions got them wrong. In the future do you think it will be important to get as much practice as possible at the actual site where the comp is being held?

I don't know about experience at the site, I would say experience of the weather which generally occurs in the area or in that country. On the day I went half an hour too early I think that had I had wider experience I could probably have predicted that it would improve shortly afterwards. It was a good experience in that respect; in future I shall be much more careful about starting. I didn't seem to be able to get my starts right at all, I always seemed to choose the wrong moment. It's always nice to get a good strong thermal straight after crossing the starting line and I felt that I was not able to do this correctly, I found that I was flying towards lift that in fact didn't turn out as well as I had expected. I think possibly I was a little inflexible in my starting procedure, I usually intended to start at a specific time and it happened that often at that time the conditions were not as good as I would have liked. Had I started, say earlier, at a time when I could have made a good start and got into some strong lift, I think that may have benefited me.

Can you spell out what happens when you make a start in a World Championship? Let's say the thermals are going up to 5000ft before the start, what do you do?

Well, as I've found out, the start time can be quite critical. Before you cross the line you have to see how the weather is developing in comparison with the forecast. If you think it's not so good as was forecast it may pay to start earlier and *vice-versa*. It is nice to know what other people think about the time to start by seeing who in fact has crossed the starting line but it's best to trust your own judgment on that score. You try and see how high cloudbase is, what the strength of lift is and see how variations from the forecast are going to affect the time of your flight. As far as the start itself is concerned . . . it's nice to stay upwind of the starting gate so if the weather does turn weak you don't have to battle into wind to the gate, maybe with a large loss of height. You try and work yourself into a position, say, 4500ft just upwind of the gate and from that height dive down using your airbrakes and speed according to how high you actually are, so you cross the starting line at less than 3281ft at the maximum speed which you think safe—well the maximum speed which is in fact safe—normally you cross at about 120kts, something like that. You dive down and pull up on the far side, back to normal cruising speed, about 70kts.

Did you find generally at Waikerie that you were out-climbing other people in thermals or vice-versa?

I found on the whole I mostly climbed at the same rate as other pilots but there was a substantial proportion I could out-climb. I think this was partly because I was flying lighter than most chaps, especially the Poles who always seem to be loaded with ballast and they just couldn't climb as well as me. It was noticeable on some occasions when I out-climbed them very easily they soon ditched their ballast. But they did more or less make it up on the glide.

"... the Poles ... just couldn't climb as well as me."

Do you think that in British Regionals differences in climbing ability play a bigger part than in a World Championships where all the pilots can do it properly?

I think one tends to find that in a World Championships people are more or less equally competent at centring in

any particular thermal, but they are not equally competent at actually finding the best place, for example, under a cloud. You still find lots of gliders in the areas where the lift is not in fact strongest, so one does gain by being competent at knowing exactly where to go under a cloud and going there as fast as possible.

Talking now of pilots flying cross-country in the UK, this seems to be one of the critical things that makes the difference between a potential World Champion and a guy like me. Do you think generally speaking, people spend too much time thinking they are centred when they are going up in reasonable lift whereas they should be exploring more around them?

Yes, I think pilots are often content with lift that is not in fact the strongest available. Once they find some reasonable lift they stay put and don't venture out. But of course you have to be very careful . . . it's only experience that will tell you whether in fact lift is likely to be better in that area.

Is inter-thermal speed critical in World Championships? A number of good pilots were suggesting at Waikerie that people were flying more slowly than they used to and were benefiting by that.

I don't think inter-thermal speed is particularly important really. I share Tommy Beltz's view: fly at the speed which feels right rather than the speed that is indicated strictly by the speed-to-fly ring. I was flying at 80kts most of the time but on the Renmark/Morgan day I found I was flying fairly slowly, about 60—70kts, and I still came in fifth. I do think on the whole we fly a bit on the fast side.

On a 300—400km triangle you have got choices opening up all the time, whether to go on track or deviate because you think there is better lift and so on. Do you know yourself that when you get in the air you are actually taking decisions at a much higher rate than you do on the ground? Does something happen to your adrenalin or whatever, or are you still equally relaxed?

"In the air my decision making speeds up, my senses become much more acute and I think more urgently."

In the air my decision-making speeds up, my senses become more acute and I think more urgently. I think it's best to save my energy until I'm flying rather than get all twitched up prior to the flight.

George Burton and John Delafield give the impression of being aggressive and press-on—the kind of characteristics you might expect to find in a World Champion. I think most people who know you would say that you didn't fit into the mould; perhaps you are just as strongly motivated but it shows in other ways?

Yes, I would agree really. I certainly think that to be successful motivation is the most important thing. Motivation can breed skill as it were; what one lacks in skill one can make up in motivation.

Can I ask you how badly you want to be a World Champion now, is it your main ambition in life?

I don't think it's my main ambition in life any more . . . it's interesting . . . I think that it is balanced by my increased skill over the years so I may be a better pilot, although not quite so highly motivated as I was, say two or three years ago. As far as outward signs of aggression go I think it's a very difficult topic. Certain people are much more prone to exhibiting these outward signs than others, I don't think because the outward signs aren't there they don't actually exist. You find quite a lot of very good glider pilots who do not exhibit these outward signs and in fact I would say this applies to Reichmann, Renner, Kepka . . . and Moffat too.

Looking in your log book you have about 800 hours and the vast majority of your flights are competitive one way or the other. Do you still fly for fun?

Very rarely, if ever, now—in the sense I think you mean. Five or ten years ago maybe I did fly like that, but once I started competition flying in about '65 I found it gave me the most pleasure out of gliding. I like to see how well I can do in comparison with other pilots and I like the excitement of the competitive atmosphere. But I do feel it would be nice to go to different countries like Italy, Switzerland and Norway to see what mountain flying is like, I imagine that can be very exciting even though you are not actually flying in competition.

Could we go back a bit earlier than your first competition. Why did you first take up gliding?

I first started when I was 15 in '62 at the Coventry Gliding Club. I wanted to start power flying when I was fairly young, must have been less than 12 years old, I think. I was always interested in aeroplanes and aviation, most boys are interested in planes, boats and cars and things . . .

Some people would say that you have been lucky because your father has helped you tremendously on the financial side. Do you think that's played an important part in getting you where you are now in gliding?

I would say it has, yes. To be successful in competition flying, or at anything really, I think it's important to have the facilities.

It's presumably made up partly of being able to fly decent gliders and partly being able to afford the time to fly?

I have spent most of my spare time flying—lots of people, I think, would not want to spend so much of their time flying but do other things too. You have to be a bit dedicated.

From school you went to Oxford. What did you study there?

Physics.

And then . . . ?

After Oxford I did one or, two things . . . I think I spent most of my time thinking about gliding rather than concentrating on anything else. It's interesting, I have

". . . I have always wanted to be successful at something . . ."

always wanted to be successful at something, and I think as I was successful at gliding fairly early on, it was almost inevitable that I should stick to it.

But you have, I think, now decided to take up a career in accountancy?

That's right. I was doing it a few years ago too but I sort of gave it up—the usual reasons, I was bored and so forth.

What attracts you about accountancy now?

I am interested in financial matters much more now than I was before. I think it's important to have a good, sound financial background if one is going into the business world. It may not turn out quite like this, I may stay in the profession, but my aim at the moment is to go out into the business world.

I know that you sold the Std Cirrus you were flying in Australia and that you are getting an Open Class ship now. What are your thoughts about the future, Standard versus Open?

I think there is a little more competition in the Standard Class because more people can afford to fly Standard than fly Open. It tends to be the younger age group who can afford to fly Standard and they are generally slightly better, I think, than the older glider pilot.

In terms of your own ambition though, if you had a choice now of going in for Open Class contests, getting up to World Champion standard maybe in Finland, or staying with Standard—which would you choose?

It's very difficult to say, I have no really violent views. It would be nice to fly Open—there's more status in being Open Class Champion than Standard. I think there is a leaning towards regarding the Open Champion, even amongst glider pilots, as being **the** Champion of the World, but I think glider pilots are sufficiently astute to realize that this may not in fact be the case.

You are now, what, 27? Looking round at Waikerie and also looking back over the years there have been some very good middle-aged pilots, so experience is obviously something that rates a lot. Do you see yourself still flogging away at World Championships in 20 year's time?

Really I couldn't say, so much could happen in that time. I think the older glider pilots tend to have started fairly late in life anyway, I might be wrong but I think that's generally the case. So much depends on motivation . . . motivation is what makes a top class glider pilot. You have to **want** to be top. Why you want to be top is a different question altogether. It can stem from a number of things, I think, which would be a bit too deep to go into here, but certainly you must want to be top in order to be top—I am sure of that.

Let's agree then Bernard—if we're both still motivated—to talk again about World Class gliding in 1994!

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The Flying Progress Book . . .

ROY HUBBLE of the Kent Gliding Club describes a system he instigated —



Roy joined the Fleet Air Arm as a pilot early in 1943, trained in Canada and finished the war in the Far East. He later became a teacher and joined the Kent Gliding Club as a founder member in 1956, becoming their CFI two years later. Roy was awarded the Royal Aero Club Bronze medal in 1966 for services to gliding and joined the BGA Instructors' Panel in 1967.

When I took over as CFI, it soon became apparent the instructing should be reorganised so that either each pupil flew with one instructor or some sort of record be kept of the pupil's flying progress.

The former idea had proved impractical and to solve the latter I introduced an elementary Flying Progress Book in which all flying exercises were listed with room given for instructors' signatures and notes. Solos were in the T-31 and promotion onto the Prefect and then Olympia was also listed. Further editions of the Progress Book were issued, each being more comprehensive to cope with the changing scene.

As 1971 proved to be a bad year for crashery, the flying rules and regulations, plus the whole of the flying training system, was revised. Much of the old material was retained, but some of it was more closely defined, *eg* power failures and cable breaks now included pre-cross-country training exercises such as flying between thermals.

Details and explanations of the more advanced exercises included in the Progress Book are fully covered in a special 35 page booklet compiled by the Flying Committee—*eg* advanced cross-country training which includes exercises on the speed-to-fly ring, rates of climb, final glide calculators, gaggle flying etc.

To revise the whole system on my own was quite impossible, so I formed the Flying Committee of six specialist instructors, each being given specific sections of the training system to bring up to date. With the task completed, the Flying Committee is now concerned with flying training and discipline. Communications with the instructors have been improved by CFI's newsletters.

Probably the most important change was the introduction of a flying grading system based on ability. The possible psychological results of a pupil being told that he was above or below average were discussed at great length; finally, however, we decided to go ahead.

Results so far suggest that we were correct. Below average pilots generally work very hard indeed to get themselves upgraded and they are also given rather more personal attention. Those who find it difficult to accept discipline tend to be critical of the system, but by and large it has been well received and is working well.

The grading system consists of the Flying Progress Book, which also contains the pilot's flying grade and a filed grading card with a photograph of the pilot. On arrival at the club the senior duty instructor checks the confidential grading cards, paying particular attention to the box containing the cards of the problem children—usually small in number.

Green stands for the above average, amber the average and red the below average. Black covers the pilots who are dual only and brown means grounded—a fairly obvious choice of colours, we felt.

Up to the final clearance for cross-country, all pilots must produce their Progress Book before being allowed to fly. The instructor opens the book and can quickly see:—

a) The pilot's name and date of joining the club.
b) His flying grade (issued after full spins have been signed).
c) His cross-country experience grade, if applicable.
d) Previous flying experience, if any.
e) Flying qualifications.
f) Any past disciplinary action.
g) The date on which he last flew.
h) His flying hours and launches.
i) What his next exercise should be.
j) Who he flew with last and what comments were made.
k) What parts of the ground subjects syllabus have to be completed (particularly useful in periods of clamp).
l) Comprehensive notes by CFI or a member of the Flying Committee. (If the pupil needs remedial treatment.)

Only a very small proportion of the information an instructor needs in order to give the pupil full value from his flight is, in my opinion, obtainable from the ordinary log book.

All fully rated instructors can issue or alter grading colours and recommend pilots for aircraft promotion, the assessment and check flights being made by members of the Flying Committee. The CFI's newsletters include information on the progress being made by the problem children and any disciplinary action taken against particular members.

The club fleet consists of a Capstan, Blanik, Swallow, Skylark 4 and two T-21's. To gain clearance to fly more advanced gliders the pilot must reach the minimum times laid down, obtain a recommendation from an instructor and undergo a flying progress check with a member of the Flying Committee. For instance, clearance to fly the Capstan or Blanik solo can be obtained after the pilot has been authorised to fly the Skylark 4.

The **CORN** Is Greener On The Other Side

ROB ROBERTSON

Whilst the Bristol Gliding Club site on the edge of the Cotswolds is well positioned for wave and ridge soaring in north-west winds, being only some six miles from the Severn estuary, sea breezes can occasionally damp out thermal activity over the site. Such was the case on June 3 last year: the day started fine with a fresh to moderate west wind.

Just after lunch I arrived at the club to find another member of my syndicate (Rhubarb and Custard, Skylark 4, No. 81) about to become airborne. After helping him on his way, I found to my delight that the club K-8 was lying unwanted. So a quick chat with an instructor, as it was several months since I had flown a K-8, and I was behind the tug and on my way to 2000ft.

At this time the dead sea air was about a mile upwind of the site, so I pulled off more or less right over the clubhouse in a nice 4kt thermal (soaring sea breeze fronts is a bit beyond me!) which promptly took me to cloudbase at 3500ft, about 1½ miles downwind. At that height, the wind was around 25kts or so and I realised that I would have to be very careful of drifting too far downwind—the penetration of a K-8 is nothing to write home about as I found out later.



After a really blissful hour playing around near cloudbase, enjoying the beauty of light stick forces after the Skylark 4, I decided the club had taken enough in soaring fees from me that afternoon and turned for home three or four miles upwind.

No problem, I thought, as I was at 3500ft. Almost immediately I ran into 6kts sink and this, combined with a 25kt headwind, made progress towards Nympsfield seem somewhat slow, to say the least. The dead sea air now extended about two miles downwind of the club and I watched the vario, apparently frozen at six down, while the altimeter unwound at a terryfying rate.

Pushing the speed up to 55kts, I was made painfully aware of the performance differences between the K-8 and my usual steed. It is quite amazing how one can get used to a particular type of machine and subconsciously expect other types to be identical within very small margins of performance.

Anyway, soon we were down to about 1200ft, still in 4kts down, and prospects of regaining the site faded away completely. Remembering all the advice, rules, briefings etc, I resolutely decide "no chance of getting back now. Choose a field and put her down there while there is still time."

All good, wise stuff! Between me and the club, about a quarter of a mile straight ahead was a large flat pasture which would be ideal. So checking for obstructions, wind, slope etc, I cracked the brakes and started a direct approach (not enough height for a circuit). Down to 400ft and nicely lined up when I felt a great surge and the vario swung round to 4kts up.

"Ah," I thought," the site is straight ahead, about half a mile beyond my chosen field. If I can gain a few hundred feet, I should be able to get back nicely and so avoid having to buy a round of landing-out beers".

Circled I did—four complete turns straight into 6kts down and out of reach of both the site and my selected field. The only possible alternative was a large field of young green corn towards which I turned, having to put on unmentionable angles of bank at unspeakably low altitudes.

Brakes out, let her float, ease the brakes in and whoosh, we're down.

Never in the history of gliding has anybody exited a cockpit so fast to ascertain the presence or otherwise of a tailplane. Heaven be praised, all appeared to be in order at the back end. With no apparent damage (which subsequent inspection confirmed), I had committed several cardinal errors with nothing but my ego hurt.

Half an hour later, a crew arrived and promptly derigged the K-8 and whisked it back to the club. The farmer who owned the field was extremely understanding, saying that as the corn was still green it would recover.

If only one single pilot learns from my errors, then I think that writing this article will have been worthwhile. I had made the mistake of not appreciating what the K-8 could or could not do and, combined with the last minute decision to abandon my preselected field, this very, very nearly spelt disaster. I was extremely lucky and got away with it, teaching myself several lessons in the process—maybe you wouldn't be so fortunate!

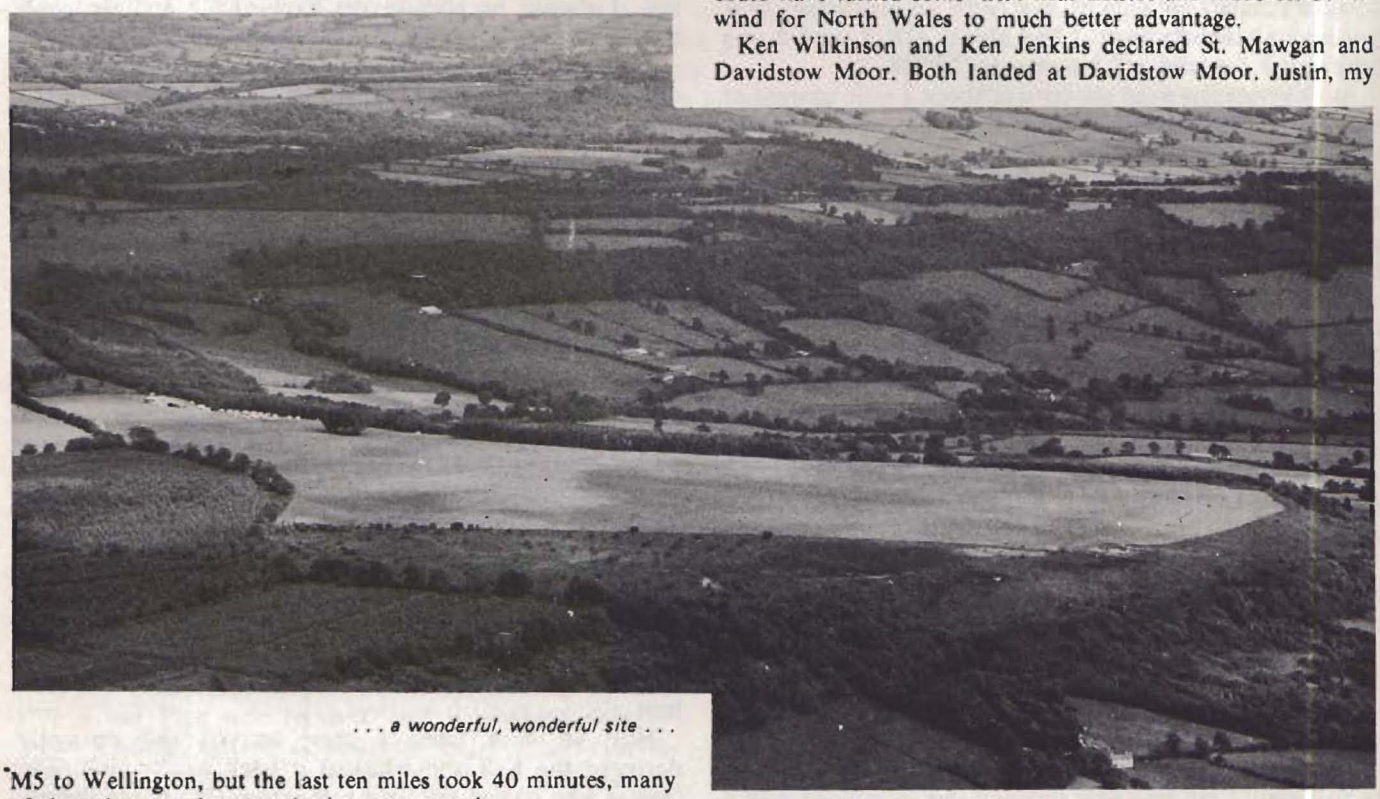
1975 AVIATION CALENDARS

The BGA have a small stock of Aerospot Calendars for 1975 featuring 12 full colour aviation pictures of gliders, light aircraft, balloons and parachutists.

Available now for £1.60 each or £1.85 by post from the British Gliding Association.

Competition Enterprise —

The first bit of Enterprise was brought strongly to the forefront in actually finding North Hill. It is a wonderful wonderful site on top of a hill with a view of unsurpassed beauty to the west. But it is in the centre of a network of country lanes, half signposted and half not, with villages many too small to be marked even on a ¼in map. So Enterprising entrants were selected by the very fact of their arrival. However, 19 arrived, 12 Class 1, 7 Class 2, and those who hadn't seen it before were struck dumb by its perfection. Kitty and I made record time from London via M4 and M5 to Wellington, but the last ten miles took 40 minutes, many of them in reversing to mistaken cross-roads.



. . . a wonderful, wonderful site . . .

Day 1

At briefing, John Fielden gave us the form. It was to be a Fox & Hounds event, John the Fox. He would set tasks which he believed would enable the best pilot to achieve 100 points. If anyone beat him, they would score more. Ian Patterson then handed out Customs Forms and francs, and Nick Goodhart explained Farglide cross-Channel ATC.

June 22 produced a cloudless blue day with a 25kt SE wind. Anticipated inversion ceiling, 3000ft asl—ie 2000ft above the site. John set: Class 1—pilot selected goal, either straight line, dog-leg, out-and-return or triangle. One point per kilometre and no nonsenses about X and Y and all that. Class 2—altitude—one take-off only, and must land back at site. One hundred points for 2000ft climb. Pilot selected take-off, obviously not likely before 13.30hrs. Selected tasks to be given to the Marshal before take-off in writing, but not to be divulged to anyone else. Tremendous secret planning huddles ensued, and then how nice it was once more to see pilots hanging their tags on to the start-times of their own choosing.

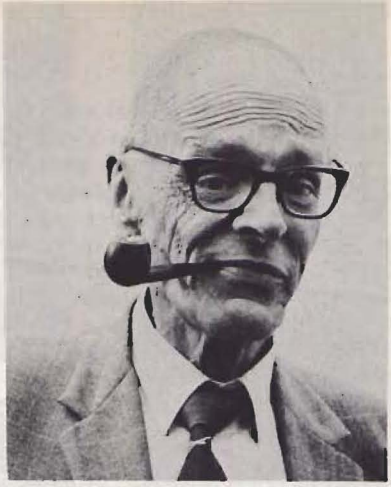
The map will show the problem. Some pilots decided to try a tremendous cross wind battle east of north, and Tony Maitland and Don Brown declared Aston Down and Nympsfield. They in fact landed at Blagdon and Clevedon, but I suggested afterwards that if they could have got as far as their declared goals, they could have turned somewhere near Bristol and made off downwind for North Wales to much better advantage.

Ken Wilkinson and Ken Jenkins declared St. Mawgan and Davidstow Moor. Both landed at Davidstow Moor. Justin, my son, had a cunning idea—North Hill, upwind 8kms to Luppitt, then turn downwind to Hartland Point, thus sneaking in another 16km. If he came unstuck at Luppitt, he could drift back to North Hill for a second start. It proved unnecessary, and he reached Hartland Point in a trice, only to find that there was 4kts lift everywhere, but he had trapped himself in a corner with no way out.

There was a 30% bonus for landing at goal, and he would have to hazard a 10km cross-wind flight with a strong head-wind component in order to gain more than 33km of the 110 he had already scored. The only alternative was Lundy Island. This would have been a mistake, as we subsequently found out that the "Island Queen" only sails on Tuesdays and Thursdays, so the retrieve would have taken rather a long time. Also Lundy wasn't 30% further on.

In the event, Ken Jenkins (Ken the Bar) at Davidstow Moor,

the inspiration of Philip Wills who writes this account...



with the K-6 handicap, won the day with 119 points, Justin second with 116 points. The obvious possibility of free drinks for all made it a popular win.

Class 2 was won by the T-21, which climbed from 2000 to nearly 4200ft, earning 102 points. At its high point it found itself about two miles downwind of the site (900ft high) back to which it had to get or lose its marks.

It put its nose down to a grim maximum glide of 40kts into a 30kt wind, and prayed. Its pilots Bill May and Guy Gothard, the gale blowing their hair out by the roots, reported that the fields below went backwards blade by blade—but they made it, and won the day. They are still arguing as to who was P1.

Tony Smallwood, in Stephenson's 1938 cross-Channel Gull, got much higher, but inevitably ended up even farther downwind and at his utmost speed the blades still beat him, and he arrived back below the hill, and landed at the bottom—for nought.

'Rip Van' Stan Armstrong, whose last contest was Bramcote in 1948, after release cunningly descended to 1000ft, struggled to a heroic 2100ft and collapsed—but on home ground, so a triumphant 50 points.

Last story of a super day. A tug towed off, say, No. 125. But it didn't. The ring came off, but the tug sailed up, and waggled its wings at 2000ft, landed, and taxied back to the line. It hooked up, and asked the Marshal for the number of the next glider it was to tow. "No. 125"—"But that's the one I've just launched!"—"But it never moved!"—"Good God!"

John said that for a conventional Championships the only task would have been a race, or out-and-return, to Nympsfield, which would have failed, thus producing a no-contest day.

Day 2

Sunday opened with a near-hopeless low grey sky. At second briefing, with a thin chance of clearing by 15.00hrs, John set an imaginative task upwind out-and-return to four alternative turning points, all in a nearly straight line. Photograph each as you passed it, and turn back when you thought you had got as far as you could with still a chance of getting back. Nothing to stop idiots taking a launch and gliding it out to score a few points, but we hadn't got that sort of frame of mind.

It didn't clear, so some of us went to Beer (a place, not a drink, where incidentally I spent a lot of my early childhood) and hired a boat and caught mackerel.

Day 3

It was grey and hopeless but Mike Garrod said Day 4 might be a cross-Channel one, so Zotov spread an immense map on the table and everyone clustered round and started planning flights to the heart of Europe.

PHILIP WILLS writes about this first contest with a difference. The weather could hardly have been worse but it was declared a resounding success and seems bound to become part of the regular Competition diary.

Day 4

When it actually arrived, however, Tuesday seemed even more hopeless—even greyer and even lower cloud with drizzle setting in. Mike Garrod told us very little hope before Wednesday, but a second briefing at 12.30. At 11.00 the word went round—immediate briefing. Puzzled we trooped back to the clubhouse.

John announced he was setting a 120km triangle, and of course we thought he was joking. The turning points, John announced, were a lake at Rogerstone, west of Newport, and the railway station at Dorstone, near Hay-on-Wye. The starting point was Usk, (where the sun was due to shine about lunch-time!) only 2½hrs away, up the motorway and over the Severn Bridge. However, a ½hrs wait, to make sure that the Usk farmer could be found to clear his sheep off the field. If all well a siren would sound, and off we must go. It did, and we went, and as we approached Bristol, ran into blue sky.

Now, a miracle crept in. The visibility at Dunkeswell went down to 300 yards, the cloud to 300ft and the tug there very sensibly said it couldn't take-off. John was sitting at North Hill in a similar case. It looked as if we would arrive at Usk to find no launch facilities. But suddenly the clubhouse radio said "This is Mike Russell in a Boeing 737 at 34000ft. Is my Petrel at North Hill?"—"No," said John, "but I am and I've got the tug here with no radio, and all the gliders have left by road for Usk. Can you tell me, if I take off, can I be sure of flying into clear weather before I get to Usk?"—"Oh yes," said Mike from his God-like altitude, "it clears half way over the Severn and conditions at Usk look rather good."

So when we got to Usk, we had a tug—or two, by using theirs as well.Thank you, Mike, for giving 20 pilots a really memorable day, which it turned out to be. And thank you, Usk Club (including Ivor Shattock and your mobile sheep).

The wind was easterly, and almost the whole of the second leg of the course lies along a nearly continuous series of gigantic east-facing soaring slopes, running up to over 2000ft. The triangle being very flat, the obvious plot therefore was immediately after release, to dash west to the slope, slope-soar to its southerly end, dash out to the turning point and back, up to the north end, another six miles out and back dash to Dorstone, down the slope again until due west of Usk, and a final easterly glide back to base.

Justin was first off at 15.00hrs, dashed to the slope, found it wasn't lifting, struggled south, and collapsed at the first turning point. Gill and trailer were 300 yards from him as he touched down, and he was back at Usk and in the air again at 17.00hrs. By then, Rhoda had landed back, and decided to pack it in. But the sight of Justin rigging to go off again inspired her also to try again, and off she went for a memorable flight. Numbers of others landed around the first TP, but by 17.00 it had improved, and those who kept aloft long enough went round the TP and embarked on a mass slope-soar of 50km.

Over the radio it sounded, and was, tremendous fun. A Kestrel, struggling along, was heard to remark to Tony Small-

wood, in his 1938 piece of wood, floating along gently above him, "Oh for the wings of a Gull!"

At the north end, with the glorious name of Lord Hereford's Knob, at one time five sailplanes were together beating up and down trying to muster enough courage to dash out the six miles to Dorstone and get back again. Nearly everyone failed, and landed nearby—only three got round, and started south on the final leg, Mike Garrod, Justin, and John Cadman.

Meantime Mike Pope, who had left North Hill for Newton Abbot in the miserable morning, got back to commiserate at tea-time, found a deserted airfield and hearing where we were, hitched up his Kestrel trailer, and rushed to Usk, arriving at 18.30. He was launched into a dead sky at 19.00hrs, dashed to the hill, found lift, down and round the first TP, slope soared in the evening light up to the second TP and landed with 70km and seventh place to his credit—at 21.45hrs!

John Cadman in his Libelle, won with 96km. Justin, close on his heels with 93km, having been second on both days, was now leading. Tony Smallwood won Class 2, 30km. Mike Pope got a special daily prize for enterprise. Kitty retrieved my other son Stephen from the top of a mountain overlooking Hay-on-Wye, up and down a beautiful scenic road, and has been feeling ten years younger ever since.

Francis Bustard and I manned the club telephone with mounting alarm waiting for news from Mike Pope and his crew, which eventually came after dark at 10.15hrs, just as we were going to phone various police stations to start hunting the Welsh mountains. Motoring home rather rapidly, we got justifiably stopped by a police car, which after hearing our tale kindly let us off after a stern but civil warning. The only sad thing about the day was poor Longstaff, all the way from Aboyne, 500 miles north, with his Skylark 2, who made a perfectly good landing in a hayfield which wrenched his tailplane off and via the control cables did a lot of damage further forward.

Everyone motored back to the grey drizzle at North Hill, last to arrive being Mike Pope at 03.00hrs all with a day none will ever forget—conjured up out of nothing by the genius of John Fielden. In a standard Competition, of course, this could not have been a day at all.

Day 5

Day 5 was so awful that, but for Day 4, on which we all felt we could live for some time, some of us might have gone home. It poured with rain.

Day 6

Day 6 looked equally grim, but some chance of clearing at Nympsfield by 14.00hrs. We all went there, and it didn't, so some of us went to look at our last-but-one Chairman's geese at the Wild Fowl Trust. Quite a lot of these are actually wild, so it was nice to see things that could fly whenever they wanted to.

Day 7

Day 7 was abysmal, rain and cloud on the ground, but lightened for me by everyone coming up and saying we simply **must** do it again next year, it was being such fun. The club said they would be delighted to oblige. Mike Garrod said Saturday, Day 8, looked hopeless, since the whole of Europe was covered in low cloud up to Norway and Iceland.

John Fielden ceremoniously burnt the Met chart, and that evening Mike Pope held a pretty intense champagne and shellfish birthday party in a caravan. The T-21 team had had a dampish week in a tent, but Lou Glover, on being asked his reactions, said it had been worth it alone for the view through their tent flap of the glorious trees on the airfield.

Everyone sadly handed back the French francs they had been issued on Day 1, and were handed back £20 refund of the entrance fee because there had been so little flying.

Day 8

Whereupon Day 8 turned out the best of the meeting, (and Justin having to hand out tablets of Alka-Seltzer to at least one competitor before he could take-off), not the Elysian jewel of Day 4, which will never be equalled, but in a more conventionally unconventional way. An unexpected finger of high pressure had wedged itself up between the witches' brew on both sides, poked itself up to the Cornish peninsular and was expected to reach as far east as Lasham by the evening. It brought with it patches of blue sky and low misty cumulus based up to 3000ft eventually with possibilities of odd sea breeze effects and lift up to 8/10000ft inside.

So John set for both classes the cradle of a maniacal cat. Turning points were: Winkleigh, Launceston, North Hill, Tarrant Rushton, Longleat, Membury, Lasham, Australia (Salisbury): a polygon covering Cornwall, Devon, Somerset, Dorset, Wiltshire and Hampshire. Various permutations to achieve 300km triangles were shown on the board. Marking very simple: one point per km. Launching started at 12.15. One of the finest sights of the day was Tony Smallwood's Gull, which descended from its aerotow, but just turning in to land, found lift at 200ft over the south slope. In this it inched up in a slow, British and stately way to a great height and disappeared eventually in a westerly, upwind direction. This turned out to be a mistake, because after two hours it had only covered about 12 miles towards Winkleigh, whereupon Tony realised the Class he was in and turned downwind. Just too late, for the T-21, with no misconceptions as to its penetrative abilities, wasted no time after launch but sailed away in an easterly direction covering 35 miles. Tony went a bit further, but not enough to reach top place in the end.

Headed for Cornwall

Class 1 all set off for Cornwall, to give the good weather time to spread east before they came back. Most got as far as Winkleigh and then turned back, but Tony Maitland got to Launceston and then right back to Membury, for second place.

The day involved a lot of skilful flying, with mixed-up cu giving heights of up to 10000ft. Various people did various things, and it was all very confusing from the ground as one couldn't tell who had rounded which turning points. But Justin won, flying 312km, North Hill-Winkleigh-Longleat-Membury-Lasham, and 15km back to a field west of Basingstoke. A lady approached him over the field and said: "You must be Justin Wills". He was naturally surprised, until it came out she was Mrs John Everett, the house over the hedge was his, and our last but one National Coach was gardening when he heard Libelle No. 1 whisper over his head to a landing.

So everyone got home on Saturday night to North Hill in time for an uproarious final party, from which Ken the Bar never returned, having got home after daylight on Sunday.

On Sunday morning Mike Garrod told us that a task might be possible in a westerly wind starting after a front had cleared us around 14.00hrs. On a vote it was decided to call it a day, and prizes went to:

League 1, 1 J. Wills (Std Libelle), 471pts; 2 A. Maitland (Diamant 18), 318pts; 3 K. J. Cadman (Std Libelle), 300pts. League 2, 1 G. Gothard/W. May/L. A. Glover (T-21), 176pts; 2 A Smallwood (Gull 1), 121pts; 3 S. Armstrong (K-6E), 76pts.

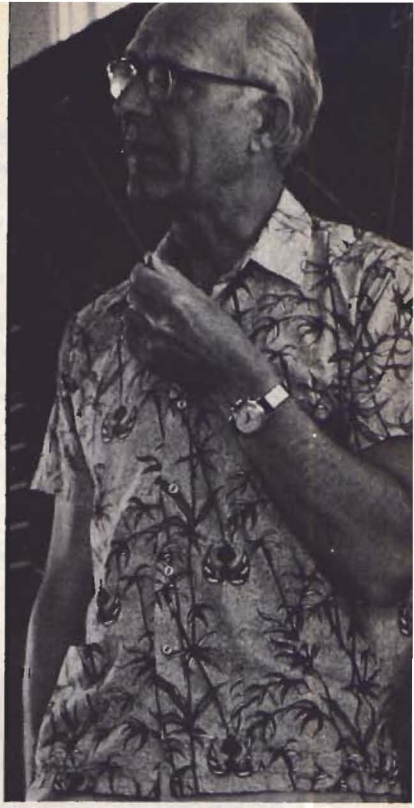
After this a discussion about 1975 led to a unanimous vote that Enterprise should be repeated virtually unchanged (except, of course, for the weather). Crews added their voices, saying they hadn't realised before what fun crewing could be.

At 14.00hrs it duly cleared, and various people set off to fly home, to the Mynd, Husbands Bosworth, Booker and Weston-on-the-Green. Ken Wilkinson made it to Booker, and Justin to Weston.

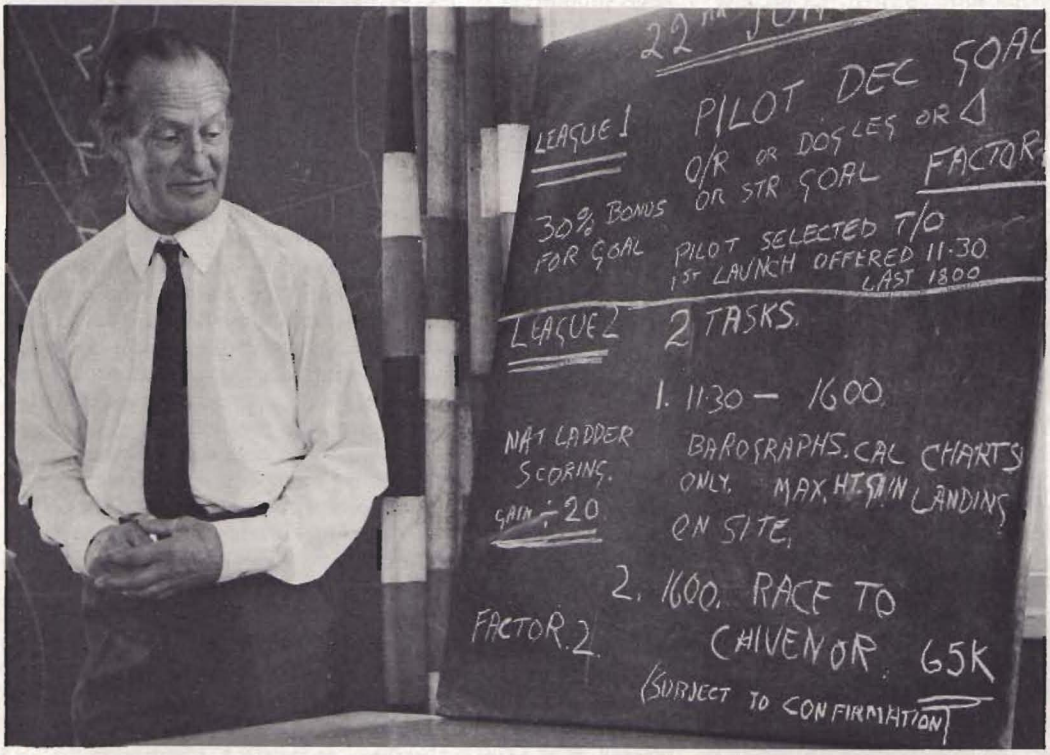
In conclusion, the Trophy should actually have gone to John Fielden, and the booby prize to God, for laying on the only duff week so far this year. But He entirely failed to damp our spirits (though much of the time everything else got pretty wet) and we have without doubt tapped a vein of pure gold.



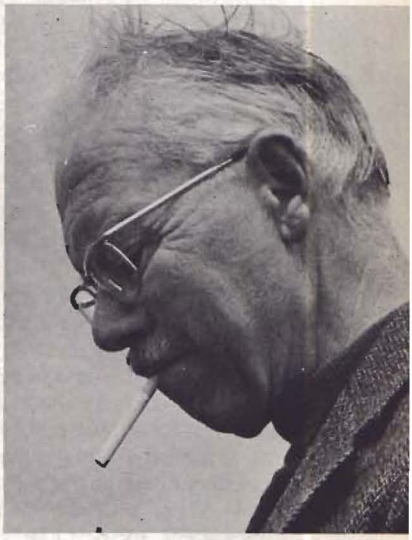
Tony Smallwood in Stephenson's 1938 cross-Channel Gull.



Nick Goodhart explains Farglide

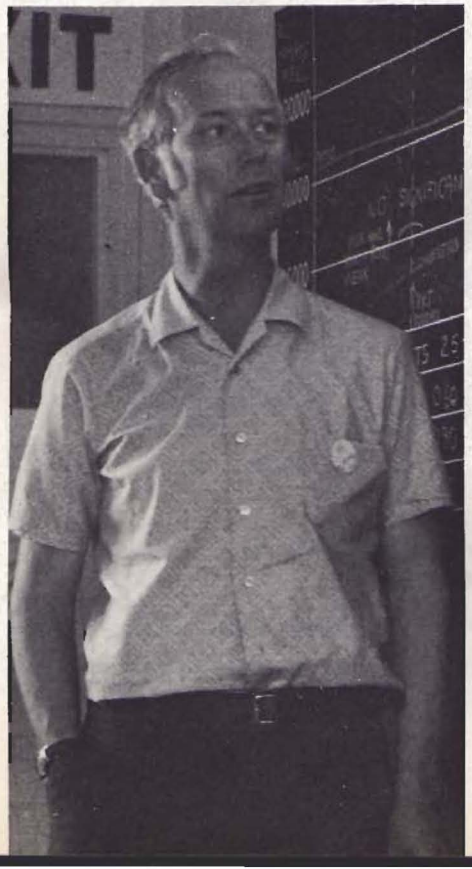


. . . the Trophy should have gone to John Feilden . . .



Francis Bustard

Mike Garrod said the weather looked hopeless . . .



PHOTOS by TONY SMALLWOOD

. . . a pretty intense champagne and shellfish birthday party . . .



NO GLIDER — CAN'T FLY

ANN WELCH points out that there is a new world shortage which could have grim repercussions if ignored

Like sugar and loo paper, we also have something of a world shortage of gliders. Its effects are not fully apparent yet because enough people are still able—some only just—to find the large sums of money necessary to keep manufacturers in business, and because the world growth rate in gliding, with a few notable exceptions is very small. The average is 6%, which with Australia and USA nearer 20%, means that many countries are not growing at all. Should gliding generally start increasing again the shortage could rapidly become serious. Perhaps the first area in which it will show is in club training fleets, because the available range is limited and the cost high; *eg*, £3000 plus for a K-8.

It is easy to say that if there is a demand for a product enough manufacturers will come on the scene to provide it, but with gliders this may not be so simple due to rapidly rising costs. There is always a world shortage of the resins used for glass gliders, and good timber is not easy to find, both of which immediately mean rising prices. On top of these problems come increasingly high labour costs.

Way back, in the days of Kites and Gulls, a pilot could equip himself well with glider, instruments and trailer for £250. The pilot himself would probably have been earning £500–£750 pa so his soaring equipment would have been somewhere between ½ and ⅓ of his annual income. Now, the equivalent pilot earns, say, £3000 pa, but his equipment costs somewhere between £3000 and £9000, or all of his income for between one and three years. Certainly, the performance of the aircraft is infinitely better, but the fun obtained can only be linked to the particular moment in time. The pilots of then and now undoubtedly got, or get, their own sort of enjoyment and satisfaction.

Perhaps the biggest effect of the combination of aircraft shortage and high prices is that it creates something of a stalemate situation. It is difficult for the sport to grow, yet unless it does show at least some growth, it is not attractive to manufacturers. Something needs to be done if, in a few years, gliding is not to find itself in an unhealthy diminishing state, with all the attendant disadvantages, such as reducing negotiating power, that tracks along with any declining activity.

Somehow, the developing aircraft shortage has to be overcome. Existing manufacturers will obviously continue to do their best, and the wholly admirable recycling activities of vintage glider clubs will help, but neither are likely to overcome shortages of club and middle range gliders, where labour costs are such a large proportion of the whole.

What is needed is a highly enterprising look at the whole field of kits and homebuilding. Not in the old sense of six years giving birth to a Dart in the dining room, but by designing new gliders specially for homebuilding; using new materials—foams, adhesives, synthetic fabrics, by factories producing a range of fittings and difficult bits, and by producing kits in varying stages of completion.

It is only necessary to look at the boating scene or any aircraft model magazine to realise that the interest in homebuilding has created a huge number of new industries—many of which did not require much in the way of capital to get started. And one only has to look at products ranging from glass-fibre canoes to 35ft ocean going yachts, or to go to any model flying meet, to realise that there is no lack of skill lurking behind the Black and Decker outfits. It is just that in gliding we do not seem to have looked—other than perhaps sideways—at the possibilities.

Just because a glider has long wings does not necessarily mean that one has to have a 50ft dining room. It is not necessary for kit built aircraft to be in the top competition bracket; the big need is for simple gliders with a sensible soaring performance at an acceptable price, which are fun to fly.

WINTER BAROGRAPHS

MAIN STOCKISTS:

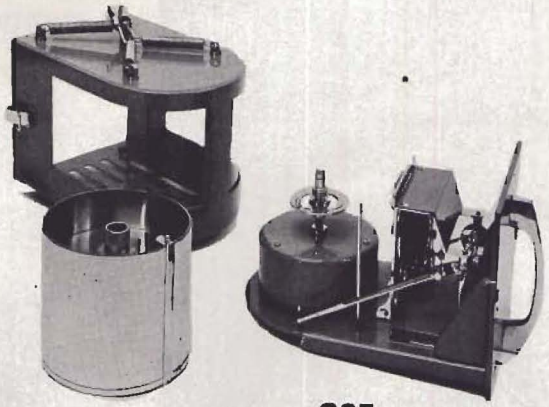
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BILL SCULL, Senior National Coach,

continues his discussion on basic training methods

AILERONS AND RUDDER

In the last article (S&G, August–September) I considered how a pilot's failure to appreciate fully the effects of elevator could lead to an accident situation. This time let's consider both the ailerons and rudder from the teaching and the students point of view.

The Ailerons

It is surprising to find from time to time a student who does not appreciate that a glider continues to roll once the ailerons are deflected or, to put it another way, that the ailerons must be used to stop the bank increasing. I think this arises in the first instance to poor demonstration. It is compounded by the student's subsequent attempts during which much emphasis is placed on gentle movements. It might also arise because of lack of opportunity to practice continuous turns (not having sufficient height to do so) and, therefore, failing to appreciate the phases of the turn—going in, staying in and coming out.

Frequently, too, gentle use of this control results in turns with a small angle of bank. This might be acceptable in the first few flights especially if the student is nervous of banking. Such turns, however, can soon become the norm, no longer due to nervousness, but just habit. So from the instructing point of view one has to decide at the outset how much bank to use and what rate of roll is required to achieve it. My preference is for an angle of bank of 30° or so, which gives a rate of turn tight enough to stay in a thermal, and a rate of roll as if there were a thermal under the wing tip—thus fairly positive. For the instructor this has the advantage of making it easier to detect whether the student is co-ordinating correctly, *ie* rudder to counteract aileron drag, and elevator to maintain attitude, or speed if you prefer.

Arising from all these factors if you are a pilot who is reluctant to bank his glider properly (not something a student can assess for himself) then the risk of an accident is much greater than for a pilot who does bank properly.

Two potential accident situations:

1. First is the running-out-of-height-in-the-circuit case where the reluctance to bank is accentuated by a psychological problem due to the proximity of the ground. This results in a flat turn, usually over-ruddered, which loses much more height than a properly co-ordinated turn.
2. The stalling and spinning accident where poor turning technique is the result of the misuse of rudder and aileron.

The Rudder

It is a common failing among glider pilots that they misuse the rudder—more often than not over-ruddering in turns. The starting point for this fault is perhaps in the first attempts to co-ordinate when the student uses too much rudder for a turn entry. Why? Lack of an accurate demonstration to copy, or a deep-rooted belief that the rudder is the turning control because one found out about boats before aeroplanes! Of course the glider can be made to do some sort of turn using the rudder alone, because having yawed it the other effects* cause the glider to roll and once banked it will turn.

The accident risk lies in the conflicting use of the aileron and rudder. The sequence goes something like this:

1. Reluctance to bank (due to psychological factors).
2. More rudder applied to "make glider turn".
3. Glider skids.
4. Bank tends to increase.
5. Ailerons used to stop bank increasing.

The sequence 2–5 is repeated continuously until;

6. Lower wing stalls, which if not recognised results in;
7. Ailerons used in an attempt to stop the lower wing from dropping and then into a spin.

The way in which the sequence can be interrupted is early recognition of this crossed-controls situation which only requires the pilot to monitor indications of the balance of the turn. The risks when he fails to do so are real, as the accident statistics bear out. Pilots must appreciate that in a stressed situation they will fly badly, and if this means under-banked and over-ruddered, then the risks are great. Instructors should do all they can to avoid the student acquiring a bad turning technique. If he is just consolidating on turns and does it wrong, re-demonstrate and have him follow through. I am sure that too many instructors are reluctant to resort to re-demonstration, "it's not good value for money" they say. Realise that a poor technique is very difficult to overcome and that it is possible to learn to fly and not have a poor technique.

Pilots who are aware of an inability to turn accurately should strive to improve and perhaps avoid an accident as a consequence.

*Usually called further or secondary effects of rudder but arising for various reasons; different speed of airflow over each wing; dihedral, etc.

First Vintage International at the Wasserkuppe



John Coxin's Minimoa and Graham Saw's Rhonbussard. Photo: Chris Wills

A. E. SLATER

The Wasserkuppe is itself Vintage. At 3117ft asl the highest of the Rhön mountain group, it was throughout the 1920's and '30's the world's soaring centre to which the soaring enthusiasts of the nations made pilgrimage, where most of the advances in soaring technique were achieved, but cross-country flights were almost all made downwind. The vintage gliders, designed in the 1930's and '40's, overlapped this period and were designed with downwind cross-countries in view. But the prevailing west wind now blows straight at the East German frontier a few miles away. So this particular combination of vintage site with vintage gliders would seem at first sight rather incompatible with the geography—we were told that if anyone lands the wrong side of the Curtain, the pilot is repatriated but the glider is not.

However, everybody's navigation was impeccable, and everyone who landed out knew exactly where he was in relation to the frontier.

The bus from Fulda deposited me alone in an open space surrounded by fog, with no wind for consistent orientation, and the driver alleged he had no idea in which direction the buildings lay. But soon I heard voices . . .

Before They Were Born

That night, Saturday June 1, at a party in one of the hotels, I brought out a booklet of my photographs of the German Nationals of 1928, much to the surprise of those who were then not yet alive; another album of the 1935 Nationals, when Hirth's Minimoa first appeared, and two of the first World Championship of 1937, all held on the Wasserkuppe. The last had a photo of Heinz Peters, the official "snifter", who is now owner of the hotel in which we sat. He must have already lived there several years before 1937, for he knew the locations of the best lift better than any of the international competitors.

Sunday, June 2, brought the first briefing, starting with a roll call: "Der Herr Vills" and der Herr everyone else. There were 20 entries: ten from Switzerland and five each from Britain and Germany, though a sixth arrived later from England, and only four of the Germans were in the competition. Really, "Competition" should be in quotes, as nobody seemed to take much interest in the scores compared with their interest in each other's gliders, though they all dutifully set off on the tasks; but there was none of that recurring discussion of the "who could still overtake whom" type that one gets in normal Championships.

Today was officially a practice day, but unofficially more of a fettling day; and, as no entrant had brought a full crew and some no crew at all, there was much mutual help in rigging, coupled with admiration of the "vintage" condition of each others' machines.

The Swiss brought mainly Swiss types; two each of Moswey, S-18 and Spyr, one of the latter being the two-seater which Nietlispach flew in the 1954 World Championships at Camphill. They had also one each of Weihe, Grunau Baby, Olympia-Meise and the diminutive Hütter 28. German entries were two Olympia-Meise, Weihe, Kurt Kümmels's Minimoa which won last year's Vintage Rally at Husbands Bosworth, and a Rhönbussard that did not compete.

The British Contingent

British entries were: Minimoa by Chris Wills and Francis Russell from Dunstable; John Coxon's Minimoa from Pulborough; Graham Saw's Rhönbussard from Chertsey; Edward Hull's Kirby Kite from London; "Roddy" Morgan's Grunau Baby from Worthing; and a Tutor, a late arrival from Dunstable with Michael Hodgson and friend.

This first day was for practice, and it was needed because, although there was slope lift, the line of the west slope is made irregular by various headlands, and the wind in this mountainous region is apt to vary several degrees on either side of its average direction for the day: several times during the week a pilot would suddenly find himself in a downcurrent and be forced to land hurriedly, like Roddy Morgan on this day, who lost 400 metres "in a few seconds".

Kronfeld knew this, and one of my 1928 photographs shows his ground crew lined up in the wind direction on one of the headlands after the front man had thrown up a handful of grass to give them the direction; they had to do this every time he passed over.

All the flights on this first day were officially timed, and the H-28 made the longest, 2hrs 15min by Aeberli. Total flying time 17hrs 20min.

At the northern end of the slope a radio-controlled model glider competition was in progress. They used to hold a model glider competition on the Wasserkuppe every Whitsuntide, and at the 1936 event, which I attended, there was a special class for radio-controlled models; the few entrants in this class could be seen tinkering with the apparatus in their fuselages, but nobody succeeded in radio-controlling anything in the air 38yrs ago.

Monday, June 3 brought no real change in the weather in spite of an eclipse of the moon during the previous night (unexpectedly seen during dinner with some Americans from the radar station on the mountain-top). So the task was slope-soaring again, this time with points awarded. Eight pilots managed over two hours each until that "change of moon" began to do its dirty work after all, for at 3pm a terrific thunderstorm burst upon us, preceded by increasing murk which concealed its approach. Morgan had to put his Grunau down hurriedly on the summit



Dr Wolfgang Hütter, father of the H17, H28, Goevier and the Libelle, standing by the nose of his Hütter 28. Photo: Chris Wills



Spalinger 18 coping with a cable break. Photo: Martin Simmons

just outside the American compound, and both got soaked as his trailer was half a mile away.

Top scores for the day were 40pts each for Jost Frei of Switzerland (2hrs 8min in Weihe), Günter Frey of Germany (2hrs 6min in Meise) and Notter Fuchs of Switzerland (2hrs 1min in Fliess's Spyr Va). Durations were reckoned from the time the last pilot was launched.

Tuesday, June 4. The task: southwards over mountainous country to the Kreuzberg and back, 29km in all, and mind the TV mast on top because it has rigging wires; and don't go by mistake to the Heidelstein (site of the only world record to be flown by using gusts—Harth's 21mins in 1921) because it is nearer the frontier. The wind, 2—4kts varying from NW to NE, should not incommode any vintage glider. Ground signs near the Monastery will be changed every half hour. Don't fly into cloud; avoid the "shooting area", and a yellow cross on the ground means thunderstorm warning.

Eleven completed the course: speeds ranged from 54.5km/h by Aeberli in Hütter 28 to Chris Wills's 21.2km/h in Minimoa; Graham Saw came 4th in his Rhönbussard at 29.0km/h. Martin Simons covered 22.5km in Kite 1.

Ride in Motorised Two-Seater

Rudolf Kaiser took me for a ride in his motorised two-seater K-16 and we did nearly an hour's soaring. In a machine which looks so much like an aeroplane, inside and out, it felt strange to see a Rhönbussard overhead not visibly gaining on us, though the thermals were unusually narrow, as some of the competitors had said. We used the motor again to get back as we found better soaring over the plains than the mountains. Perhaps the thermals were even narrower over the mountainous competition route, and that might explain why the tiny H-28 won the race, though it had scored no points the day before.

Wednesday, June 5. Task: goal flight to Schwerin 58km to the south: not to the airfield with concrete runways to the north of the town, which is military, but the grass airfield to the south on the other side of the River Main—but mind the high tension cables which are marked by big red balls. The Tutor, newly arrived from Dunstable, may only be towed by the Morane tug at not more than 100km/h. Weather influenced by neighbouring High (actually centred over the Channel) giving variable winds of up to 5kts. There were only a few sparse cumuli around midday. Somebody was launched with his brakes out and the cable broke as he left the ground.

Seven made the goal: Edward Hull in the Kirby Kite won at 36.2km/h, followed by Frey (34.8), Schwarzenbach (33.0), Frei (28.8), Tschorn (24.5), Kümmel in his Minimoa (23.1km/h) and Schmitt (17.1).

Peter Riedel, who brought along and flew his replica of the biplane glider which he took to the Wasserkuppe in 1920 at the age of 14, tried out a Minimoa for—he said—the second time in his life. He declared that he got its speed down to 32kts; it circled very well, but the handling was not so good as his beloved Rhönadler (he flew its prototype in 1932—hence his devotion to it).

Thursday, June 6. A proposed task of flying round a short course as many times as possible was cancelled, and a large party went down to Poppenhausen. First, the sections of a huge Horten 3 tailless machine were got out of a barn and rigged in the adjoining farmyard. Then we paid a visit to Schleicher's glider factory and spent quite a long time in the various "shops". Back at the Wasserkuppe the school was in operation with four Rhönlerches, and there was enough slope lift for the vintages to soar. It really did look queer to see a Kirby Kite, and especially a Tutor, over the historic west slope; the last (and first) British types to soar there were the Hjordis, three King Kites and a Falcon III in 1937.

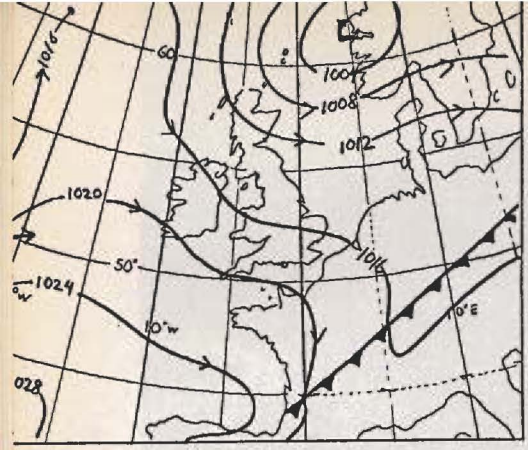
Friday, June 7, brought an unusual task: you had to soar for either an hour or two hours precisely, finishing with a spot landing. It was rather surprising to see as many as six competitors sharing first place in the results: Chris Wills, Edward Hull and Martin Simons from Britain, and Aeberli, Lehmann and Bischof from Switzerland. These were the only ones to get full marks (30) for duration, but ten more besides them got full marks (10) for spot landing. One wonders how much latitude was allowed for time and space; they could hardly have been made interchangeable because according to Einstein, one millisecond equals Gold C distance.

Saturday, June 8. A duration contest was set, but the weather threatened to become thundery. So, instead, a large party was made up, with 11 full cars, to pay a visit to the East German Wall.

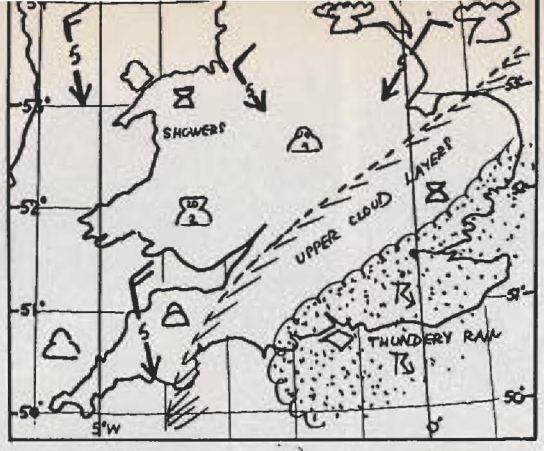
Prizegiving

Back in time for the prizegiving: Jost Frei of Switzerland was overall winner with 280pts in his Weihe; 2, Günter Frey of Germany, 255pts with a Meise; 3 and 4, Werner Tschorn (Weihe) and Waldermar Schmitt (Meise), also of Germany; then 5, Edward Hull of Great Britain with 238pts in his Kirby Kite. Other British pilots: Graham Saw (Rhönbussard), 11 with 137pts; Chris Wills (Minimoa), 14 with 100; John Morgan (Grunau Baby II), 18 with 39; Michael Hodgson (Tutor), 19 with 31; John Coxon (Minimoa), did not score.

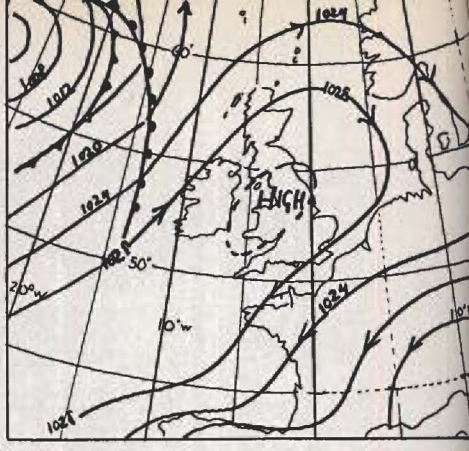
The whole meeting was a most happy event, and the Germans were obviously delighted that so many people went to the trouble and expense of bringing their trailers across the Channel.



AUGUST 17



AUGUST 18



AUGUST 19

EUROGLIDE 1974

The third *Daily* and *Sunday Telegraph* EUROGLIDE Contests finished on the Summer Bank Holiday Monday after 7 contest days in the Open Class and eight in the Standard.

The Open was won by Barrie Goldsbrough with a slim 17 point lead over John Delafield. He had been under tough and persistent pressure throughout the contest from at least eight other competitors. The winner in this case was the pilot who made the least possible errors in flying or tactics and Barrie won through marvellously. But the competition in this Class was immensely strong. The highest placed foreign competitor was the Polish World Championship pilot Henryk Muszczynski who held 6th place overall.

In contrast, the winner of the Standard Class, Bernard Fitchett, never looked in danger of being overtaken throughout the whole of the 8 contest days—he was far ahead of the field. Below him, Messrs Sandford, Redman, Meddings, Rollings in a K-6, Hood and Burton had a competition all on their own. Fritz Henkel, a member of the German National team was placed eighth.

The fantastic weather, good gliding and informal, relaxed magic of the Nympsfield set-up combined to give all those who attended the event an unforgettable experience.

Thursday 15.8.74

Arrived 2000hrs at a rather waterlogged Nympsfield, home of the Bristol & Gloucestershire Gliding Club, to find a fair number of tents and caravans already occupied. Early arrivals included Leigh Hood fresh from his success at the Northerns and Peter Sand (West Germany) complete with son and daughter. Peter came third in the Lasham Euroglide.

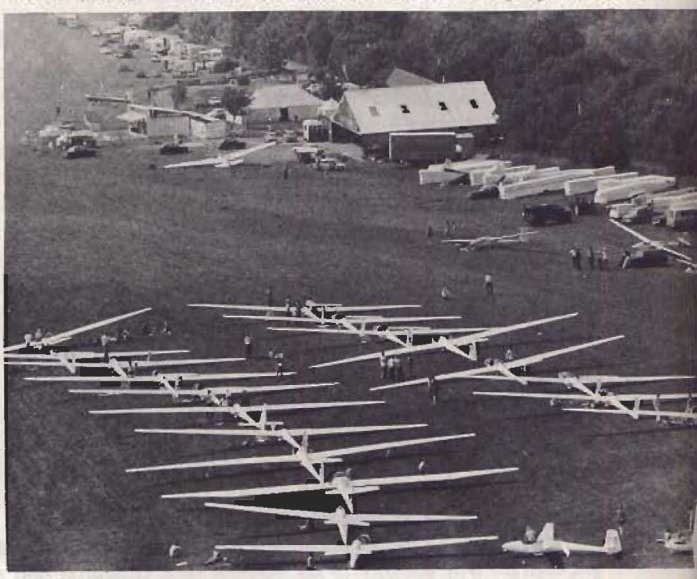
Friday 16.8.74

The day dawned promisingly and most of the pilots who had sat under rain or low cloud earlier in the week managed at least one flight to familiarise themselves with the local geography. Met man Tom Bradbury arrived and after a few moments to study the charts and the teleprint-out he spread a welcome grin across his face. Rika who is i/c Start line was there setting up her position and even preparing to sleep on the job in her VW motor caravan. As the turf was being laid in front of the DT pavillion Nick Goodhart rang to say that he had a FARGLIDE ALERT for Sunday and Monday.

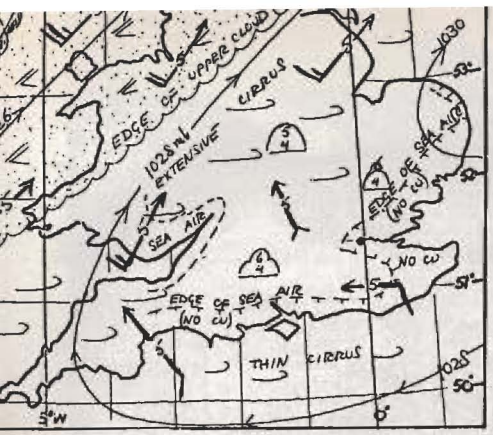
John Glossop arrived rather shaken at the clubhouse, his Kestrel fuselage having fought its way loose in the trailer on the journey had appeared dramatically through the doors on the steep hill leading up to the site. A helpful and alert lorry driver fielded the impatient bird on his bumper and had helped to move it onto the verge. John phoned George Burton and a new large rudder was put onto a load of spares leaving for Hungerford. He was able to start on the first day sporting a figure 2 on one side of the rudder and 9 on the other.

Saturday 17.8.74

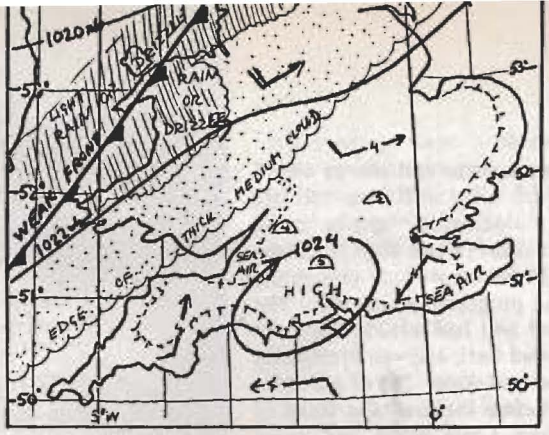
Under blue and cu dotted skies the 1974 Euroglide Contests were, appropriately enough, opened by the Managing Director of



The Daily Telegraph Newspapers, Mr H. M. Stephen who said his organisation was particularly pleased to be involved with a sectional sport like gliding which was expanding fast and which was non-polluting as well. He was happy to be associated with the Euroglide contest which set out to give British pilots increased competition from talented overseas competitors. Welcoming the visiting pilots who represented Switzerland, Holland, West Germany, Poland and Belgium, Mr Stephen wished all competitors good luck. He hoped that the new talent would have a chance of showing it, the medium talent would step forward and that all the old skills would be there and able to resist their competitors. Briefly referring to the FARGLIDE alert, (subsequently scrubbed on Sunday), Mr Stephen said it would be exciting if an attempt on the distance record coincided with Euroglide. He paid tribute to Nick Goodhart for getting the FARGLIDE operation off the ground and for his negotiation in the



AUGUST 20



AUGUST 21



AUGUST 22

A PERSONAL RECORD BY ANNE INCE

'Whitehall corridors of power' which had achieved a relaxation in the Channel crossing restrictions.

Contest Director, Mike Harper, announced the first task with his customary minimum of formality. An out-and-return race to alternative TPs at Shrewsbury (230km), Wellington (222km) and Newport Bridge (242km), X = 30, Y = 70. This apparently modest choice was dictated by the risk of heavy showers. The gliders were sent north on a route reasonably sheltered by the Welsh hills. In the event the airfield stayed in the clear but thundery showers interrupted progress on route. Thermal strengths were moderate.

The Open Class were first to go at 1230 led by local veteran Keith Aldridge in his Kestrel 19. Several were launched into the first blue patch of the day and came back for early relights. These included Lemmy Tanner, Richard Meyer (Switzerland), David Ince, Con Greaves, and Otto von Gwinner (WG). The Standard Class were launched at 1250 led by Army pilot Pete Cook in the Std Cirrus.

In general the Open pilots opted for either Shrewsbury or Wellington whilst the Standard, almost to a man, went for Wellington. There was a fair amount of cloud flying and many pilots had to divert round the thundery showers. Bernard Fitchett zig-zagged his way to west and east of track to avoid the storms but still managed to bring home the bacon. He was first in the Standard with a speed of 62.1km/h. He was one of the few to find lift on his run in which was not much consolation for those who arrived back at Nympsfield below the top of the hill and were forced to land in the valley. Peter Sand was one of these unfortunates and he had even taken an extra 500ft during his final climb. He had made the fastest time to the TP and had caught up the Open ships too.

Arnold van Gelder (Holland) landed near the TP with Lemmy Tanner. He told me "the rain came down and just rained me out of the sky—the Caproni was 2–300ft above and just sailed on through it". Ron Sandford, the reigning Champion had a good run out then got stuck for nearly an hour over the Malvern Radar Establishment. No wonder Rosemary is still walkimg around with rather a worried expression!

The tasksetter cum director was delighted to see the lowest performance ship in the contest, Chris Rollings in a K-6E come steaming back with a respectable average speed of 53.7km/h, 7th for the day.

Steve White who won the Open Class with a speed of 69.1km/h reckoned it paid to go last. He got "bogged down in the Clee Hills" on the first leg and after that stayed high so as to be able to cross the considerable clamped areas. On his final glide when the airfield looked 5 miles away and he had 800ft over site, he was startled to see Barrie Goldsbrough go shooting past at the same height. Thankfully he realised Nympsfield was only 2½ miles away and came steaming in.

Barrie Goldsbrough said it was a comical sort of a day—you could see the Malverns so clearly from the TP yet it was a h..l of a long way away. The other odd thing was that it was at least 30 minutes from the time the sun came out after a shower before there was any useable lift about. "I spent most of the trip back just sitting and waiting whilst all the stragglers came up against my back".

Poland's international pilot, Henryk Muszczynski said "Today was just a practice day" and admitted he had spent more time looking at and enjoying the beautiful undulating countryside, rather than flying for speed. He climbed to 10000ft but got so iced up he couldn't move the elevator, "I should have left earlier".

He has been surprised that whenever the car and trailer stops in the Gloucestershire countryside, almost from nowhere an expatriate Pole emerges to greet him in his own language. It is becoming so common an occurrence that I think we have a local type of leprechaun inhabiting these parts.

David Ince landed in the valley after his second launch on a collapsing undercarriage. Ralph Jones rolled up his sleeves when he had finished the race and attacked the glider with the result that he was airborne the next day. The organisation presented David with a pack of Araldite so he could stick the wheel back on next time.

Ted Lysakowski at 3500ft, decided that he had too much height, opened brakes and lost 400ft. Thought—"that's silly, I can't get rid of it later"—met heavy sink in the valley and ended up below the ridge with 80kts on, to cross the finish line. At the back of his mind was the thought that he could always trickle over the edge again and land at the bottom.

12 out of the 18 Open ships returned led by:

In the Standard Class 9 out of 17 completed. Leaders were:

LEADING RESULTS	OPEN	km/h	pts	STANDARD		km/h	pts
White	Kestrel 19	69.1	1000	Fitchett	Std Cirrus	62.1	1000
Goldsbrough	Kestrel 19	68	984	Redman	Std Cirrus	60.8	983
Greaves	Kestrel 19	67.5	977	Sandford	Std Cirrus	57.2	937
Muszczynski	Jantar 1	67.4	975	Hood	Std Cirrus	56	922
Delafield	Kestrel 19	66	955	A. Burton	Std Libelle	54.8	907

The day finished with a splendid Do-it-Yourself type barbecue which was greatly enjoyed by all.

Sunday 18.8.74

With Tom Bradbury forecasting that the cirrus and alto cu would disappear around noon and that the task, a 201km triangle through Ludlow and Moreton in the Marsh, would be flown through the same light northerly air mass (albeit slightly colder and more unstable) as on Saturday, it was hoped that though the showers might be worse, they would progressively die out. The Standard Class were first on the grid and had a 1230 take off. Fitchett, Camp and Woodier all landed back and were joined by Ron Sandford who returned to blow the water out of his vario tubes. Most of this Class got away before the first of a series of heavy showers sent the waiting Open Class pilots and crews scurrying for their cars.

Bernard Fitchett nearly came unstuck on his first launch but had time to assess that lift near the airfield was weakening whilst active cells were building SW of Gloucester over the estuary of the Severn. On his 2nd launch into a dead looking sky he made for this activity, climbed to 7500ft and came back for a start crossing at maximum height. He says "It is important to have confidence in what you are planning to do next". With this start he had no problems on the route though at Worcester he only climbed to 5000ft (most people extracted every mm out of their climbs) and arrived at the TP at 2000ft above ground. He climbed to cloudbase there in only moderate lift and had a good run back along a convenient cloud street. Unlike other pilots who hopped in and out of cloud at every opportunity, Fritz Henkel (WG) completed the whole task without entering once. Arnold van Gelder (Holland) had his first real cloud climb when he went to 11000ft over Stourport—he said he felt slightly alarmed when his rudder and elevator iced up. He was disappointed to miss his Gold C height by 150m, but he came 3rd for the day with a speed of 50.8km/h.

Tony Burton called up Nympsfield to find out how many Standard Class ships had made it home—when Sylvia was uncommunicative a ribald voice said 15 (there were only 3 home at that time). Then it transpired that Tony wanted to have a go at his Diamond height on the way! After all the heavy storms watchers at base were fearing that no one would get back when Chris Rollings led the first of the field with a cracking speed of 63.1km/h to come second for the day.

The Open Class got away between showers at 1415 and were towed to 3000ft over Moreton Valence airfield. Barrie Goldsbrough who won the day at 84.7km/h said he never went above 60kts on the first two legs although there were plenty of pilots who were dashing from cloud to cloud at 80 and 90kts. He just concentrated on staying high so that he could select only the best of the lift. Those pilots who took a good cloud climb just after release were on the whole those to turn in the fastest times. After the showers of the day before every one used the excellent active cells over the estuary, then around Hereford, then around Ludlow, though here the slower pilots were alarmed by an approaching storm, then around Tenbury Wells and Worcester. Here there was nothing to help in the colossal gap which stretched over the Vale of Evesham up to the 2nd TP where there was some activity south of the Cotswold edge.

At 2000hrs the organisers instituted a search and rescue operation for Chris Waller and his Kestrel. He had failed to report in by telephone and his crew left at base were becoming worried. Various pilots had radio reports of Chris who at one time was about to land on the Moreton in the Marsh runway until John Glossop warned him that the natives were unfriendly. Others remembered a transmission from him saying he was landing 3 – 5 miles west of the airfield. Tony Gaze took his aircraft off to look until dusk brought him back, the police were out and the Army night helicopters were standing by when at 2215hrs Chris phoned in plaintively asking for his crew. He had asked another crew by radio to report his position.

LEADING RESULTS	OPEN	km/h	pts	OPEN	2 DAYS	pts
Goldsbrough	Kestrel 19	84.7	1000	Goldsbrough	Kestrel 19	1984
Delafield	Kestrel 19	78.9	926	Delafield	Kestrel 19	1881
Pozerskis	ASW 17	76.2	891	Greaves	Kestrel 19	1821
Jones	Nimbus 2	72.9	849	Jones	Nimbus 2	1770
Greaves	Kestrel 19	72.5	844	Muszczynski	Jantar 1	1756

LEADING RESULTS	STANDARD	km/h	pts	STANDARD	2 DAYS	pts
Fitchett	Std Cirrus	73.1	1000	Fitchett	Std Cirrus	2000
Rollings	K-6E	63.1	843	Redman	Std Cirrus	1804
Redman	Std Cirrus	61.7	821	Rollings	K-6E	1738
Sandford	Std Cirrus	56.5	739	Sandford	Std Cirrus	1676
van Gelder	Std Cirrus	50.9	651	A. Burton	Std Libelle	1527

Monday 19.8.74

At briefing Chris Waller was presented with a personal plastic telephone which was to provide a hot line into Control. Tom Bradbury promised that the thick stratus would burn off and that late in the day a cloudbase of 5000ft could be expected, the Cotswolds would work to 1930hrs and the only problems would be thin cirrus spreading down from Scotland which could reduce convection slightly and possibly a temporary spreading out of the tops at about 8000ft. The task, a 261km triangle Honeybourne and Shrewsbury, X = 40, Y = 80, was for both Classes with the Standard Class being launched first. Their first take-off was at 1325 and many streamed across the line almost immediately so that the Open could be sent off at 1355.

Director, Mike Harper, had good reason to feel pleased with himself—it is no mean achievement to get all your pilots back from a 260km task when the pilots leave the site around 2pm—and at the end of August too. The spectators on the ground had their share of thrills too as the finishers streamed across at 27 second intervals to provide some good shots for Harlech TV who are making a film.

As the thermals closed down for the night we had a real comps-type cliff hanger as pilots Richard Meyer (SW) in his Diamant and Bob Dixon, Std Libelle tiptoed their way through the thick haze of the Stroud valley to sink thankfully onto the hill. Earlier John Jeffries in the Calif A-21 followed by Tony Burton. Std Libelle, both did their final glide onto Pitchcombe Hill 4 miles north-east of the site. John could not locate the caravans and trailers on the hill top, realised his mistake and diverted at the last moment for a minimal run in.

Some of the pilots had become so used to cloud flying during the last two days that sheer habit drove them into wisps they would normally ignore. It really was a magnificent day and like all good days there is surprisingly little to write about! There were large areas of general lift and the odd narrow core which required really tight turns and as John Glossop said, it was better to be flying on your own and away from the gaggle. The fastest speed of the day was turned in by Ralph Jones who was carrying 44gal water (compared with the 15gal permitted by the Kestrel C of A). He nearly made his 'ton' and averaged 99.3km/h. Barrie Goldsbrough said he didn't stop for anything less than 5kts.

In the Standard, Bernard won the day with 89.3km/h—the slowest speed in this class was 57.9km/h.

Peter Sand (WG) told me "In Germany I have never flown on such a fantastic day—it was good all round the course—there was almost no need to circle". Frank Pozerskis said that visibility deteriorated on the 2nd leg and was murky at the 2nd TP. He made a slowish time "I was unable to get my teeth into the clouds". Fritz Henkel (WG) sank as low as 70m at one stage and had an interested audience at a caravan site as he spent 20 minutes scraping up to flying height. Henryk Muszczynski was most impressed at the organisation's flexibility—the direction of the route and DZ were both changed on the grid with the minimum of fuss.



Leigh Hood with his Std Cirrus

Gliding is living up to its non-polluting reputation today—none of the 35 trailers left the site. In fact foreign crews are complaining that they have no chance to see the countryside, unlike their pilots.

LEADING RESULTS	OPEN	km/h	pts	OPEN	3 Days	pts
Jones	Nimbus	99.3	1000	Goldsbrough	Kestrel 19	2889
Greaves	Kestrel 19	94.0	920	Jones	Nimbus 2	2770
Goldsbrough	Kestrel 19	93.0	905	Greaves	Kestrel 19	2741
Muszczynski	Jantar 1	92.0	890	Delafield	Kestrel 19	2722
Lysakowski	Nimbus 2	91.8	886	Muszczynski	Jantar 1	2646
LEADING RESULTS	STANDARD	km/h	pts	STANDARD	3 DAYS	pts
Fitchett	Std Cirrus	89.3	1000	Fitchett	Std Cirrus	3000
Przewlocki	Std Cirrus	78.8	825	Redman	Std Cirrus	2472
Hood	Std Cirrus	78.8	825	Sandford	Std Cirrus	2428
Meddings	Std Cirrus	76.5	785	Rollings	K-6E	1754
Sand	Std Cirrus	74.9	758	Hood	Std Cirrus	2344

Tuesday 20.8.74

Tom Bradbury assured us that the hazy visibility would improve through the day but that there would be a marked inversion around 6000ft. Sea breezes could be expected at Nympsfield on the return and the cu would decrease with blue thermals taking over later. A 211km triangle through Frome and Didcot was declared giving the pilots a chance to fly over new terrain. Pilots were warned to keep well away from Lyneham and Brize Norton Zones due to heavy traffic out of Cyprus.

As Ralph Jones collected his daily prize he said his Nimbus was so full of water yesterday that it didn't thermal well, so he flew the route straight and level apart from a climb at Ledbury. The Standard Class were away first again (heavy sighs), at 1245, followed by the Open at 1320hrs.

Conditions along the route, particularly on the last two legs, proved better than forecast. Just to compensate however, many pilots fumbled at the first TP where the river marked by a bridge appeared to have dried up. Richard Meyer (Sw) recalled just such a problem in the Swiss Nationals when a railway station being designated as a TP had totally disappeared—this time he just popped off his camera at the right point and hoped! Ron Sandford who elected to start late, caught a good thermal at the TP so he didn't waste any time over photography either. Ron won the Standard Class with Bernard taking second place.

Ralph Jones who won the day handsomely at over 108km/h said he was taking advantage of having paid his water rates recently—he took many pictures at the TP1 just to be safe.

It was quite a day. All pilots back by 5pm except Philippe Wolff (Be) who landed a few miles short with instrument trouble and who also had undercarriage problems. In the Open six pilots exceeded the 'ton' and the slowest averaged 81.5km/h. Some pilots would have preferred a longer task and found such an early finish in popping conditions frustrating, others were happy to have another really exhilarating racing day. I thought that if the faster pilots had left Nympsfield even later they could have bettered their time. As Mike Harper was to say "It is very easy to set a good task at 6pm and it is equally easy to under or overset at 8.15am."

Later in the day we caught John 'D' 'phoning George at Kirkbymoorside to tell him to make provision for more water in the big Kestrel to make it more comparable with the Nimbus. The provision for 20gals was not adequate!

LEADING RESULTS	OPEN	km/h	pts	OPEN	4 DAYS	pts
Jones	Nimbus 2	108.9	1000	Jones	Nimbus 2	3770
Muszczynski	Jantar 1	104.9	948	Goldsbrough	Kestrel 19	3760
Delafield	Kestrel 19	102.9	923	Delafield	Kestrel 19	3645
Tanner	Kestrel 19	101.4	903	Greaves	Kestrel 19	3635
White	Kestrel 19	101.1	899	Muszczynski	Jantar 1	3594
LEADING RESULTS	STANDARD	km/h	pts	STANDARD	4 DAYS	pts
Sandford	Std Cirrus	93.6	1000	Fitchett	Std Cirrus	3937
Fitchett	Std Cirrus	89.7	937	Sandford	Std Cirrus	3428
Hood	Std Cirrus	89.6	936	Redman	Std Cirrus	3330
Meddings	Std Cirrus	88.2	913	Hood	Std Cirrus	3280
Redman	Std Cirrus	84.7	858	A.Burton	Std Libelle	3026

Wednesday 21.8.74

The Met forecast was similar to yesterday—a risk of medium frontal cloud edging down to within 30km NW of the site. The inversion could be lower and thermals go blue later in the day. Sea breeze could be expected at Nympsfield. The pilots were given a longer task, quadrilateral in shape, which conveniently routed them round sensitive airspace. The Open Class had a 296km course through Sturminster, Lasham and Wantage whilst the Standard were set 254km via Keynsham, Lasham and Wantage. X = 30, Y = 70.

The Open were launched at 1240 with the Standard at 1315. Rika saw Henryk across the start in her very best Polish and later saw Peter Sand (WG) over from a prone position when her sun bed collapsed at a critical moment. Fritz Henkel, Pete Cook, Tony Burton and Chris Woodier were all sea breezed out on their first launch.

The first leg proved difficult for both classes and of course, the Standard who went more southwesterly had a harder time of it. Bernard Fitchett went east of track and had to approach Keynsham from there. He did not connect with good lift until Keevil. From then on conditions were marvellous round the 2nd and 3rd TPs and up to Fairford then thermals weakened to 3kts.

David found the day interesting and said he encountered four different types of air—the sea breeze influence took him east of track via Colerne and Warminster—then into an area round Compton Abbas and Salisbury where there were largish cu with some vertical development (probably just inland from the southern sea breeze front), then the cu became flatter, thermals stronger and cloudbase went up. After Fairford all pilots were affected by a typical penetration of sea air as far east as Swindon (usually it only gets as far as Cirencester) which became mixed up with the effect of a decaying warm front from the north.

The way back from Swindon was littered with grounded gliders but 9 Open (it was surely good to be flying an Open ship on this day) and three Standard made it back. Pete Cook and Steve White both had to drop down within sight of, but on the wrong side of, the finishing line. They still made about 600 points for distance. Considering the conditions, those who finished (Fitchett, Sandford and Meddings in the Standard and Greaves, Glossop, Goldsbrough, Ince, Delafield, von Gwinner, Pozerskis, Aldridge and Tanner in the Open) went remarkably fast. The spread of speeds in the Open was 84.3km/h to 69.6km/h. Uneventful retrieves for those who landed out had

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everyone back at base in time for 'Harper's Hooley' and other entertainments.

LEADING RESULTS	OPEN	km/h	pts	OPEN	5 DAYS	pts
Greaves	Kestrel 19	84.3	1000	Goldsbrough	Kestrel 19	4747
Glossop	Kestrel 19	83.1	988	Greaves	Kestrel 19	4635
Goldsbrough =	Kestrel 19	82.9	987	Delafield	Kestrel 19	4617
Ince =	Kestrel 19	82.9	987	Jones	Nimbus 2	4362
Delafield	Kestrel 19	81.4	972	Glossop	Kestrel 19	4254

LEADING RESULTS	STANDARD	km/h	pts	STANDARD	5 DAYS	pts
Fitchett	Std Cirrus	77.4	1000	Fitchett	Std Cirrus	4937
Sandford	Std Cirrus	62.6	949	Sandford	Std Cirrus	4377
Meddings	Std Cirrs	62	948	Redman	Std Cirrus	4101
Dixon	Std Libelle	253km	864	Hood	Std Cirrus	4061
Sand	Std Cirrus	244km	831	A. Burton	Std Libelle	3821

Thursday 22.8.74

The pilots started the morning by 'complaining' that the conditions were monotonously good (just to prove you can't keep pilots happy!). Decent sized triangles were set for both classes—279km through Welford Reservoir (nr 'Hus Bos)—Didcot for the Open and 222km through Southam and Didcot for the Standard. As the launch time approached (1145 for Open 1210 for Standard) Tom Bradbury thought that pilots would not manage a racing start before the sea air came in but in the event conditions became so good over the site that Henryk Muszczynski who landed back because his crew had failed to photograph the start board pushed an extra load of 25lbs in the Jantar. I bet he wished he hadn't for as pilots made their way up the first leg overconvection set in and there was complete cloud cover. Pilots made extensive use of stubble fires throughout the route.

After the start everyone heard a radio report from a glider in the Oxford area reporting complete cloud cover stretching west from Upper Heyford. This obviously unsettled many pilots who grabbed at every bit of lift and talked to their crews about retrieve procedure. Though as Tom Bradbury said back at base—"you know, if there was no thermal movement under the cloud, the overcast would soon start to break up." The Open Class found it particularly frustrating to have to keep breaking off a climb to stay legal in the airway.

Actually, conditions as far as Moreton in the Marsh were reasonable—then there was the overcast to traverse, then again round Welford there was quite a good break with thermal improvement before the clouds closed in again and blocked off the sun just south of the TP. Many British pilots jettisoned their waterballast at this time, though John 'D' only let 50lbs go and David retained all his.

On the second leg the stubble fires were particularly smokey and turbulent. Arnold van Gelder (Holland), who put in the 2nd fastest time for the day, found that from the top of one fire it was possible to select the best of several by choosing those fields which were only partly blackened with a lot of yellow to go. He used his final glide computer each time to arrive at a fire at 1000ft. He kept close to track and thus overhauled pilots making the same ground speed as himself who were going west. In his opinion people were flying the task far too carefully. He had two climbs of 10kts near Fairford and steamed back over the last 30km at a steady 160km/h. Very exciting!

Fritz Henkel (WG) had been briefed on stubble fires by previous Euroglide pilot Otto Tönges and had himself had a very good fire climb in a German competition over a furiously burning castle. Over here he was getting 6–8kts off the stubble but found great turbulence and also took a lot of red hot ash and debris into the cockpit.

Otto von Gwinner who came second in the Open said he was fast because he was so angry. He only averaged 60km/h over the first leg and that made him angry—then later he became even more angry that he had jettisoned his waterballast at the first TP so he just came home very fast indeed!

After this contest when 16 Open and 13 Standard made it back to base there was some shuffling in the Open Class Order with Barrie leading by 100pts from John 'D'. Bernard still had a substantial lead in the Standard but there was some spreading out amongst the runners up.

By the time the outlanders arrived back at Nympsfield the cheery grin which had stayed permanently on Tom Bradbury's face for a week was no longer to be seen. Prospects were dubious indeed. To cheer everyone up the Director arranged various parties to local hostelries in order to initiate the visitors into the mysteries of darts.

LEADING RESULTS	OPEN	km/h	pts	OPEN	6 DAYS	pts
Jones	Nimbus	89.1	1000	Goldsbrough	Kestrel 19	5475
von Gwinner	Kestrel 19	76.8	815	Delafield	Kestrel 19	5386
Tanner	Kestrel 19	73.8	771	Jones	Nimbus 2	5362
Delafield	Kestrel 19	73.7	769	Greaves	Kestrel 19	5274
Pozerskis	ASW-17	71.9	742	Glossop	Kestrel 19	4943

LEADING RESULTS	STANDARD	km/h	pts	STANDARD	6 DAYS	pts
Fitchett	Std Cirrus	72.2	1000	Fitchett	Std Cirrus	5937
van Gelder	Std Cirrus	71.7	991	Sandford	Std Cirrus	5165
Meddings	Std Cirrus	67.6	926	Redman	Std Cirrus	4892
Henkel	ASW 15B	65.3	890	Hood	Std Cirrus	4774
Cook	Std Cirrus	63.5	862	A. Burton	Std Libelle	4609

Friday 23.8.74

The morning was depressingly overcast and showery and Barrie Goldsbrough went around rubbing his hands chortling "This is what's known as Goldsbrough's grot and its laid on for 4 days". At the midday briefing, Ralph Jones, the winner of the 6th day was presented with a model Kestrel as he had failed to get his Nimbus back on Day 5. Ralph reckoned that after a few necessary mods the device could be made to go well enough!

The Met reported that the site was under a weak, fuzzy warm front which would be followed by a weak cold front. Hopefully breaks would occur around 1600hrs. Additionally there were reasonable wave prospects in the lee of the Welsh hills. Then followed one of these rambling discussions beloved by grounded glider pilots. This time it was on water ballasting and the desirability of international rather than national documentation for any one glider type. This then led onto a ventilation of views concerning the erosion of self imposed disciplines and minor rule infringements and its effect on the Movement as a whole.

At a 1400hr briefing the Open Class was scrubbed and a 115km goal race to Husbands Bosworth was set for the Standard. X=40, Y=90. The pilots were pessimistic because even their press-on Director could promise them no more than a scratchy and horrible day. Fritz Henkel said if someone would go out and light a few stubble fires on route it would help. The competitors eventually took off at 1605 and made several Herculean efforts to get away—Bernard even got as far as Bourton-on-the-Water. Around 1800 the skies cleared and we could all see the waves . . . then it all closed in again. This was our first no contest day.

Saturday 24.8.74

Tom Bradbury told us that yesterday's cold front had trailed up the Channel and was now tracking back northeast to give rain in Ireland etc. He reckoned conditions over the site would clamp in the late afternoon, though during the day there would be weak cu under the stratocu. Cynical laughter followed his statement that it would be soarable at Dunstable. Both classes were sent on a 148km dog leg goal race via either Gaydon or Banbury. Launching would be out over Arlingham Towers in the bend in the river. X=30, Y=80.

The Standard Class take-off was at 1155, followed by the Open at 1225 into conditions which were markedly better than forecast. However many pilots followed Tom Bradbury's advice

'not to loiter' and quickly left for Dunstable. These wise virgins (!) turned in respectable times in the 70–80km/h range whilst those who hung around for nearly an hour, by which time the cloud streets had become well established, made speeds of over 100km/h. Even so, on a short task of this nature with a lowish cloudbase over the high ground which existed over part of the route, competitors were restricted by the limited depth of convection available to them. One poor thermal or low point exerted a great influence over the final speed. In the Open Henryk Muszczynski came third for the day at 108km/h. He said that the actual weather conditions looked far better than they really were.

John 'D' and Lemmy Tanner both had easy trips which took them to the top of the class for the day. Lemmy became the fastest competition pilot over the British Isles with a speed of over 118km/h. He said he was not airborne long enough to make any mistakes—he took no water on board—sat to the left of the gate waiting for the street to firm up—cruised to Moreton in the Marsh—picked up 6kts with John 'D' at Gaydon—and another thermal round the TP with Barrie and then cruised in. Really, he made it sound so easy! Otto pushed Tango Tango too hard and fell down some way out from Dunstable and then had the agony of seeing the highly soarable conditions stay that way throughout

Bernard won the Standard Class for the 5th day. He used a cloud street to half way along the first leg before getting a really good 6–8kts over Long Compton near Moreton in the Marsh. The TP was rounded without problems and there was another good thermal peaking at 10kts for him on the second leg. The final glide "was", he admitted, "a messy affair". He was down to less than 1000ft some 5 miles out and was 300ft short—then he picked up the necessary on the outskirts of the town.

Ron Sandford was down to 300ft over Bletchley having spent the previous 20 minutes below 1000ft. Not a good day for him. In the Standard Class there were 3 outlandings and the same in the Open too.

LEADING RESULTS	OPEN	km/h	pts	OPEN	7 DAYS	pts
Tanner	Kestrel 19	118	1000	Goldsbrough	Kestrel 19	6358
Delafield	Kestrel 19	113.7	955	Delafield	Kestrel 19	6341
Muszczynski	Jantar 1	108.7	901	Greaves	Kestrel 19	6093
Goldsbrough	Kestrel 19	106.9	883	Jones	Nimbus 2	6031
Greaves	Kestrel 19	100.9	819	Glossop	Kestrel 19	5695

LEADING RESULTS	STANDARD	km/h	pts	STANDARD	7 DAYS	pts
Fitchett	Std Cirrus	110.1	1000	Fitchett	Std Cirrus	6937
Henkel	ASW 15B	90.1	775	Sandford	Std Cirrus	5746
Meddings	Std Cirrus	86.1	730	Redman	Std Cirrus	5576
Redman	Std Cirrus	82	684	Hood	Std Cirrus	5368
Camp	Std Cirrus	80.2	664	Meddings	Std Cirrus	5271

Sunday 25.8.74

Metman Tom Bradbury did not hold out much hope for a task—showers, some of them 10 miles wide, blustered their way across Nympsfield and contest flying was stood down at 2pm. John 'D' and Arnold van Gelder rigged and derigged their gliders in front of *The Daily Telegraph's* pavillion and there were also aerobatic displays. The gloom lifted slightly in the evening when the club roasted a large porker on a spit in the old barn. Then in the night the heavens opened and the rain just poured and poured.

Monday 26.8.74

At least there were hints of sunlight at dawn and pilots gradually became more cheered when it was obvious that there was to be a task. The moderate wind helped to dry the sodden ground as Mike Harper briefed the pilots on a 140km out-and-return race through alternative turning points at Shobdon, Tenbury Wells and Stourport. X = 30, Y = 70. The Met warned that with the very unstable and moist airflow cloudbase would be low to start with though it would probably lift to 3500ft in the afternoon in the lee of the Welsh Hills. There was a risk of the odd cu-nim and as the afternoon progressed the top cover would get deeper and the winds fresher. The Standard Class were first off at 1215 and the Open were duly launched at 1410.

A few of the early Standard gliders managed to get away from Nympsfield ahead of a rapidly approaching squall line which attacked the area with unwelcomed ferocity forcing even Rika with the base radio to take cover under a vast plastic sheet. She was determined to man the Start line regardless. Fitchett, Sandford, van Gelder, Henkel, Burton and Rollings were amongst this first batch. Those who failed to get away were, in the main, caught out by a grossly foreshortened gliding day (last launch 1400, close of Start Line 1430) imposed by prize giving requirements. Inevitably some chaos, frustration and even anger ensued and for a short while crews dropped protests on the Director's lap like confetti.

All pilots aimed for Stourpoint (furthest from the Welsh Hills) and several experienced rather nasty cloud climbs. Tony Burton abandoned a cloud—as he plaintively explained "it was only a tatty semi sea breeze front"—when he received shocks through his head set. It was just like being at the mercy of a particularly ham-fisted medical technician apparently. As he was only getting 3kts and was being alternatively hailed and rained and frozen, he reckoned it wasn't worth waiting "for the final bolt".

Only Standard pilots Redman and Meddings returned to Nympsfield. They arrived simultaneously with the delayed prize giving and Simon was duly presented with a glass of the *Daily Telegraph's* wine by Lady (Phil) Scott who was deputising for Peter who had to leave suddenly for Nairobi to collect some large goodies for the World Wild Life Fund.

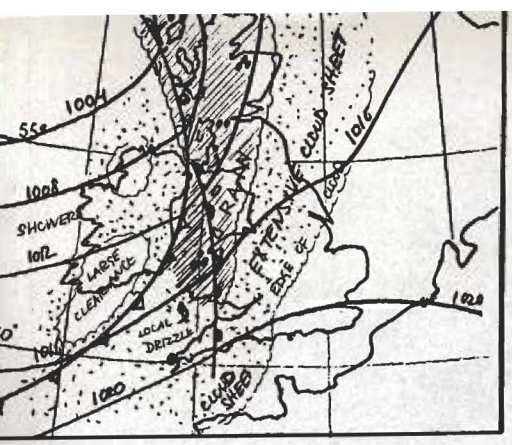
Chris Rollings in his jetset K-6 just failed to make it back to Nympsfield due to almost total instrument failure caused by the large amounts of water ingested into the cockpit. This was, all the same, a meritorious performance, in keeping with the standard he set himself on other days. He certainly pushed the K-6 around and it would have been interesting to have compared his possible performance in a glass ship. Ron Sandford was not far behind him. Though the Standard Class achieved their 8th Contest day it was a derated one and the order of the three leaders remained unchanged.

The Open Class were sent off some time later than the Standard—as soon as some cu formed in the blue cavern left by the torrential rain. It was far from easy and many gliders had to land back down wind to take their second launch. Most of the field ended up by being rained or iced out of the sky and there were gaggles on the ground at Pershore, the Malverns and Moreton in the Marsh. Lemmy Tanner said he descended in a straight and rapid glide from 9000ft to 3000 due to icing followed by rain.

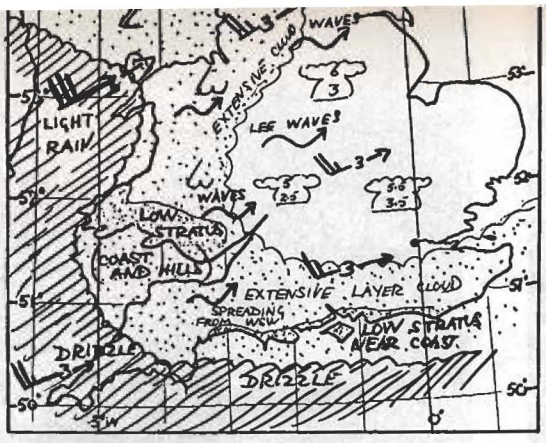
Barrie and Ralph played tactics right to the last minute, trying to get information from their crew about the landings of their nearest rivals. Con Greaves and Barrie ultimately got the furthest just marginally short of Y, so there was no contest day for this class.

LEADING RESULTS	STANDARD	km/h	pts	STANDARD	8 DAYS	pts
Redman	Std Cirrus	36.5	506	Fitchett	Std Cirrus	7168
Meddings	Std Cirrus	34.2	500	Sandford	Std Cirrus	6138
Rollings	K-6E	—	435	Redman	Std Cirrus	6082
Sandford	Std Cirrus	—	392	Meddings	Std Cirrus	5771
van Gelder	Std Cirrus	—	305	Rollings	K-6E	5465

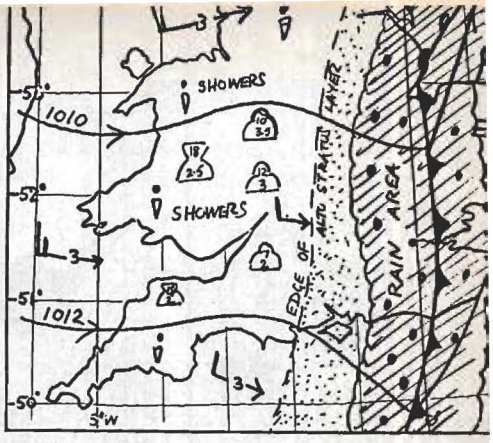
The day ended with a rather poorly attended prize giving—so many crews were still on the road. We were all grateful to Lady Scott for her patience as the time of the event was put back and



AUGUST 23



AUGUST 24



AUGUST 26

back. Then followed a *Daily Telegraph* 'glass of wine and a sandwich' for pilots, crews and helpers. As the canteen was closed at 5pm I think everyone on the airfield at the time just descended on the pavillion and it was only with difficulty that a few bottles were saved for the pilots who had not yet returned to base—but not a crumb was left!

CONCLUSIONS

The contests provided pilots with extremely diverse soaring conditions. These varied from widely separated cu-nimbs at one extreme, through relatively low cloud bases and multiple weak and broken thermals, and excellent fair weather soaring conditions at the other. The location of EUROGLIDE at Nympsfield provided an additional interesting and unusual problem for the competitors. The proximity of the Bristol Channel introduced the hazard of sea breeze effects on both departure from and return to the site.

These factors combined to give the pilots many fresh opportunities to gain experience in the tactics and practise of speed flying in well matched modern high performance sailplanes.

As the competition progressed it became apparent that the water ballasting of gliders to the limit on every contest day has become the 'norm'. Previous theories about minimal thermal strengths in which water should be carried are now questioned by the top pilots who believe that all the techniques and facets of modern speed flying tactics may not have been taken into

Talking to Henryk Muszczvnski it was clear that he was very impressed by the results achieved by the British pilots, particularly those in the upper third of the competition. He himself has just returned from the Russian competitions where he was placed third, and from other major European contests. He was equally impressed by the organisation which, he said 'Made EUROGLIDE into one big happy picnic'.

The hardworking, patient members of the Bristol and Gloucestershire Gliding Club are to be congratulated on a highly successful and enjoyable event.

Final Results Open Class

No	Pilot	Comp No	Sailplane	17.8 1	18.8 2	19.8 3	0.8 4	21.8 5	22.8 6	24.8 7	Total Points
1	Goldsbrough, J. B.	43	Kestrel 19	984(2)	1000(1)	905(3)	871(7)	987(3=)	728(7)	883(4)	6358
2	Delafield, J.	66	Kestrel 19	955(5)	926(2)	841(7)	923(3)	972(5)	769(4)	955(2)	6341
3	Jones, R.	82	Nimbus 2(mod)	*921(6)	849(4)	1000(1)	1000(1)	592(11)	1000(1)	762(6)	6124
4	Greaves, C. M.	522	Kestrel 19	977(3)	844(5)	920(2)	894(6)	1000(1)	639(12)	819(5)	6093
5	Glossop, J. D. J.	29	Kestrel 19	826(8)	739(8)	863(6)	838(9)	988(2)	689(10)	752(7)	5695
6	Muszczynski, H. (Poland)	70	Jantar	975(4)	781(7)	890(4)	948(2)	*552(15)	597(13)	901(3)	5644
7	White, S. A.	94	Kestrel 19	1000(1)	709(11)	796(8)	899(5)	601(10)	717(9)	692(10)	5415
8	Pozerskis, P.	260	ASW-17	462(13)	891(3)	756(9)	837(10)	929(7)	742(5)	746(8)	5363
9	Lysakowski, E. R.	19	Nimbus 2(mod)	883(7)	702(12)	886(5)	844(8)	574(13)	736(6)	737(9)	5362
10	Tanner, L. E. N.	85	Kestrel 19	161(15)	716(10)	697(13)	903(4)	862(9)	771(3)	1000(1)	5110
11	Aldridge, K. R.	488	Kestrel 19	740(11)	822(6)	656(14)	745(12)	899(8)	468(16)	525(14)	4855
12	Ince, D. H. G.	53	Kestrel 19	0	734(9)	703(12)	797(11)	987(3=)	727(8)	672(11)	4620
13	von Gwinner, O. (Germany)	TT	Kestrel 19	461(14)	*616(13)	729(10)	737(13)	946(6)	815(2)	214(17)	4518
14	Waller, C. J. N.	269	Kestrel 19	792(10)	334(16=)	494(16)	644(16)	586(12)	531(15)	516(15)	3897
15	Jeffries, J. R.	566	Calif A-21	680(12)	407(14)	727(11)	*634(17)	565(14)	193(17)	654(12)	3860
16	Farmer, A. T.	268	Kestrel 19	813(9)	*337(15)	573(15)	655(15)	0	683(11)	263(16)	3324
17	Meyer, R. (Switzerland)	AD	Diamant 16.5	100(17)	334(16=)	418(18)	684(14)	514(16)	552(14)	542(13)	3144
18	Wolff, P. (Belgium)	171	Diamant 16.5	158(16)	76(18)	*493(17)	*265(18	DNF	0	160(18)	1152

Final Results Standard Class

No	Pilot	Comp No	Sailplane	17.8 1	18.8 2	19.8 3	20.8 4	21.8 5	22.8 6	24.8 7	26.8 8	Total Points
1	Fitchett, B.	40	Std Cirrus	1000(1)	1000(1)	1000(1)	937(2)	1000(1)	1000(1)	1000(1)	229(7)	7166
2	Sandford, R. A.	242	Std Cirrus	937(3)	739(4)	752(6)	1000(1)	949(2)	788(7=)	581(13)	392(4)	6138
3	Redman, S. J.	61	Std Cirrus	983(2)	821(3)	668(9)	858(5)	771(10=)	791(6)	684(4)	506(1)	6082
4	Meddings, E. J.	249	Std Cirrus	347(15)	622(7)	785(4)	914(4)	948(3)	926(3)	730(3)	500(2)	5771
5	Rollings, C. C.	603	K-6E	893(7)	843(2)	642(10)	*544(17)	803(6)	674(12)	631(8)	435(3)	5465
6	Hood, L. S.	52	Std Cirrus	922(4)	598(10)	824(3)	936(3)	771(10=)	723(9)	*594(10)	0	5368
7	Burton, A. J.	148	Std Libelle	907(5)	620(8)	708(8)	791(9)	795(7=)	788(7=)	585(11)	135(10)	5329
8	Henkel, F. K. F. (Germany)	FH	ASW-15B	903(6)	556(12)	734(7)	749(12)	276(15)	890(4)	775(2)	208(8)	5091
9	van Gelder, A. F. (Holland)	13	Std Cirrus	194(16)	651(5)	530(14)	761(10)	795(7=)	991(2)	632(7)	305(5)	4859
10	Woodhouse, C.	25	Std Libelle	863(8)	603(9)	523(15)	642(15)	795(7=)	714(10)	607(9)	0	4747
11	Woodier, C. J.	16	Std Libelle	360(14)	582(11)	473(17)	720(13)	864(4)	696(11)	636(6)	166(9)	4497
12	Cook, P. G.	12	Std Libelle	806(9)	519(13)	583(12)	855(6)	0	862(5)	558(14)	0	4183
13	Camp, G. W. G.	27	Std Cirrus	529(11)	258(17)	622(11)	757(11)	713(13)	404(15)	664(5)	0	3947
14	Sand, P. (Germany)	X7	Std Cirrus	557(10)	275(15)	758(5)	803(8)	831(5)	*408(14)	119(16)	0	3751
15	Przewlocki, J. K.	304	Std Cirrus	486(13)	645(6)	825(2)	653(14)	749(12)	195(17)	*182(15)	0	3735
16	St. Pierre, A. H. G.	771	Pilatus B-4	492(12)	323(14)	559(13)	616(16)	710(14)	341(16)	582(12)	0	3623
17	Woodier, C. J.	380	Std Libelle	163(17)	436(17)	519(16)	809(7)	0	673(13)	0	260(6)	2697

* Asterisks: Denote photographic penalty



Bernard Fitchett, winner of the Standard Class, and Dee Reeves in triumphant mood.



The foreign competitors.



Con Greaves and crew watching the proceedings ahead.



Henryk Muszczynski (Poland) taking on water and getting a suntan.



A delighted Simon Redman (left) with crew after his return on the last day.

(L to R) Richard Mayer (Switzerland), Fritz Henkel (West Germany), Peter Sand (West Germany) and Arnold von Gelder (Holland).



Lady Scott presenting a prize to Phillipe Wolff of Belgium.







Fritz Henkel (West Germany) having a rest!



Barry Goldsbrough, Open Class winner.



(left) with his small son, George Burhow and last day.

EUROGLIDE 1974

Photos: Anne Ince



The rain didn't stop Rika Harwood manning the startline.

Peter Sand (west Germany) with his son and daughter.





LASHAM July 6–14

WALLY KAHN



The youngest competitor was an 18 year-old schoolboy, Andrew Davis, who shared ninth place with his father, Bill, CFI of the Bath & Wilts Club. Andrew, whose ambition is to compete in the Nationals, flew his father's Cirrus on two of the three days.

Once upon a time, rich tropical forests covered Britain, Dinosaurs and other beasts roamed the land and the sun shone. Then some idiot invented gliding competitions. The tropical forests turned to coal, the Dinosaurs sought shelter in the Natural History Museum and it started to rain.

Peter Wickham, our splendid weather and whether prophet writes " the disappointing weather at Lasham Regionals seems to me to be best forgotten rather than itemised in any detail . . ." That, my friends, must be the understatement of the year!

However, a lot of eager gliding folk toiled hard, flew hard and, at the end of it all, had enjoyed themselves in their various ways. Forty-four entrants assembled to do battle. Paul Thompson, as Chairman of Lasham, did the opening bit, then sat down smartly and as a competitor listened to the Director, Chris Day, doing the introductions before despatching the pilots to round Sutton Bingham Reservoir 117kms to the west.

That was Saturday, July 6, which proved to be a wave day. Now waves can cause havoc and on this day they did. A large number of pilots either did not twig or did not contact, so only 18 scored. No one got back home and only two rounded the water. The leaders all used wave, Ted Lysakowski reached 10700ft and only Bill Kronfeld neared the turning point using only thermals. On his way, whilst hill soaring the Regimental Badges which are cut into the chalk hills west of Salisbury, he found himself under a hang glider doing his own thing. Strange what people do on Saturdays.

Meanwhile, back at the ranch, the scorers Chris and Pat Gadsden were slaving away over their hot Hewlett Packard 9820a mini computor (Plug) which produces the results as quickly as you can say: "It rained for the next three days."

Dawned Wednesday and ten pilots completed the 184km triangle round Oakley and South Marston Airfields. Lots of work this day for the delightful Wills' girls high up on their oil rig starting platform as gliders came and went, went and came, until most of them actually left the site.

It rained again for three days but on one of those days, no one is really sure when, there was a party—*OH* yes, THERE WAS A PARTY. On one of the other days a curious thing happened on the gliding site—unique some people say—a ball game, yes a ball game called R-O-U-N-D-E-R-S was played by strange people from an old English hill site in the west and others from an even older English hill site near Lundinium.

The last day, Sunday 14, provided an alternative out-and-return jolly to Compton Abbas (166km), Shaftesbury (170) or Bryanston School (180). Twelve made it round and home, seven failed to leave the site and the rest were rained down in between. It was a mucky day. So ended a Regionals which deserved better. The helpers helped hard, the briefings were often and long, the fun was liquid and great, the bridge games were endless, the girls were pretty and Margaret Young's food superb. What more can you want?

Nick Goodhart was our VIP who did the closing bit, handed out (seemingly) millions of prizes and everyone drove off muttering that next year was *Really* going to be THE year. See you in 1975!

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Final Results

No	Pilot(s)	H'cap %	Sailplane	6.7 1	10.7 2	14.7 3	Total Points
1	Lysakowski, E. R.	74	Kestrel 19	195	695	556	1446
2	Aldridge, K. R.	74	Kestrel 19	169	636	620	1425
3	Ince, D. H. G.	74	Kestrel 19	174	634	587	1395
4	Jones, R.	72	Nimbus 2(mod)	2	726	596	1324
5	Watson, A. J.	88	Std Libelle	14	622	604	1240
6	Cole, R. A.	88	Std Libelle	0	610	598	1208
7	Burns, Anne	72	Nimbus 2(mod)	19	595	530	1144
8	Hood, L. S.	88	Std Cirrus	265	11	585	1133
9	Devis, D.,			—	—	49	
	Davis, A. J.	84	Cirrus	192	663	—	904
10	Tull, V. F. G.	80	Diamant 18	120	233	537	890
11	Pope, M. H. B.	74	Kestrel 19	144	557	156	857
12	Foot, R. A.	72	Nimbus 2	19	219	583	821
13	Orth, W. T.,			20	—	579	
	Fleming, A. M.	94	K-6E	—	90	—	689
14	Watson, Patricie	88	Std Libelle	11	136	510	657
15	Carlton, M. R.	74	Kestrel 19	0	632	5	637
16	Adams, A. B.	94	K-6E	0	285	163	448
17	Paul, I.	88	Std Cirrus	153	0	199	352
18	Young, J. R.	88	Std Cirrus	0	263	63	326
19	Kronfeld, J. R. W.	88	Std Libelle	203	97	22	322
20	Street, C. D.	98	Skylark 4	0	144	156	300
21	Grenet, P.	88	Std Cirrus	0	263	31	294
22	Duffin, E. R.	88	Std Cirrus	0	241	14	255
23	Dripps, D. W.,			—	81	—	
	Charnell, P. S.	94	K-6E	0	—	170	251
24	Brisbourne, R. P.	84	Phoebus 17	13	173	29	215
25	Johns, H.	88	Std Libelle	0	150	52	202
26	Carrow, D. O.,			0	—	—	
	Gee, M. I.	78	Kestrel 17	—	180	10	190
27	Davies, B. W.	88	ASW-15	0	180	0	180
28	Brook, G. F.	88	Std Libelle	18	138	13	169
29	Aldous, R. F.,			—	51	0	
	Beer, L. E.	88	Std Libelle	92	—	—	143
30	Partridge, Rhode	88	Std Cirrus	0	122	14	136
31	Gentry, J. M. M.,			0	88	—	
	Parker, I. D.	102	Olympia 463	—	—	28	116
32	Sharp, J. J.	94	K-6E	0	53	33	86
33	Walker, J. D. W.,			0	—	0	
	West, D.	90	Dart 17R	—	69	—	69
34	Upson, G. H.	88	Std Libelle	0	0	58	58
35	Terrett, R. A. F.	88	Std Cirrus	0	51	4	55
36	Hanfrey, A. W.	88	Std Libelle	0	51	0	51
37	Jerzycki, E.,			0	—	47	
	Jezierski, G. F.	88	Std Cirrus	—	0	—	47
38	Procter, R. G.	110	Bocian	0	4	34	38
39	Thompson, P. B. E.,			0	—	22	
	Cowburn, M. J.	74	Kestrel 19	—	0	—	22
40	Foggin, S. C.	98	Skylark 4	0	0	12	12
41	Hobart, E.	98	Pirat	0	10	0	10
42	Howard, D.	88	Std Libelle	0	0	1	1
43 =	Cohrane, J. N.	88	Std Libelle	0	0	0	0
43 =	Blackmore, R.	98	Pirat	0	0	0	0

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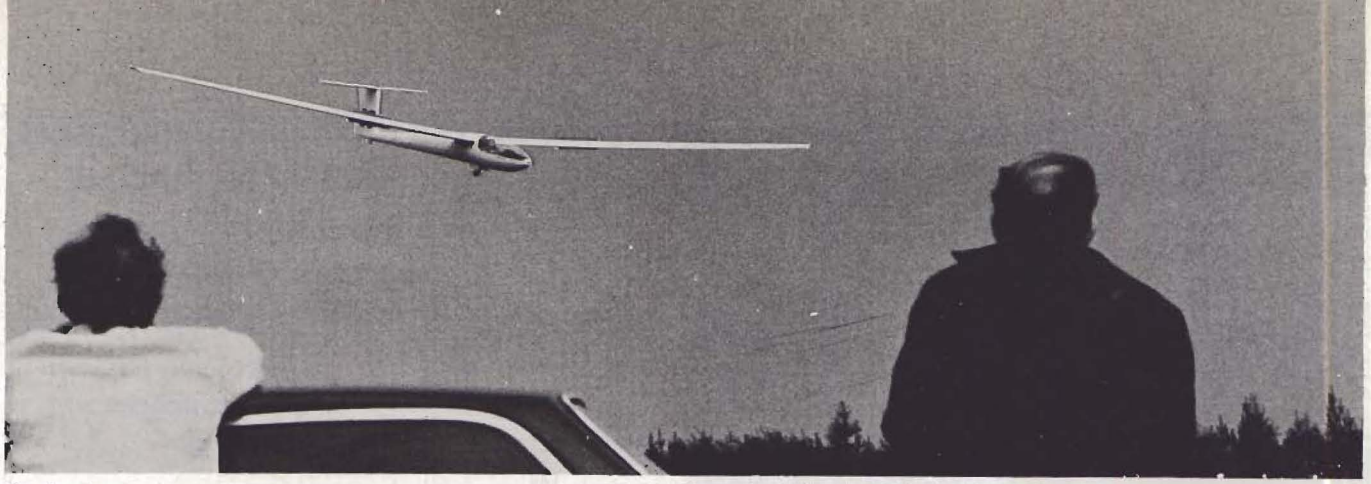
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Coming into land after completing the task. A familiar competition scene photographed by Geoff Mitchell.

NORTHERN August 3—11

GEOFF CRAWSHAW

Competitors arriving on the Friday evening were treated to a view of Sutton Bank at its best—crystal clear visibility, the distant Pennines seeming only about ten miles away, the last few cu of an excellent soaring day lingering and neatly spaced wave clouds in the sky. With a distinguished entry list of 32, and George Burton setting the tasks, everything was set for a good week.

Saturday was one of those rare days when the weather to the north was better than to the south, where there was considerable cloud cover, and Sutton Bank was right on the border. Nineteen aircraft completed the out-and return to Durham Cathedral (131km), but times were generally slow. Chris Garton (Kestrel 19) and Leigh Hood (Std Cirrus) licked the local lads on speed.

The weather situation was similar on Sunday, and again a task was set to the north. Although conditions were reported to be good in Northumberland, the local area was poor and no one passed Y.

Monday dawned as a glider pilot's dream—clear skies, zero wind, little puffs of cu. George set a quadrilateral to Market Weighton, Doncaster Airfield, Scotch Corner and return (253km). Rapid progress was made on the first two legs and a light following wind developed as the field turned north for Scotch Corner, but high cover cut off convection on the second half of this long leg and there were many landings. Barrie Goldsbrough and Don Austin nursed their Kestrels round Scotch Corner, and tiptoed back onto the Bank. Leigh Hood and Mike Carter (K-6E) arrived later as conditions improved slightly, but the rest were on the ground. Leigh Hood took the overall lead with Barrie and Don in second and third places, and Mike Carter in his good wood K-6 close behind.

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Day 3 took place in a light southerly, with a warm front approaching from Iceland. The thermals popped late and there was only time for a small triangle via Market Weighton and Thornton-le-Dale (128km). Lift was generally strong and some fast times were recorded, but late finishers faced the approaching front and rain played havoc with final glide calculations. Leaders were Con Greaves (91·4km/h), Chris Garton (87·8km/h), and Leigh Hood (72·1km/h). Leigh Hood and Barrie Goldsbrough retained first and second places, but Chris Garton moved into third place.

Although the depression to the south was deepening, Wednesday's forecast sounded good enough for a short task and the grid was launched, but Sutton Bank was again too near the edge of the soarable area. It rained all day Thursday.

On Friday, the classic westerlies arrived and Sutton Bank had unstable conditions between two areas of low pressure. The task was Pateley Bridge (straight into wind)—A1(M)/A68 Darlington—Sutton Bank (138km). Low cloud base was a problem early in the day, and the approaching low grounded most of those who waited for it to rise to a respectable level. Only Goldsbrough, Greaves and Garton got back.

On Saturday the showery 25kt westerlies persisted, and the task was Market Weighton out-and-return (105km), the first leg being downwind/crosswind. Phillip Wills did the honour of snifting for thermals. Again cloudbase was low and many of the experienced pilots waited for conditions to improve. They waited in vain, because a full-blooded cold front moved in unexpectedly from the north. This turbulent rainstorm caught Derek Phillips and Chris Garton as they landed, and they both broke their gliders. It was impossible for anyone to return to the shrouded Bank, but Martin Seth-Smith and Don Austin got part of the way back, and Jim Purves was given a special prize for a brave flight in his Blanik. Leigh Hood did not score but retained his lead.

Better conditions were forecast for Sunday. The NW wind was still strong, and a ridge had moved in, giving the possibility of wave as well as thermal. Task: 150km triangle via Barnard Castle and Pateley Bridge. Thermals to the East of the Vale of York were satisfactory, but wave was disorganising the thermals over the Pennines without organising itself. Even Fred Knipe, who lives on pure oxygen, could not contact the wave.

Leigh Hood, as Northern Gliding Champion for 1974, was presented with the cup and Mike Carter received a silver tray for the best performance in a glider with a handicap of more than 90%. It had been an interesting contest requiring careful strategy based on a study of the weather, as well as flying skill.

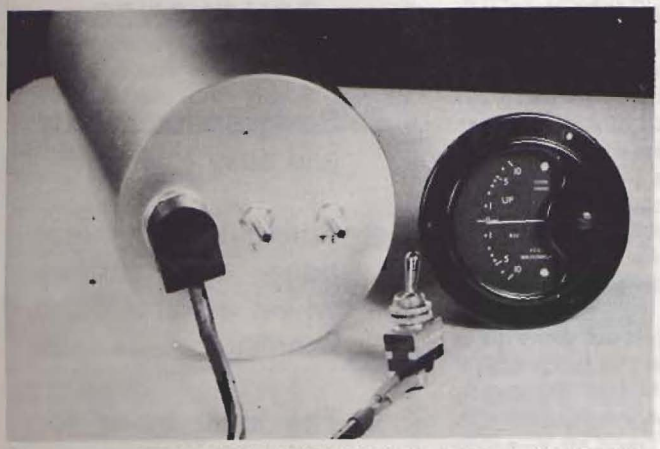
NORTHERN REGIONALS — FINAL RESULTS (HANDICAPPED)

No.	Pilot	H'cap	Sailplane	3.8 1	5.8 2	6.8 3	9.8 4	10.8 5	11.8 6	Total pts
1	Hood, L. S.	88	Std Cirrus	823	982	938	325	0	553	3621
2	Goldsbrough, J. B.	74	Kestrel 19	628	1000	883	389	0	385	3285
3	Austin, D. C.	74	Kestrel 19	514	981	789	222	343	405	3254
4	Garton, C.	74	Kestrel 19	793	539*	960	364	245	DNF	2931
5	Knipe, F. H.	88	Std Libelle	633	603	774	373*	0	490	2873
6	Carter, M. E.	94	K-6E	517	967	722	308*	264	0	2779
7	Carlton, M. R.	74	Kestrel 19	478	479*	—	—	0	343	
	Greaves, C. M.			—	—	1000	325	—	—	2625
8	Vann, E. J. C.	94	K-6E	608	776	885	59	1	234	2563
9	Sutherland, M. N.	88	ASW-15	532	700*	610	121	277	196	2436
10	Wells, M. D.	90	Foka 5	503	684*	549	18	312	231	2297
11	Seth Smith, M.P.	88	ASW-15B	600	585	549	39	347	29	2149
12	Beck, P.	94	Pilatus	520	634	641	0	63	212	2070
13	Wilson, C. F.	84	SHK	0	597	—	—	184	—	
	Gaunt, N.			—	—	747	315	—	200	2045
14	Brook, G. F.	88	Std Libelle	514	772	424	20	0	189	1919
15	Crawshaw, G. H.	80	Diamant 18	523	577	687	27	0	52	1866
16	Elliot, E. G.	84	SHK	532	595	733	0	0	0	1860
17	Makay, N.	94	K-6E	579	716*	366	7	128	0	1796
18	Hart, J. E. B.	100	K-6CR	515	714	70	312	83	11	1705
19	Phillips, D. M.	88	Std Libelle	221	645	446	24	225	0	1561
20	Herringshaw, G. H.	74	Kestrel 19	111	598	170	0	0	481	1360
21	Benton, D. A.	90	Dart 17R	461	617	170	0	0	60	1308
22	Smith, L. P.	100	K-6CR	—	780	—	0	—	0	
	Barrett, R. V.			0	—	458	—	0	—	1238
23	Purves, J. M., Smith, J. D.	110	Blanik	342	593	0	0	286	0	1221
24	George, C.	98	Pirat	—	—	—	21	—	97	
	Grainger, J.			0	719*	214	—	0	—	1051
25	Dunne, T.	98	Pirat	0	605	194	0	8	124	931
26	Mawson, J. J.	74	Kestrel 19	1	436*	313	19	24	134	927
27	Bray, P. C.	88	Std Cirrus	56	392	424	0	0	0	876
28	Parker, R. O.	102	BG-135	5	687	0	0	0	0	792
29	Gregson, I. B.	102	BG-135	16	98	—	—	0	—	
	Hill, J. D.			—	—	222	26	—	243	605
30	Taylor, C. G.	102	BG-135	0	295	DNF	46	0	81	422
31	Mortimer, R. G.	98	Pirat	0	147	180	0	0	0	327
32	Ramsden, P.	88	Cobra 15	212	DNF	DNF	DNF	DNF	DNF	212

* Penalty imposed

A VARIOMETER FOR WEAK LIFT

HARRY COOK



This new variometer is designed especially to enable a pilot to find and make use of the small areas of weak lift which he would otherwise fly through without noticing or be unable to centre in.

Since most mechanical variometers currently used in gliders have perfectly adequate response for reasonable soaring conditions (when the lift is giving climbs of say 2kts or more), the Mk2 Cook variometer is designed to complement any typical mechanical variometer by providing a good clear indication of small areas of weak lift —something the mechanical vario can't do.

The response of the instrument is especially chosen to give the fastest indication of lift practicable without over-rapid indication of every air movement, which experience has shown is too difficult for a pilot to interpret for long periods without fatigue. The indicator needle moves quickly and precisely in response to genuine weak lift and pilots soon learn to trust the instrument implicitly. A fast, and yet trustworthy, indication is very important because the need for the instrument's special qualities usually occurs when lift is dying at the end of a long flight. The pilot is no doubt tired and may be scratching for lift within a few 100ft of the ground.

The new vario, in production for just over a year, is developed from the original Cook vario and retains that instrument's well known robustness and reliability while using new design techniques to make it easy to install in modern gliders.

Unlike some varios, it isn't affected by the rapid pressure fluctuations caused by the Brunswick tube total energy device and so no special damping restrictors are needed. Also, as it is temperature compensated, the instrument isn't influenced by great extremes of temperature.

No adjustments of any kind are provided or needed. This is especially important when looking for very weak lift because any small wrong adjustment could cause an error greater than the lift for which one is searching. The basic vario comprises the three units shown in the photograph; indicator unit, capacity/electronics unit and on/off switch.

Ready made-up cables and junction boxes are supplied and only a screwdriver is needed to install the vario system, thus eliminating the need for any special skills or tricky work with a soldering iron etc. Full installation instructions are provided.

In spite of its performance, reliability and installation advantages, its simplicity permits it to be made and sold at a relatively low cost and, to the best of my knowledge, its price at just over £38 is lower than that of any other electric or mechanical variometer available.

CABLE BREAK– WHAT'S THAT?

DAN EDDLESTON - Royal Aircraft Establishment Gliding Club

Well, it's something that doesn't happen when one launches on Parafil (parallel filaments), the ICI plastic rope we have used down Farnborough way for our last 1200 launches.

Necessity's second child is innovation. The shortage and expense of suitable wire and the rapidity with which our grindstone runways dispose of it drove our Council to look for something completely new. A number of alternatives were examined, but the Parafil—a material not unlike black electric cable in appearance—was the one that finally went on to field trials.

We originally obtained a 300m length of 9mm diameter and a breaking strain of one ton. This was first extended to 450m by adding an assortment of different materials including a stranded polypropylene rope, piano wire and hemp rope. All these combinations proved less than desirable. In some of the experiments excessive drag resulted in early back-releasing with our Olympia and Pirats, a problem that persisted with the one ton Parafil on the aircraft end.

This was largely overcome when a further 100m length of half-ton Parafil with a diameter of only 6.6mm was used on the glider end and the heavier original stuff attached to the towcar. The regulation strop is, of course, still used between the glider and the end of the cable.

A Measure of Mischief

All was still not cheapness and flight. Parafil will not be knotted, crimped or spliced, but is joined by special aluminium fittings on the ends. The aforementioned runways, deprived of their diet of steel cable, eventually wrought a measure of mischief on these fittings. This problem was solved by sliding short lengths of rubber hose over the aluminium bits. The hoses need replacing occasionally, but the fittings now fare much better. Steel end-fittings might just prove durable enough without the additional protection.

The final development is the use of a 300m and two 100m lengths of the half-ton cable. This combination will allow for varying conditions and runway lengths and, with the complete run in the smaller diameter, should finally dispose of the drag troubles.

So far we have used Parafil only for car launching, but some of the knowledgeable RAEGC folk are of the opinion that it would be possible to use it on a winch or pulley launch system. In the case of the winch it might be possible to use the more wire-like—but cheaper—Type "A" instead of the Type "C" used at Farnborough.

The all-important economics must still be a little vague, there being as yet no indication of the average working life of the material, which would in any case vary with the conditions in which it was used. At mid-1973 prices our 500m of half-ton costs a little over £50 with fittings. The 1200 launches would therefore cost about 4½p each—a figure that might well be halved before a replacement is needed. The condition of the original length certainly suggests another 1200 launches. The complete absence of time lost while cable breaks are repaired or aircraft walked back is a less readily quantifiable cash factor, as is the banishment of cable break frustration.

Our "wonder wire" seems well able to hold its own against the toughest tarmac, but it can suffer damage at the hands of the towcar driver. With a good parachute on the end it will "lay out" very nicely, but, if the 'chute does not do its job, the Parafil lands in a heap (a flat heap like hemp rope—not a ball of steel knitting). The danger then is that a twisted loop is lurking unseen in the pile. If the driver simply hooks on the end and does a Jehu back to the launch point, that loop will pull out so fast the outer sheath will burn through, exposing the filament strands inside.

The thing to do is sort out the twists as with a wire cable, then tow gently until it runs straight. This damage, fortunately only minor in this case, was repaired with a couple of layers of fabric masking tape and seems to have some degree of permanence—though it is carefully checked on the DI.

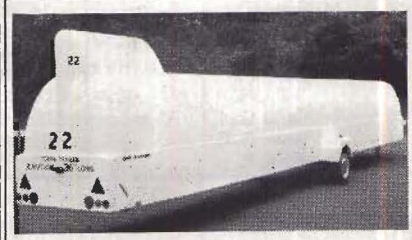
Given care on the part of the towcar crew, Parafil is easy to handle. The driver can see it more easily than piano wire and the "bow" is rather more pronounced. In crosswinds the bow can be deflected sideways, a peculiar sight when seen for the first time. In certain conditions a distinctive howling sound marks the final stages of the launch when the pilot is pulling back hard. It has been ascertained that this noise emanates from the cable—not the pilot.

Our Tony Dorricott, a member of the BGA Technical Committee, put on his Chief Inspector's hat and carried his Safety Officer's hat in the crook of his arm when he looked the set-up over during its several stages of development and finally pronounced himself satisfied, as did our CFI, Ken O'Riley.

If all goes well we will have only the instructor-induced kind of cable breaks in future, but I will miss the sight of those strings of pretty sparks as hangar-flying aircraft trundle off into Farnborough sunsets.

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BGA & general news

THREE FATAL ACCIDENTS

It was a tragic end to August with three pilots killed in three gliding accidents within six days, one causing the death of a 16 year-old girl. All involved service club aircraft.

On Bank Holiday Monday two Blaniks from the RAFGSA Centre at Bicester were in collision. Flt Lt Peter Kingwell, flying solo, landed safely in a cornfield but the second glider plunged 600ft into an allotment.

The pilot, Ian Byrne, aged 49, of Halford, Warwicks, and his 19 year-old nephew, Michael Turner of Lytham St. Annes, Lancs, both civilians, were killed.

The same day an instructor and a 16 year-old ATC cadet were seriously injured when their glider crashed at RAF Kenley, Surrey. The instructor Edward Kirk, aged 37, broke both legs and his pupil, J. D. Shields of Green Lane, Morden, broke both legs and had back and head injuries.

Five days later Alison Farrell of Woking, having her third flight that day in an Army GA K-13, crashed onto a house at the RAF base at Odiham. She had been flying solo for six weeks with the Kestrel Gliding Club.

RECORD BREAKING LADDER

The National Ladder list has already exceeded the total entries for last year and will almost certainly top the 200 mark by the end of the season. This will be the best effort since the Ladder was introduced.

	Leading pilot	Club	Pts	Flts
1	A. Purnell	Surrey & Hants	5411	4
2	C. Lovell	Surrey & Hants	4598*	4
3	S. N. Longland	Cambridge Univ	4255	4
4	L. E. Beer	Thames Valley	4179	4
5	P. Lowenstein	Surrey & Hants	3781	4
6	J. C. Cardiff	London	3623	4

* Flights in club glider

GLIDING CERTIFICATES

ALL THREE DIAMONDS

No.	Name	Club	1974
37	T. A. M. Bradbury	Bristol/Glos	29.5
38	F. B. Reilly	SGU	3.6
39	D. V. Zotov	Inkpen	4.6

DIAMOND DISTANCE

No.	Name	Club	1974
1/61	G. R. Paddick	Lasham	29.5
1/62	C. C. Rollings	Thames Valley	4.6
1/63	S. N. Longland	Cambridge Univ	29.5
1/64	A. J. Burton	Surrey/Hants	4.6
1/65	T. A. M. Bradbury	Bristol/Glos	29.5
1/66	G. D. Butler-Madden	Surrey/Hants	29.5
1/67	D. V. Zotov	Inkpen	4.6
1/68	P. J. Partridge	Coventry	29.5

DIAMOND GOAL

No.	Name	Club	1974
2/525	H. Cook	Thames Valley	29.5
2/526	H. A. Torode	Cranfield	29.5
2/527	M. Lee	Essex/Suffolk	29.5
2/528	R. W. A. Miller	Norwich	4.6
2/529	M. D. Wells	Enstone	4.6
2/530	K. J. Cadman	Coventry	19.5
2/531	B. Morgan	Derby/Lancs	31.5
2/532	R. C. Bull	Lakes	29.5
2/533	G. H. Partington	Yorkshire	3.6
2/534	T. E. Macfadyan	Cotswold	4.6
2/535	E. C. Neighbour	Derby/Lancs	31.5
2/536	D. M. Pillans	Derby/Lancs	30.5
2/537	M. C. Davies	Bristol/Glos	29.5
2/538	J. E. Graves	Devonshire Soaring	29.5
2/539	M. H. B. Pope	Thames Valley	14.5
2/540	J. M. Woodford	London	14.5
2/541	E. C. Wright	Chilterns	4.6
2/542	R. F. Lovett	Portsmouth	13.6
2/543	T. E. Linee	Dorset	26.5
2/544	Anne Walker	Cambridge Univ	29.5
2/545	B. G. Nicholls	Chilterns	29.5
2/546	B. Keogh	Swindon	14.5
2/547	D. P. Catt	Bicester	14.5
2/548	A. K. Mitchell	Southdown	13.6
2/549	A. T. Kenworthy	Yorkshire	30.5
2/550	J. Mast	Bristol/Glos	19.5
2/551	B. H. Bryce-Smith	Cambridge Univ	29.5
2/552	E. V. Goodwin	P'boro/Spalding	19.5
2/553	P. G. Cook	SW District	20.6
2/554	G. K. Fryer	Surrey/Hants	14.6
2/555	R. G. Rodger	Surrey/Hants	29.5
2/556	J. W. A. Webster	Bristol/Glos	29.5
2/557	D. P. White	Bicester	4.6
2/558	T. S. Zealley	London	29.5
2/559	M. E. Carter	Yorkshire	29.5
2/560	J. H. Taylor	Bristol/Glos	29.5

DIAMOND HEIGHT

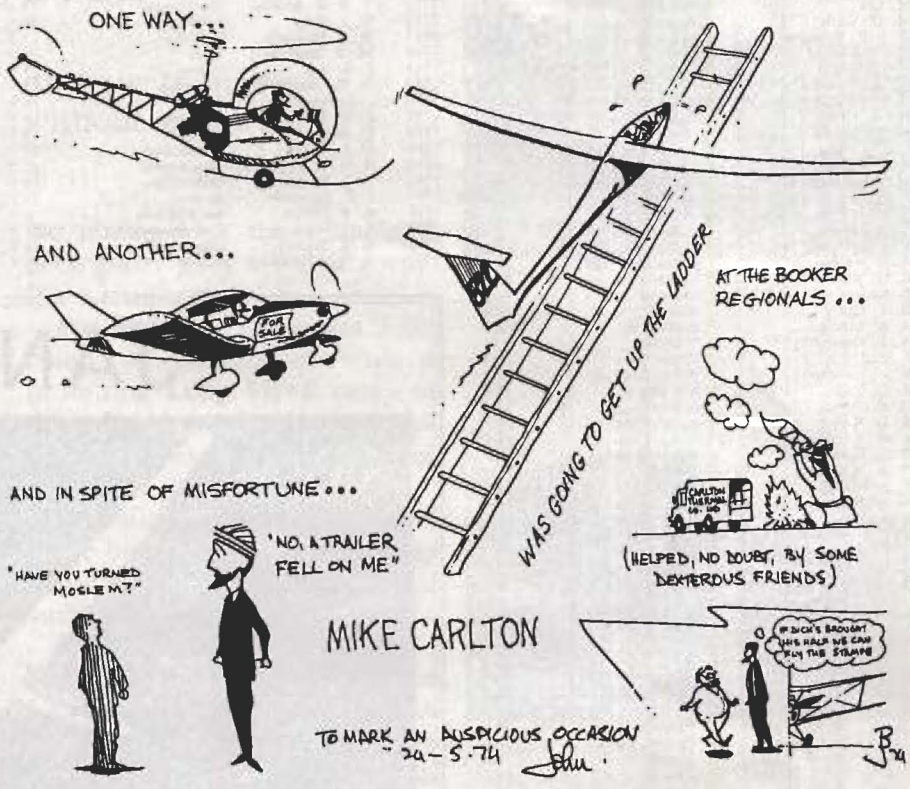
No.	Name	Club	1974
3/197	F. B. Reilly	SGU	3.6
3/198	K. Kieley	Fulmar	18.3
3/199	D. C. R. Pearce	Cambridge Univ	9.6
3/200	A. I. Kenworthy	Yorkshire	21.7

GOLD C COMPLETE

No.	Name	Club	1974
410	H. A. Torode	Cranfield	29.5
411	M. D. Wells	Enstone	4.6
412	R. C. Bull	Lakes	29.5
413	G. H. Crawshaw	Yorkshire	3.6
414	E. C. Neighbour	Derby/Lancs	31.5
415	D. M. Pillans	Derby/Lancs	30.5
416	H. A. R. Haresign	P'boro/Spalding	9.6
417	J. H. Welsh	SW District	30.5
418	E. L. Wright	Chilterns	4.6
419	T. E. Linee	Dorset	26.5
420	B. G. Nicholls	Chilterns	29.5
421	T. E. Macfadyan	Cotswold	16.6
422	A. K. Mitchell	Southdown	13.6
423	A. I. Kenworthy	Yorkshire	30.5
424	P. G. Cook	SW District	20.6
425	G. K. Fryer	Surrey/Hants	14.5
426	R. G. Rodger	Surrey/Hants	29.5
427	J. W. A. Webster	Bristol/Glos	29.5
428	M. E. Carter	Yorkshire	29.5
429	J. H. Taylor	Bristol/Glos	9.6
430	H. Middleton	Coventry	6.7
431	R. B. Walker	Cambridge Univ	30.5

GOLD C HEIGHT

Name	Club	1974
D. D. Gay	Herefordshire	25.8
H. A. R. Haresign	P'boro/Spalding	9.6
J. M. Benson	Yorkshire	2.6
G. W. M. Neill	Angus	3.6
T. E. Macfadyan	Cotswold	16.6
J. M. Chisholm	Highland	19.1
I. H. Murdoch	Stratford-upon-Avon	9.6
F. W. McCann	SGU	4.6
J. H. Taylor	Bristol/Glos	9.6
T. N. B. Bradley	Hambletons	19.1
M. A. Hinks	Midland	6.7
H. Middleton	Coventry	6.7
R. E. Stephenson	Clevelands	21.7
M. A. Critchley	Portsmouth	20.7
M. B. Jefferyes	Essex	6.7
A. Lightfoot	Hambletons	21.7



Mike Carlton, competing in his first Regionals this year, adopted a James Bond style to cut travelling time. John Blake illustrates Mike's versatile arrival at the Wycombe Regionals when he came by helicopter with his crew in a light aircraft.

No.	Name	Club	1974
	P. N. Mawhood	Midland	6.7
	A. Batters	Ouse	21.7
	N. K. Brown	P'boro/Spalding	17.7
	R. W. Asplin	Avro	6.7
	P. A. Blacklin	Derby/Lancs	20.7

GOLD C DISTANCE

Name	Club	1974
H. Cook	Thames Valley	29.5
H. A. Torode	Cranfield	29.5
M. Lee	Essex/Suffolk	29.5
M. D. Wells	Enstone	4.6
K. J. Cadman	Coventry	19.5
B. Morgan	Derby/Lancs	31.5
R. C. Bull	Lakes	29.5
G. H. Crawshaw	Yorkshire	3.6
E. C. Neighbour	Derby/Lancs	31.5
D. M. Pillans	Derby/Lancs	30.5
M. C. Davies	Bristol/Glos	29.5
J. E. Graves	Devonshire Soaring	29.5
J. H. Welsh	SW District	30.5
M. H. B. Pope	Thames Valley	14.5
J. M. Woodford	London	14.5
E. L. Wright	Chilterns	4.6
R. F. Lovett	Portsmouth	13.6
T. E. Linee	Dorset	26.5
Anne Walker	Cambridge Univ	29.5
B. G. Nicholls	Chilterns	29.5
B. Keogh	Swindon	14.5
D. P. Catt	Bicester	14.5
A. K. Mitchell	Southdown	13.6
A. T. Kenworthy	Yorkshire	30.5
J. Mast	Bristol/Glos	19.5
E. V. Goodwin	P'boro/Spalding	19.5
P. G. Cook	SW District	20.6
G. K. Fryer	Surrey/Hants	14.5
R. G. Rodger	Surrey/Hants	29.5
J. W. A. Webster	Bristol/Glos	29.5
D. B. Britton	Bannerdown	20.5
D. P. White	Bicester	4.6
T. S. Zealley	London	29.5
M. E. Carter	Yorkshire	29.5
J. H. Taylor	Bristol/Glos	29.5
P. S. Whitehead	Cambridge Univ	4.6
C. D. Rowland	Bath/Wilts	19.5
R. B. Walker	Cambridge Univ	30.5
R. G. Pitman	Kent	4.6

SILVER C

No.	Name	Club	1974
3679	A. Alsford	Lakes	7.6
3680	Charmain Middleton	Surrey/Hants	26.5
3681	G. W. Howard	Thames Valley	29.5
3682	P. Hubbard	Derby/Lancs	26.5
3683	M. V. Boyden	Wrekin	8.6
3684	R. E. Ward	P'boro/Spalding	29.5
3685	I. Naylor	Thames Valley	4.6
3686	R. M. Bucy	Bicester	4.6
3687	D. F. Porter	London	19.5
3688	P. Russell	Doncaster	29.5
3689	E. J. Mason	Surrey/Hants	6.5
3690	R. H. Partington	Lakes	29.5
3691	W. T. Lewis	Cornish	4.6
3692	C. E. Broom	London	19.5
3693	M. R. E. Stillingfleet	P'boro/Spalding	30.5
3694	B. Elliot	Fenland	1.6
3695	D. L. H. Sampson	Dorset	29.5
3696	R. Parkinson	Eagle	19.5
3697	M. A. Clarke	London	7.5
3698	C. N. H. D'Arcy	Surrey/Hants	4.6
3699	K. Pemberton	Dorset	13.6
3700	T. Dunne	Yorkshire	14.5
3701	C. V. Perkins	Cambridge Univ	7.6
3702	E. Yates	Yorkshire	19.5
3703	P. Hopkins	Four Counties	19.5
3704	A. D. Mitchell	Portsmouth	4.6
3705	J. T. Aitken	Lincolnshire	19.5
3706	W. Chew	Cambridge Univ	13.6
3707	P. Wilkins	Thames Valley	4.6
3708	J. Todd	Blackpool/Fylde	2.6
3709	G. E. Headey	Wrekin	8.6
3710	W. T. E. White	Kent	29.5
3711	R. R. Pilcher	Airways	3.6
3712	P. J. V. Verkroost	Imperial College	16.6
3713	M. L. Belfield	Dorset	29.5
3714	D. W. Townend	Bannerdown	18.6
3715	C. C. Sherlock	Crusaders	8.6
3716	B. Howard	Derby/Lancs	31.5
3717	B. C. Madelin	RAE	13.6
3718	J. Grainger	Yorkshire	25.5
3719	J. J. T. Taylor	Clevelands	20.6
3720	W. G. Coombes	Bristol/Glos	4.6
3721	D. P. Paxton	Borders	19.6
3722	E. D. Burke	Cotswold	26.5
3723	R. F. Weidner	Airways	13.6
3724	J. Simkins	Clevelands	2.3
3725	R. A. E. Witheridge	Dorset	29.5
3726	A. R. Howard	Dorset	29.5
3727	D. A. Yeates	Ouse	18.6
3728	G. Parkin	Phoenix	23.6
3729	R. J. Thompson	Two Rivers	23.6
3730	E. G. Martin	Bristol/Glos	15.6
3731	R. Perrin	Enstone	29.6
3732	H. G. Manthorpe	Thames Valley	13.6
3733	R. L. Fox	Wolds	29.5
3734	P. J. Walton-Smith	631GS	9.6
3735	R. Johnson	Surrey/Hants	7.5
3736	E. R. R. Stewart	Inkpen	4.6
3737	D. A. Jordan	Two Rivers	23.6
3738	W. Tootell	Bicester	29.6
3739	Cherry Sinock	Cornish	4.6
3740	I. D. Sinock	Cornish	29.5
3741	V. S. W. Dawson	Bicester	6.7
3742	D. G. Brett	Bicester	6.7
3743	J. M. Chisholm	Deeside	11.7
3744	G. C. Bawden	Fenland	16.6
3745	D. P. Butt	Wrekin	3.7
3746	N. F. Kimberley	Midland	9.7
3747	J. S. Halford	Enstone	15.6
3748	D. M. Phillips	Inkpen	16.6
3749	R. Bee	Avro	9.6
3750	L. I. Lee	Kent	14.5
3751	T. N. B. Brasley	Hambletons	27.4
3752	D. J. Crisp	London	20.7
3753	W. J. Helfrecht	Oxford	17.7
3754	M. B. Jefferyes	Essex	1.7
3755	J. A. Ash	Oxford	11.8
3756	D. G. Murray	Yorkshire	29.5
3757	I. Corkwell	Avro	14.7
3758	P. N. Mawhood	Midland	6.7
3759	C. Berry	Coventry	23.7
3760	D. L. Davis	Herefordshire	27.7
3761	R. M. C. V. Bailey	Buckminster	17.7
3762	N. J. Humphries	Bristol/Glos	20.7
3763	J. E. Reynolds	Bicester	23.7
3764	R. P. Davies	Essex/Suffolk	6.7
3765	J. F. Tague	Two Rivers	21.7
3766	B. D. Harvey	Cranwell	14.7
3767	P. R. W. Duffey	Airways	18.7

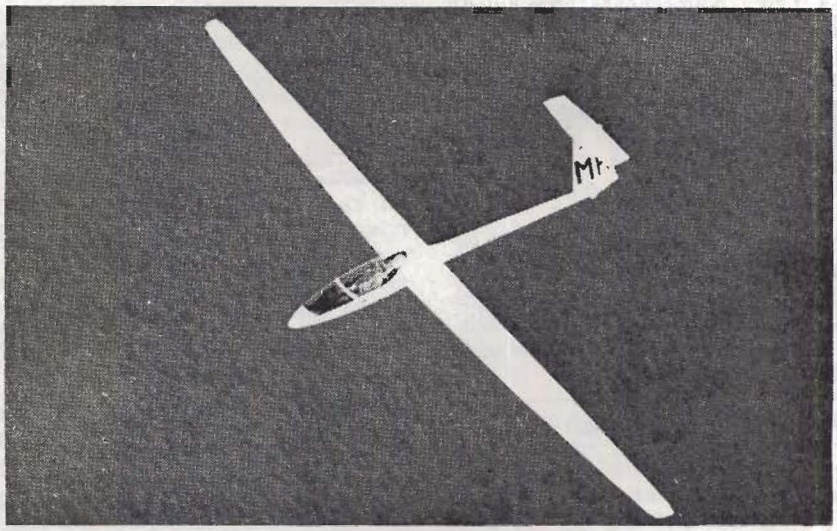
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The Container Saga —

or how to live without a towbar







No matter what the obstacle, a keen glider pilot will find a way. It's an unwritten law.

For instance, there was John Nunn of Newmarket with a promising Long Mynd camp in the offing and only his MGB sports car to take him and his glider the 170 miles.

He allowed himself a brief pause for gloom before sizing up one of the family firm's removal vans.

It looked big, it was big . . . Three hours later at the Cambridge University Club, with the help of a tractor and eight bodies, he had the glider plus trailer stuffed into the van in just 15 minutes.





But he had to keep it legal—a "danger long load" notice on the back seemed to satisfy the police, for none stopped him on what he described as his easiest drive from Cambridge to the Long Mynd.

Coming back wasn't quite so neat. He put a towbar on the van and drove a 62ft nightmare home, the trailer chugging along with an independence of its own.

John thought it would be simple, but given the choice it would be the trailer inside the van everytime—that's if he could ever find eight "willing" members to do the shoving.

He says he is now giving estimates to anyone wanting their glider and trailer transported—the Nunn way saves wear on the tyres.





Photos: Clifford King

OVERSEAS NEWS

Please send news and exchange copies of journals to the Overseas Editor: A. E. Slater, 7 Highworth Avenue, Cambridge, CB4 2BQ, England.

100mph BARRIER BROKEN

The world's first speed record of more than 100mph over a 100km triangle and the world feminine record for speed over the distance were broken on July 18 by two American pilots flying Kestrel 17s from El Mirage Field, Adelanto, California.

Ken Briegleb claims his record with a speed of 165.35km/h. This has been held by Klaus Holighaus of West Germany since August 14, 1973, with a speed of 159.24km/h in his Nimbus 2.

The previous USA record was 142.6km/h, set by Ken's brother, Ross, flying a Diamant 18 at El Mirage on July 25, 1970.

Lee Tweed, who like Ken lives near El Mirage Field, covered the same triangle at 123.75km/h. She claims the world feminine speed record from Adele Orsi of Italy who has held this since August 17, 1973, with a flight at 120.15km/h in a Kestrel 604.

Betsy Howell set the previous national record in a Std Cirrus at Odessa, Texas, on August 14, 1973, with a speed of 110km/h.

Both Ken and Lee completed triangles the day before at speeds greater than the current national records—Ken at 151.75km/h and Lee at 115.4km/h, and were flying at the same time in the afternoon of July 18.

They used only one thermal each after crossing the start line, Ken rapidly climbing to 12000ft and then flying directly on course to his first and second turning points. He left the second at 8300ft and lost only 300ft for the next 8km or so before increasing his speed for the rest of the flight, averaging 239.7km/h on the last leg. (Both flights are subject to homologation.)

ALPINE RECORD

Jochen von Kalckreuth, the famous Alpine soaring pilot, has put up a German out-and-return record of 884km with a flight along the Alps and back in his Kestrel "Orion", according to *Aerokurier*. He started at 8.13am from Turnau in Oststeiermark. He reached Aigen at 9.24, Zell am See at 10.31, and Sils Maria (turning point) at 13.15, having averaged 99.6km/h. He arrived back at 17.29, having averaged 115.2km/h, it is stated, though his average speed over the whole course is given as 95.3km/h.

He beat by 70km the previous record by Günter Cichon, who also started from Turnau, on May 23, 1972. The world record for out-and-return is 1260km, set up by W. C. Holbrook in USA in a Libelle H-301.

HOLIGHAUS AND "JANUS" 500km TRIANGLE RECORD

Klaus Holighaus and his co-pilot Reinhold Wenzel took just over six hours to put up a new German record with the first two-seater flight round a 500km triangle, in the new Janus starting from Aalen-Echingen with turning points at Regensburg and Bamberg, during the Bayern-Wurttemberg Championships. — *Der Adler.*

MULTITUDE RECORD

The Glasflügel firm had sold 500 Std Libelles by mid-February, according to *Flugsportzeitung*. This makes it the most numerous plastic sailplane in the world. It still has some way to go before catching up with the wood-and-fabric Grunau Baby, of which, according to two different sources, 40000 were made.

MOUNTAIN SOARING CONTEST

In the annual Mountain Soaring Contest at Vinon in Southern France, Humphry Dimock won the first day among 11 entries in the Open Class and was placed 3rd, 3rd, 4th, 4th and 5th on subsequent days, all of which were won by Delvine of France in a Nimbus 2, who therefore won overall, while Dimock finished 5th. In the Standard Class, with 44 entries, leading pilots were: 1, Peter (Germany) in H-203; Ramlet (France) in LS-1D; 3, Ragot (France) in LS-1D.

In the French National Championships "Air" at Romorantin, F. Henry won in the Standard Class with an LS-1D among 27 entries, and R. Geskis in an ASW-17 won in the Open Class with two entries. — *Aviasport.*

EASTERN EUROPE INTERNATIONAL

In a separate Class for women at the International Contest for Eastern Europe countries, flying Standard Class machines, leading pilots were: 1, Maria Bolla (Hungary); 2, Eda Laan (USSR); 3, Judit Pollerman (Hungary), followed by pilots from Poland Czechoslovakia and Bulgaria. Leading in the men's Class were: F. Kepka (Poland), J. V. Vavra, and T. Vala (Czechoslovakia), S. Zientek (Poland). In the Open Class, S. Matousek and J. Satny (Czechoslovakia), H. Muszczynski (Poland). — *Skrzydlata Polska.*

TESTING FINLAND'S THERMALS

Pilots from Germany, Austria, Belgium, Norway and Poland took part in a contest in Finland at the 1976 World Championship site, starting on July 3. The first task for the Open and Standard Classes was a 303km triangle. Nobody completed the course. Cloudbase on the second leg was at 500m. The Club Class had a 152km out-and-return; nobody completed it.

Leading scores in the Open Class were H. W. Grosse (Germany), 2763pts and; A. Schubert (Austria), 2411pts. Henryk Pozniak (Poland) won the Standard Class, and E. Stol (Germany) the Club Class. — *(Aerokurier)*

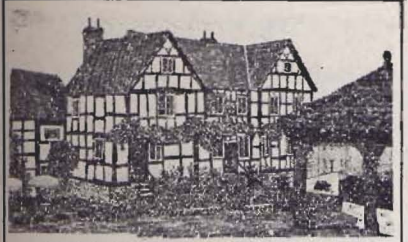
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WINNING on the wind

by George Moffat

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your letters

RATING AND HANDICAPPING

Dear Editor,

In order to obtain a rating sufficiently high to gain a place in the Standard Class Nationals, pilots need to buy an Open Class glider in which to be competitive in the Regionals. This statement is polemical but contains the substantial facts of the paradox.

Might the following solutions be considered?

1. To run at least one Standard Class Regional (a large Regional could be split into Standard and Open with separate rating potentials).
2. Widen the handicap spectrum in a realistic way, *ie* Nimbus 2/Kestrel 19,70%, Std Cirrus/Std Libelle,100%, K-6E,120%.

From the practical experience of this year's Nationals in particular, it was apparent that the Open Class was 30% faster than the Standard Class over identical or similar tasks.

Chandler's Ford, Hants A. J. WATSON

A reply from Ian Strachan, Flying Committee Chairman.

Tony Watson's statement may be polemical to Kestrel and Nimbus pilots, but the Flying Committee recognise more than one grain of truth therein!

As Tony rightly points out, there are two solutions to the problem:

1. Improve handicapping to allow for modern trends in task flying. The system set up in 1967 did not allow for any wind because at the time it was thought that the closed circuit tasks that were flown would be balanced by downwind tasks. This is no longer so and we must allow for the closed circuit task flown in winds of up to 25kts at soaring heights. This is in hand (see S&G April 1973, p93) and will be in force for 1975. Lower performance gliders will be much more fairly treated. But it is not possible to allow for the fact that the high performance gliders cross gaps better, and sample more thermals than other types. So in addition we must:
2. Encourage contest organisers to have classes or sub-groups within their contest so that Kestrels are not competing with (say) K-6s. At the beginning of this year I wrote to all Regionals organisers encouraging them to do this—but the problem is that in this democratic society if the organisers want the "prestige" of Kestrels, Nimbi and 500km tasks, then the BGA can hardly say that they *must* run a Standard Class Regional. So encouragement, not force, should be the rule. I quote my letter, written before the 1974 contest season:

"If you have a large number of entries, or a large spread of glider performance, a division into classes will make task setting easier and scoring fairer.

"As long as the proposed classes contain ten or more gliders and are based either on International classes or on logical performance groups selected from the Handicap List, then the BGA will approve them (for rating purposes).

"Rating valuation will depend on the numerical size of the class, which will be treated as a separate contest for this purpose. Classes conforming (or nearly so) to International or BGA Nationals criteria will be fully rated.

"Other class proposals where the pilot standard is not high compared to other Regionals, may be devalued for rating on the basis of a formula which may be had on application."

Overall I would like to think that the Flying Committee is aware of the problem. But this airing will be worthwhile because it may cause Regionals organsiers to opt for restricted performance groups for 1975. And who knows, the Flying Committee and the BGA Executive may decide to limit the permissible performance spread in rated contests by statute after all. Opposers of this view should express their views, as peacably as possible, to Ian Strachan.

DOC SLATER AND EDITORIAL INDEPENDENCE

Dear Editor,

The letter from Alan James in our August/September issue, asking about the Editorial independence of S&G and the fact that Doc Slater's 80th birthday falls on November 18, led me to re-read the article I wrote about Doc in the April/May issue in 1971.

It was Doc's strong and ultimately successful line against BGA policy at the time he became Editor of *Sailplane & Glider* in 1933 that established the value of Editorial independence which has ever since been written into the Terms of Reference of the Magazine Committee. If these were ever to be changed, so that the Editor and Committee became simply stooges of BGA policy, the inevitable effect would be the replacement of the sort of people who now do the jobs for the magazine by the sort of people prepared to be just that—stooges. They are rather hard to find in the British Gliding Movement, and looking round our present Editorial staff and committee I don't think any of us would be left.

So, congratulations and the affection of all of us to Doc, the prototype un-stooge, on his 80th birthday. Over 40 years ago he set us a pattern which has stood the BGA and its "official organ" in good stead.

Nettlebed, Oxon PHILIP WILLS

WAVE ELUDES RHODESIA

Dear Editor,

Rhodesia is in many ways a wonderful country for the glider pilot—plenty of space, spanking five-metre thermals, and cloudbase often at 15000ft asl (though ground also is high at nearly 5000ft). What we have not got is wave or, if there is wave, no one has succeeded in finding it yet.

So, although goal and distance Diamonds are comparatively plentiful, the home-grown three-Diamond pilot is indeed a very rare bird. Until recently the only gain of height Diamonds have been achieved outside Rhodesia.

Anyone contemplating a gain of height Diamond in Rhodesia has the daunting prospect of making it in cumulus cloud which could quickly develop into a giant tropical cu-nim, stuffed with lightning, hailstones like miniature icebergs, and wing-removing

turbulence. A lot of good pilots have thought of having a go and have then prudently let their minds turn to more pleasant ideas.

This is why we are rather proud of our Ian Robertson who, in October last year, took his K-6E to 24500ft asl in cloud for a gain of height of 18400ft. Ian thus becomes the first to win his three Diamonds wholly within Rhodesia.

Salisbury, Rhodesia S. C. MILLSOM
Hon. Secretary,
Central African Soaring Association

LADDER POINTS

Dear Editor,

As a champion non-finisher of declared tasks, I have come to feel that there should, perhaps, be a little more reward for effort than is presently the case with our club and National Ladder system.

How about 2pts per km for all closed-circuit tasks more than half completed? Non-completion would, of course, still be heavily penalised by the loss of speed points.

The present 1½pts per km for nearly completed, suitably ambitious tasks, seem a bit like the wet fish accolade—a possible disincentive to those willing to expose their mediocre skills to this form of public assessment and healthy competition.

The thought of 2pts per km, maybe with 1½ for less than half completion, would encourage those grander declarations which most of us need to make from time to time if we are to improve our cross-country speed flying technique.

Cambridge DAVID EVANS

WAVE — AND A WARM WELCOME

Dear Editor,

Ruth Tait could well have added something to her article Wave, Glorious Highland Wave (S & G June, p106) were she not so modest.

It is my considered opinion that of the 20-odd gliding sites in Britain on which I have dropped as an unannounced visiting pilot, the Highland/Fulmar set-up beats them all for the warmth of welcome, friendliness and the facility with which it permits visitors to fly. In the last respect it even beats Booker by a short head and most of the others by a hell of a length. Ruth and her husband Jim contribute to this in no small way with the unselfish way in which they invite visitors to fly their Oly 2B.

In two visits to Milltown I have yet to contact their wave but I'll take it on trust for on one day I was there the lennies were ranged across the sky like the plate stacks in a celestial canteen, and there was no aerotow available.

The surroundings are delightful, the members no less so and I'd advise anyone from points south to beat it northwards to the Moray Firth any time they can.

Belfast BOB RODWELL

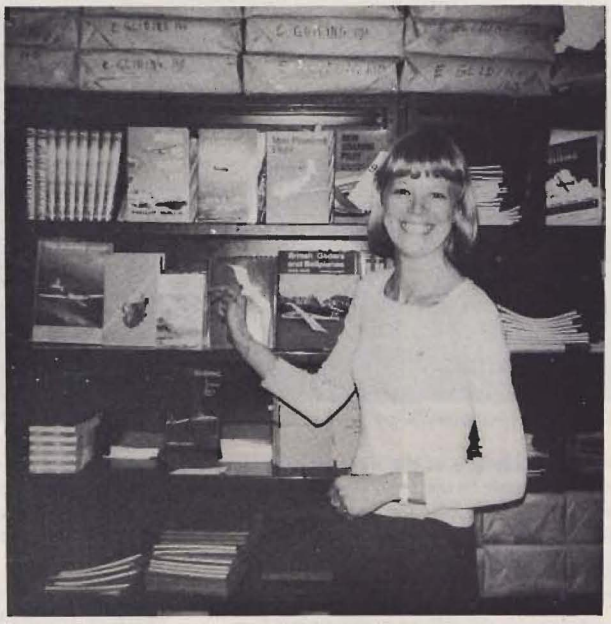
A LOOPY STORY!

Dear Editor,

The following extract from *The Sailplane*, July 1938, would surely grace any line book. In a letter describing his record flight in a M-22 glider, completing 147 continuous loops from 15400ft over Egypt on April 12, 1938, Sqn Ldr E. L. Mole writes:

"There is no doubt that giddiness whilst looping is accentuated by high altitude, and I found that after a while I was unable to read all the instruments. Later I was unable to find the aerodrome and landed two miles away in the desert. On stepping out of the glider I fell straight over backwards."

Fleet, Hants R. DARE



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club news

Another launch—Hotel-Tango towing the Essex & Suffolk's syndicate SHK. *Photo: J. S. Bradley*

The disappointment of the weather after such a remarkable start to the soaring season is a common theme in the club reports this issue. But there were some exceptional days—August 2, in particular, when four pilots flew 500km from Bicester, Booker, Dunstable and Lasham.
Copy and photographs for the December/January issue should be sent to the Editor, SBG, 281 Queen Edith's Way, Cambridge CB1 4NH, tel Cambridge 47725, to arrive not later than October 16 and for the February/March 1975 issue to arrive not later than December 4.

August 15, 1974 GILLIAN BRYCE-SMITH

BLACKPOOL & FYLDE

Our retrieve winch system now uses a third winch to pull back the retrieve wire, so that we can pull out two launch cables together. Thus our turnround time is now limited by ground handling of the aircraft, and we can move the cables even when the ground would be churned up by tractors.

We are using our T-21 for first solos these days, and several took place on our club camp during July. Two very good days of hill and thermal soaring made up fully for two days of clamp and hard work indoors, ending up with the excitement of an unintentional landing on top of the hill. The photograph shows the Swallow exactly where it came to rest among bilberry bushes, with merely a cracked skid. The wind was NNW, so the pilot was caught out by the wind gradient behind the next soaring face. The view faces south, and shows the vital fell close to our valley airfield, just visible in the foreground.

The farmer offered to run his tractor up, towing the trailer, but we preferred to carry the components down 1000ft over rough tracks as an easier and safer prospect.

Silver distances present some difficulties, for we have a Control Zone to the south-east, and Pennines to the north-east, so we aim to escape through the gap between Skipton and Harrogate where the fells only reach 1000ft. Cloudbase restricts our headroom more than Amber One does, and precise navigation makes it inadvisable to enter cloud. The 50km circle runs through a region of fells and tiny rough fields, so Bob Gordon had the galling experience to have to return to a field just short of 50km. However, our normal Silver goal is Dishforth at 83km and this has been achieved recently by Ron Smith, John Todd and Roy Greason. The best thermals seem to come off the higher fells, and this led Roy into wave to 9000ft over Pateley Bridge, fully realising that he didn't need this for his final glide!

Finally we are very sad to report the death of Harold Dunkinson in a launching accident, which wrote off the BG-135 just bought from West Wales, and which is still under investigation. He was a popular member, ever willing to use his Land Rover for all towing duties, and had become a very efficient Secretary. His perceptive comments in committee, and his witty articles in the newsletter will be greatly missed. We offer our sincere condolences to his wife and son.

K.E.

BORDER

Remember us? Down and over a bit from Berwick. We have been silent for some time but have been doing lots of flying. There have been at least two dozen first solos since we last wrote, including one by local vet Janet Holmes. Celia Fowler, who went solo at 16, chalked up a Bronze C leg on her first flight in the Skylark.

The "hill" has been working well on several days and with wave as well, a fair number of Bronze legs have been collected and our first duration by Gordon Beal. His example has since been followed by Alan Irwin and George Brown. Our site record has increased to over 7000ft in hill lift and wave—John Stafford's work. John also sailed away and completed his Silver distance and height in one trip. Tom Paxton has gained his height and distance for his Silver C and Charlie Donaldson is now a fully rated instructor.

Our new pride and joy, a Bocian, arrived earlier in the year, so we now have a fair fleet of club gliders with the Tutor, T-21 and Skylark.

L.M.V.

BRISTOL & GLOUCESTERSHIRE

At the time of writing, only five days remain before the start of Euroglide at Nympsfield. Preparations are virtually complete with the clubnouse and site never having looked better, thanks to the efforts of enthusiastic members under the eagle eye of Harpic, our Chairman. A full social programme is laid on with do-it-yourself barbecues and a full professional job scheduled for the final weekend. All we need is good weather.

Foxtrot Oscar, our spanking new Super Cub, is at last towing. It is now joined by our Terrier, which broke its undercarriage leg a couple of months ago and has been repaired by members.

The annual wave trip to Shobdon is again being organised by Howard Johns and scheduled for the weekend of October 19–20, with possibly a day or two on either side. As usual we would be glad to see some of our friends from other clubs in our wave search.

R.A.R.

CORNISH

Since we first started flying from Perranporth many years ago our existence has been a tenuous one. The airfield has been rented from our landlord on a licence that was renewable annually, and although this has worked quite well in the past, it did not encourage long term planning. Two years ago, our previous Chairman, Harry Hooper, opened negotiations to get our tenure put on a more secure footing and through continuing hard work, especially by our Chairman, Dennis Jenkin, and Secretary, David Pentecost, this has now been achieved. Many of the projects previously hampered by this problem can now go ahead.

The runways are getting first attention as they have had little maintenance since they were put down during the last war and, together with refurbishing the clubhouse, we expect it to be a busy winter. Some of the work on the clubhouse, which started with a new bar and then an extension to include another "loo", is already finished.

With so much ahead of us, it is such a pity that it has been an appalling summer, perhaps the worst we have had in memory. All thoughts of distance tasks have given way to keeping in practice with a circuit or two, or more hopefully an hour on the ridge, but even this has been poor recently. The

best of weather has turned up midweek, so that the courses at least have not suffered as much as the weekenders.

Our CFI, Ernie Hayman, is taking a well earned rest after seven years and now hands over to Noel Ellis. Noel won a Swallow for the club in one of the Wills Competitions and together with the rest of the club fleet of two K-13s and an Oly 463, it is still with us. D.E.P.

COVENTRY

June and July weren't very successful flying months at Husbands Bosworth, although we did manage six out of nine flying days at the Midland Regionals held here at the end of July. Club members Lemmy Tanner and Dave Robertson shared the first place in their Kestrel.

Clive Berry flew to Dunstable in the syndicate K-13 for his Silver distance and Dave Findon claimed his Gold height at Portmoak. Despite rumours that we don't have wave, two flights were made on July 13 with gains of around 8000ft.

Several attempts have been made recently to complete 500km triangles. Peter Partridge is the only successful pilot so far, but notable attempts include Chris Simpson (425km), John Cadman (460km) and Dave Robertson (482km). Dave took off at noon and managed to get round the two turning points before landing at Enstone 7½hrs later. With these very fine flights, more kilometres have been flown up to now this year than in the whole of 1973.

At last Mike Costin was bullied into taking an instructor's course and passed with the usual flying colours. It looks as though we are soon to have a change of CFI: many thanks to Claude Woodhouse for all he has done in a very thankless task. V.G.

DEESIDE

Although quiet in these columns this year, the club has been busy. Being aerotow only the Sunday ban hit us hard, but rather than just sit and look at the wave club members, inspired by Chairman Ian Jamieson and led by John Milne in his syndicate-owned road roller, started to build 200 yards of tarmac taxiway-come-access-road. This still needs finishing touches but it is a great improvement.

The petrol situation eased and we then got down to plans and costs of laying a tarmac runway—our grass strip was narrow and eroded and never got a chance to recover from intensive use.

To keep the cost down, members put in a lot of spade work, though professionals did the heavy excavating and tarmac laying. The runway, 650 yards long by six yards wide, cost more than £4000 and a fund was launched with various money raising ventures planned from hangar dances to an open day.

While the runway was being completed the Cub, Capstan and Bocian went to Milltown where they took part in their Longest Day celebration.

As for flying, the steady east winds of March relented to give only one wave day on which eight Diamond climbs were made. To encourage cross-country flying by club members, an inter (local) club contest was organised on National Ladder lines at Aboyne during the second week in July. Ten entered and the winner was Ian Chisholm (Deeside) with a Silver distance in the club Capstan. Les Joiner (Angus) K-6E was second, Henry Dyce (Highland) Skylark 3F third and Roy Wilson (Deeside) Olympia 2B fourth.

Alan Middleton's midweek operation is nearly fully booked from mid-September–October with 20 gliders a week at Aboyne. There should be two Super Cubs on the site with the Milltown Auster on call as standby.

There has been an influx of American members, mostly engaged in the North Sea oil operation, bringing our numbers up to about 60. Once the runway is paid for, the club will be looking for a glider with a higher performance than our Swallow. R.H.

DERBYSHIRE & LANCASHIRE

A mixed summer after the good spring hasn't curtailed our flying. Last year saw an improvement in our cross-country flying and this soaring season has been even better. Wave has also been apparent and some notable flights have been achieved. Peter Blacklin attained 14000ft in his Std Libelle and several pilots have been above 8000ft.

Mike Armstrong, instructing on one of our summer courses, fell off the road running to his caravan and broke his ankle. For the remainder of the week he was put in the back-seat of the K-4 each morning and taken out again at lunch. The procedure was repeated in the afternoon. We don't signal washout anymore: we shout "crutches".

Some of our members have competed in various Regionals. Several syndicates have visited other sites and we, in turn, have been hosts to pilots from clubs near and far. It's always interesting to see how the other half live and the gliding world must benefit by an exchange of ideas and experience. P.H.

DONCASTER & DISTRICT

We have replaced the Rollason Condor as our tug with a Piper Super Cub (G-BAFS). The Cub has been very busy since its arrival, towing into strong thermals and wave conditions as well as being in use for the many evening courses we have held for local associations, clubs and youth organisations.

Congratulations to Eric Shields for gaining his Bronze C legs within a week of going solo, to Lynne Broadhead who went solo on her 16th birthday and to John Ellis, in the process of becoming an instructor.

Finally, another vintage aircraft is to be based at Doncaster with the rebuilding of a Kite 2. G.W.

ESSEX

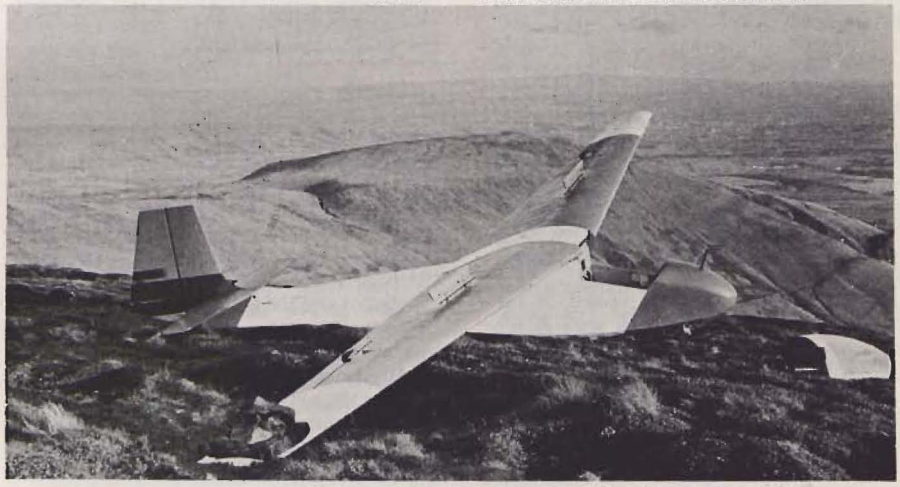
The weather has only been average lately but we have already exceeded last year's cross-country total, which was a club record.

An expedition to the Mynd was blessed with westerly winds and good thermals for a fortnight, with even wave on some days. Mike Jefferyes claimed his Gold height with a 7hr 20min flight only four days after completing his Silver C.

We were hosts to a party of German pilots from Ludwigshaven who flew over in three motor gliders and two light aircraft. They were entertained at our annual Riverboat Shuffle and the summer barbecue. We enjoyed swopping experiences and glider flights and, despite language difficulties, had a great time. A return visit is planned next year and we must thank Chris Nicholas for master-minding the operation.

The move to our new clubhouse, the airfield control tower, may have to be postponed because of difficulties getting an electrical supply. However, congratulations to the groups of members who have been decorating and refurbishing.

David Appleby and helpers have coped wonderfully with a new chore this year, keeping the grass cut on the airfield. It's no mean task with a field of this size.



Blackpool & Fylde's Swallow landed on the crest of Fairsnipe Fell on August 2, caught out by a wind gradient in a 15kt NNW wind. The view looking south is of Porlick with the airfield beyond.

Capitol Radio devoted an hour's programme to the club—good publicity for us, and the Gliding Movement.

S.E.C.

ESSEX & SUFFOLK

We think that we are tucked away in glorious isolation at Whatfield, five miles south of RAF Wattisham in Suffolk, but several visitors have skilfully found their way to the site lately. Naomi Christy, BGA Development Officer, appeared one July morning to have a look at us and later in the month we informally welcomed Rex Coates, a founder member and President of the Waikerie Gliding Club. It was interesting to hear of the preparations for the World Championships at first hand.

Our last report stated all gliders were serviceable, but things have changed in the space of an issue. Our K-2 had an aborted take-off and had to land in standing corn, which gave us a practical demonstration of how easily this can destroy a tailplane. The syndicate K-6E had a wing sliced in two and minor damage was sustained to the Skylark 3F. Fortunately for us Ralph Booker, as well as being our chief tug pilot, has now been promoted to senior gliding inspector and his services are certainly in demand.

As a change from Lightnings, Dave Cyster did some aerotowing with his wonderfully refurbished Tiger Moth and his brother's Sky, on a visit from Lasham, flew a Silver distance to Yarmouth.

Mike Lee, our Chairman, had an interesting flight and came down very excited after contacting cumulus wave lift, the first encountered over our flat site, which took him to 6300ft.

Our three summer flying weeks from Whatfield were good fun but didn't produce many excellent soaring days. Dave Sillett from Anglia RAFGSA made two valiant efforts in his K-6E on an out-and-return to Leicester, having six hours in the air on the first and returning to Bedford on the second attempt.

We look forward to a task weekend over the summer Bank Holiday. With a late harvest and stubble fires plentiful, the cross-country pilots should have plenty to cheer about.

C.C.S.

HEREFORDSHIRE

Shobdon continues to prove its worth as one of the premier soaring sites in Britain. A very good season so far has produced 10kt thermals, 6000ft cloudbase and wave to over 15000ft—and none of these being a rare occurrence.

The Lakes Gliding Club visited us for two weeks in June, broke all their club's previous hours and distance records and included a closed circuit 330km in an Oly 2.

A steady flow of our trained members are converting to the Pirat at Bronze C stage and Silver Cs are increasing. But there is still plenty of room for members and visitors, so come and see us.

K.W.

HIGHLAND

We held our longest day celebration on Saturday, June 22. It dawned bright and clear and the first flight was at 03.25. However, as the day progressed the cloud crept in and we finished with a 500ft ceiling and heavy drizzle. In spite of this we had 282 launches, whilst the ATC with three gliders on a separate launch line put up a remarkable 301 launches, an ATC record.

We welcomed visitors from Aboyne, Feshiebridge and points south, as well as many local residents interested in flying. What was lacking in the gliding was amply made up for by the splendid barbecue afterwards.

Some of the members attended a competition week at Aboyne from July 6–12. Conditions were disappointing and there were no spectacular flights, but it was enjoyable.

We were invited by the local Sports Council to put on a static display in Elgin's Cooper Park on July 22. The efficient rigging and de-rigging of the Skylark 3 drew some interested spectators, as did the excellent photographic display arranged by Jeff Howlett.

The Auster is back in service and aerotows to those distant thermals are once more a reality.

R.E.T.

IMPERIAL COLLEGE

Although we had several height and duration Silver legs flown in June, there were only two badge cross-countries. Tony Crease took the Dart on a 300km out-and-return and Pete Verkroost flew Silver distance to South Marston in the Skylark 4, closely pursued by torrential rain.

The club Dart, resplendent in go-faster tape over every joint, has been active in the Nationals and Lasham Regionals, although it unfortunately failed to put its pilots in the top placings.

Four of the club's most enthusiastic members, obviously tired of the early morning ballot for aircraft, have bought themselves a Dart 17R.

A.P.P.

KENT

The club's first task week was organised by Roy Hubble, CFI, at the end of July and was a great success. Tasks were set on each day and attempted on some occasions by as many as 15 pilots. The overall winner was Richard Pitman who flew both the club's Skylark 4 and the Capstan during the week.

Tony Moulany, Dart 17R, was the winner of League 2 for pilots up to Silver C. He just beat Dave Harris, mainly because he was the only one to complete a 100km triangle under difficult conditions. Geoff Avis deserves a mention for picking the best landing place of the week—on the lawns of a local hotel.

On a far more serious note, we are all very worried by the news that we will no longer be allowed to fly in the London TMA in VMC conditions. Unless its size is drastically reduced and/or its base substantially raised, our cross-country flying may be almost stopped. This is disastrous for a club with about 200 active flying members.

It seems so unnecessary when we have gone to great lengths to make certain that everybody knew, understood and obeyed the regulations. The possibility of penetration for competitions only is no use to the average club pilot. Let's hope that some more useful concession can be worked out.

C.B.

LONDON

After the good weather of the Nationals, midsummer proved to be very mediocre with no outstanding flights. Unsettled weather gave plenty of hill soaring and some thermal, and on the odd occasion some wave as well. Stewart Beck climbed to over 10000ft in his ASW-17, this in wave from the Cotswolds. Several Gold C distance attempts ended in failure during June and July.

However, on August 2 several pilots, on what initially seemed a rather poor day, were rewarded with improving weather as the hours went by. Bob Terrett completed a Gold and Diamond goal triangle via Andover and Evesham, a well worn, but previously uncompleted path. Mike Garrod set off on the only task which eluded him in the Nationals, and completed an out-and-return to the Long Mynd. The most outstanding effort of the day was a 506km triangle by Carr Withall in a Kestrel via Shobdon and Bury St Edmunds, taking just under seven hours. His final glide, into wind, was from Cambridge. Needless to say, there was champagne all round in the bar that evening, this being the third completed Diamond triangle by a London Club member.

The AGM early in May saw little change in our general committee. Mike Fairman has taken over from Mike Garrod as Flying Committee Chairman. Tom Zealley remains in the seat as Chairman, a post which he has held unceasingly for ten years.

Since the Humphries have taken over the catering and bar, we have seen some improvements in the bar and restaurant. We now have a colour TV to entertain us on wet days, and it even keeps the younger populace occupied when the soaring is good! The Humphries have also organised some social events, including a "Mediterranean" evening.

Gliderwork

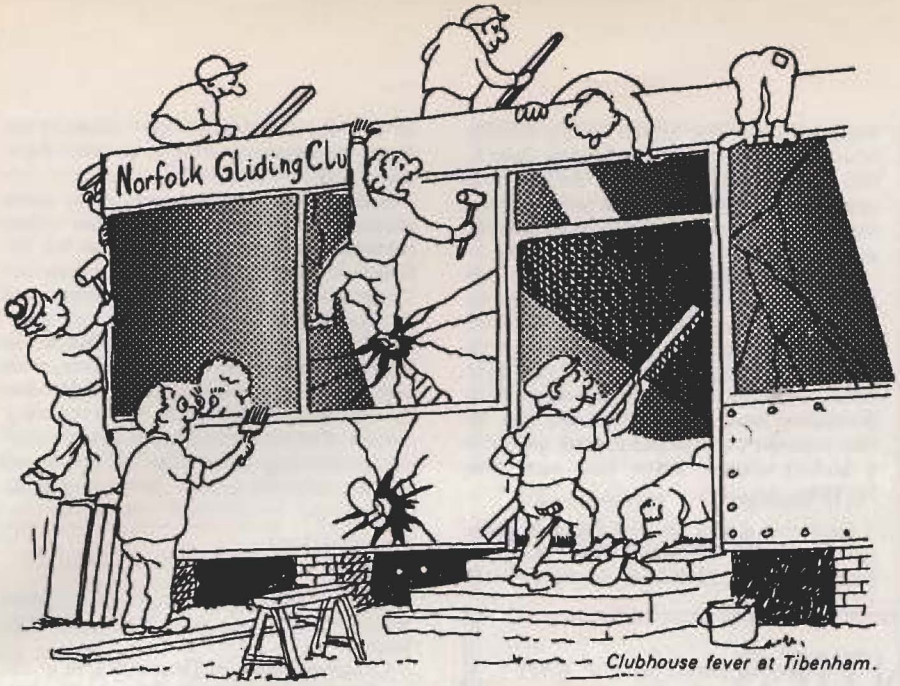
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Clubhouse fever at Tibenham.

We now have an active Octogenarian in the Club, and one of our founder members —Dudley Hiscox. Dudley still flies solo in a private Skylark 3 in partnership with Dan Smith (another founder member). Coming down the scale a bit, Dan's daughter Angela has recently been back to England for a month, having been in South Africa for over two years. She has yet to complete her third Diamond, this being difficult to achieve now owing to height restrictions in that part of the world.

M.P.G.

MIDLAND

What a season! The flying log shows thermal, hill and wave days in plenty. July 6, for instance, gave a number of climbs exceeding 10000ft. Mel Hinks (Dart 15) and Philip Mawhood (K-6E) claimed Gold height, Philip using his climb for a downwind dash for Silver distance. Dave Carson (Pirat) got a gain of 13250ft. The pilot of a visiting Cirrus landed registering equal parts elation and frustration—first wave flight—rapid climb to 12000ft—and no barograph. Bob Scarborough landed after a similar flight and found his barograph had not been switched on.

All this super soaring has been good for Silver legs too. Brian Quennell and Chris Aldiss flew Oly 106 to Nympsfield on consecutive days to complete their Silver badges, and Norman Kimberley claimed his by going to Long Marston.

W.J.T.

NORFOLK

In the last edition of S&G mention was made of the theft of a parachute from a Skylark's wingtip. We are pleased to report that it was eventually recovered—having been apparently "borrowed" for use as a power-boat brake.

During July/August, four one-week *ab initio* courses were held at Tibenham resulting in several new club members.

Having had two open days cancelled by bad weather, we are hoping for a third-time-lucky choice this year—Sunday, September 15.

In an incredibly short time a devoted band of members have erected the new clubhouse and set about the formidable task of decorating and fitting out ready for the official opening planned for October 5, assuming there are no further complications such as when Chairman John Wood fell through the floor.

C E H

NORTHUMBRIA

Since our appearance in the April issue much has happened. We have bought a Blanik and put the T-21, T-31 and Grunau up for sale. A Cobra and two Pirats have joined the private fleet.

At our annual dinner-dance on June 7, our Chairman, Jack Little, presented copies of Bill Scull's "Principles of Flight" to all members who went solo during April 1973 to April 1974.

Don Ingle, David Pattison and Dennis Driver have completed their Silver Cs. Terry Harrison flew to Sutton Bank for his distance and George Brunton did his five hours. Pauline Little is now our only solo woman pilot, having achieved this in the T-31—brave girl.

During July our club ran a course for the NCB apprentices which was one of many outdoor activities arranged by the NCB Social Welfare Organisation. Apart from a couple of days poor weather, it was a success and the club will feature in a film being produced by the NCB (incidentally our landlord) showing these various activities. The local press gave us some excellent coverage. This course was the first of its kind in the country with the possibility of more to come.

Our sympathies go to Mrs Ian Cook and family for their recent tragic loss of husband and father. Ian was a much respected member and also Director of the Tyne Tees television programme which on several occasions had featured our club.

A.J.I.

OUSE

Kidnapped—By Glider. A true story from the heart of Yorkshire.

Dave Smith and Ray Rogers set off in the Blanik for the coast but had to land at the Wolds Club at Pocklington. Our tug went to get them back but on arriving there the pilot was asked to give our friends a few tows. Afterwards, when he saw the Bocian lined up, he presumed it was time for home and duly towed the glider back to Rufforth.

Unknown to him, a Wolds member asked for a trip in the Blanik and was deposited at our club with Ray Rogers left at Pocklington more than 20 miles away. After a few red faces, we exchanged members.

G.M.

OXFORD

August 11 was quite a day. It was Chris Putt's 16th birthday and he celebrated it with two well-judged circuits to join the small number of people who soloed at the earliest opportunity. Ian Grant and John Ash flew to Henlow and Andrew Henderson stayed up for five hours, all three completing their Silver C.

These three legs are added to a mounting total which makes this year a record for Silver C, seven having been completed so far. Much of the flying has been done midweek. Achievements are distance by Graham Barrett and Bill Helfrecht with a distance and duration by Alex Mackay. There have also been a number of closed circuit cross-countries in the K-13, the most notable being a 100km triangle by Dave Lidbury and Alex Mackay.

J.R.

PETERBOROUGH & SPALDING

It's a long time since you last heard from us so to give a current appraisal of our operations, we have three powered aircraft flying under the club banner as well as our three two-seaters and seven high performance solo gliders.

In addition to our normal weekend and Wednesday afternoon flying, we have run a series of weekday training courses, three for our own members and two for the local Education Authority.

The assistant instructors' course at our airfield in early June gained us another three assistant instructors to make a total of 14, all of whom have qualified by attending a BGA Coach course. We are already organising further training for 1975, running an "Introduction to Gliding" course within the framework of the Adult Education Organisation It starts in the spring with midweek practical and theoretical flying training.

Attainmentwise, the year has been a wow! Pilots Fidler, Goodwin and Haresign each gained Gold C distance and Diamond goal with 300km triangle flights and Haresign and Norman Brown got their Gold height with climbs in excess of 11000ft.

There were over a dozen Silver C flights with durations of more than five hours and numerous 50km trips. Congratulations to Derek Murray on being made a BGA inspector.

Socially we celebrated our flying achievements in advance in mid-June with a "drink in" and held a supper dance in July.

J.V.L.

SCOTTISH GLIDING UNION

The purpose of Operation Farglide was described in the June–July issue of S&G by Nick Goodhart. As he indicated, Portmoak has been selected as the point of departure, the attraction being the possibility of getting a good start early in the morning in wave. So the SGU had been waiting in expectation for the arrival of the pundits who were to take part. On Sunday, June 9, two arrived with a Nimbus and retrieve crew each. The Met man had indicated that the weather would be right for an attempt on the Monday or maybe the Tuesday.

The formalities were gone through on Sunday evening and everything was set up for an early start the next day. However Monday dawned bright and clear with not a wave cloud in sight and a very light wind. Tuesday looked much more of a possibility from the Scottish end but by that time the pundits had retired, one with a broken aileron. Better luck next time Farglide.

Since that day of abortive Farglide, there has been some very good wave, one pilot having been to 23000ft or above on two, or is it three, separate days? There is no doubt that wave soaring is possible from this site at any time of the year.

Since the wind has decided to start blowing from the west again, our pilots have been gaining their duration leg for Silver C with monotonous regularity. There have also been several height and distance legs gained for Silver C.

We took delivery of a new Bocian in July, so that the club now has its very own high performance two-seater which has already proved its worth as a training aircraft. Particularly evident is more careful circuit planning because of the non speed limiting airbrakes.

K.E.B.

SHROPSHIRE

July saw the arrival of our Chipmunk which we find very well suited for aerotowing.

Congratulations to Dennis Pearce in the syndicate K-6 on gaining Silver height with a climb of 11500ft on July 20, narrowly missing a Gold. This was followed the next day by Barry Bate climbing to 7600ft in wave in a 20kt westerly, also getting Silver height.

Ken Brett had an interesting experience when he rocketed up to 10000ft inside a cu nim. He emerged from the side, thinking he was near the top, to shake the ice off his venerable old Sky, only to see it towering up a further 5000ft. We don't know why he didn't return and chase his Gold height. Could it be the frostbite?

D.V.

SOUTHDOWN

We have settled in at our new site. The weather hasn't been too kind but one or two members have managed good soaring flights at respectable heights.

It was interesting to see everyone from instructors to the early solo pilots getting in their obligatory "one circuit and three cable breaks" to acclimatise them to the somewhat different country.

We are pleased to record Keith Mitchell's achievement when he gained Gold distance and Diamond goal from Lasham on June 13. I believe it is our first 300km. We also held our first course in July when two members, Harry Wainwright and Ian Bell, soloed.

A great deal of work has been done in the clubhouse and on the site. We are grateful to Chris Berry and Harry Wainwright for their organisation and practical help, and to Joan Cloke and Kath Mitchell who have revealed a great talent for painting.

Margaret Norton and I have been trying to raise cash by producing midday snacks. We are showing a modest profit which will help us buy new equipment to go on to more ambitious menus.

SOUTH WALES

We recently held our AGM when Chairman Norman Evans reviewed the club's activities and spoke of the tremendous amount of

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work by members. On the winches, Malcolm Uphill's new style roller boxes restored front end reliability and Brian Wood practically rebuilt one power-house. A weak-link system has been started by John Cole, Bill Turner is suspected of keep-it-running mechanical repairs and Andrew David and henchmen continued clubhouse finishing.

The list was endless and the Chairman thanked everyone for their help, particularly John Grehan whose tug has elevated activities to a higher plane.

The elections were under the new President, Dennis Bryan, who manages to slip this duty in with aircraft maintenance, technical aspects, helping his wife run the bar, etc. Danny Roberts will continue as CFI.

Membership needs increasing and fortunately newcomers are starting to appear. Probably the best recent publicity effects were made by the BBC and John Sorrel's car stickers. B.J.E.

STAFFORDSHIRE

The club's twelfth annual course week in July was the eleventh to be run by Boris Clare. Peter Chadwick and Roger Pendery went solo on the course which attracted 22 members. Other pilots to go solo recently include Peter Lowe and Frank Davies.

The gulley which prevents a direct EW launch run being used is to disappear. Drainage has been installed and arrangements are in hand for filling and levelling. When completed this will be a valuable addition to our facilities. F.B.

SURREY & HANTS

After the great events of early summer, the weather has been a great let down. However an improvement came towards the end of July and on August 2, Paul Loewenstein took the club Kestrel round our 500km milk run, Knighton, Melton Mowbray; the second time that glider has flown that task this year. On August 5 four 300km flights resulted from a rapidly rising cloudbase, the best being an out-and-return to Dunkeswell in 3hrs 42min. Colin Street completed his Gold C and Diamond with a flight to Gloucester and Blandford, using the good sea breeze to return to Lasham.

The Regional Comp was almost a non-starter but the weather just allowed the bare minimum of contest flying to qualify the results for BGA rating—see full report under Regional Roundup.

All sights are now on the annual migration to Portmoak with hopes of completing Golds and Diamonds begun in the heady days of May. C.L.

ULSTER & SHORTS

Comments by Chris Lovell and Rika Harwood in the last S&G on how great the season has been have gone down like a lead balloon over here where the summer has been, in the local argot, "des'prit". The gruesome weather has given us relatively little good soaring since the late spring and few cross-country flights. The last of these, as I write, was an abortive Silver distance attempt by Billy Craig, who fell about 2km short when the lift died on him as he clawed desperately towards a juicy cloud street some way ahead.

A few days earlier both he and Jim Weston had returned from a few days' "Scull"-bashing at Booker with shiny assistant instructor ratings. With this increase in the instructor force we are now making full use of both the Blanik and Capstan and a satisfying number have gone solo in recent weeks. R.R.R.

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WOLDS

Our new hangar has proved to be a great boon and is bursting to capacity with the club's two K-7s and Skylark, two powered aircraft and a syndicate owned Blanik, K-6, Spatz and Tutor. We are also completing trials with a new tug which should be a great asset.

Our flying week in August was a great success with two Silver C heights, two solos and a C and Bronze C half hour on the same day by Arthur James, one of the new solo pilots.

A social evening was held at the end of the course when we said goodbye to Mary and David Dixon who are moving to pastures new. They will be greatly missed as Mary was our hard working Treasurer and Dick a staunch member of our band of instructors. Our best wishes to them both.

We would be pleased to see any instructors living in the area who would be prepared to step into Dick's shoes! J.F.

WYCOMBE AIR PARK

For the first time in two years the weather permitted us to hold our first task weekend on August 4–5 when a 100km triangle was set. Good weekday weather, unlike the weekends, has given more pilots their Gold distance and Diamond goal than we can count. J.M.C.W.

YORKSHIRE

Following the good thermal conditions earlier in the season, a return to prevailing westerlies has provided more wave opportunities. Several Gold and Diamond heights have been achieved and Barry Goldsbrough set a new record for a flight from Sutton Bank with a gain of 23450ft on July 20. Visibility that day was superb and Barry was rewarded with a panoramic view taking in the Irish and North Seas, the Scottish mountains, and the outlines of the Welsh and East Anglian coasts. After a couple of halves in the bar his story was extended to include Ireland and France, but we have asked for photographic evidence!

Our second hangar has been completed, providing much needed additional accommodation for our club fleet. Apart from the convenience of keeping all aircraft fully rigged, the chances of minor damage due to packing aircraft tightly together are greatly reduced. It is planned to add a new workshop to the building complex when funds are available.

The Northern Comp has been a success this year, six contest days being achieved—see Regional Roundup. P.L.

SERVICE NEWS

BICESTER (RAFGSA Centre)

Although far from perfect, the July weather did allow the completion of four Silver Cs by club members. Fred Archer completed his with a well deserved gain of height and Bill Tootell, Vic Dawson and Dave Brett flew distance legs.

Frank Burgess and Simon Field took their syndicate Std Libelle to the Midland Regionals and finished a creditable eighth, in spite of losing a contest day through undercarriage repairs.

We at last achieved our first 500km flight from Bicester when John Glossop took his Kestrel round the Salisbury/Lincoln triangle on August 2 to claim his third Diamond. As John is entered in Euroglide, it is hoped this augers well for him. August continues well with five hour legs for Lisa Cooke and Barry Brock.

One of our youngest members, Jeremy Beringer, flew solo close to his 16th birthday, a foot operation preventing the flight on the actual day.

We welcome back Jack Alcock after a long spell away. His wide experience is already being put to good use.

A K-7 has been added to the fleet and rumour has it that another Kestrel may be based here next season. A.E.B.

CHILTERNS
(RAF Weston-on-the-Green)

We have to say farewell to Frank and Linda Wilson who have certainly made an impact in the nine months they have been with us. Frank completed his Gold, won the Inter-Service

Regionals' Sport Class and was club secretary. They have been posted to Australia so Frank seems determined to get his 500km the easy way!

The first flush of 300kms unfortunately hasn't continued—Bob Lloyd has done another 244km and the club continues to clock up kms in smaller batches. Our problem is that we seem to be running short of people to send on 300kms. Most members are either after 500kms or have just got their Bronze legs, so the emphasis at the moment is on the latter pilots to get them ready for Silver Cs.

Nick Nicholls, who recently left the RAF and has been approved as a "special member", presented the GSA with his Doppelraab. We hope to see this glider complementing the two-seater line in the near future. G.M.

CRANWELL (RAFGSA)

Byron wrote something about the English winter "recommencing in August". This year it seems to have started earlier. A succession of indifferent weekends recently has been relieved by Ian Macfadyen's performance at Husbands Bosworth and Brian Harvey's dash downwind to Skegness to complete his Silver C.

Al Jury has now finished his course and been posted to Binbrook so Brian has taken over as OIC with the unenviable job of keeping our two service "barges" serviceable. Al is remaining as CFI and hopes to do some instructing.

Jim Bond and Clive Bailey took their Cadet to Sutton Bank where they flew it for nine hours. But the open cockpit and turbulence proved too much for Clive: he did his five hours in the Pirat.

We held a successful barbecue to celebrate the longest day and to say farewell to departing friends. Afterwards we gave our retiring Deputy Chairman the ignominious task of washing-up. "Hand-washed by Delafield!"

S.T.E.W.

EAGLE (Detmold)

The weather has made the headlines this summer. At this time of the year we expect to have temperatures at least up to 27°C, sometimes as high as 35°C, but they have been consistently below 20°C. Rain, gales and solid cloud have marred our flying and, combined with Northern Ireland, the club has been hit badly. Only the hardiest people have braved the elements.

Despite this, it looks as though all records for launches and hours will be broken before the end of the year. But it would seem that Eric Smith's 300km triangle will be the only one of 1974. Several 300km and two 500km triangles have been declared but none flown past the first turning point.

The only other news is that the hangar is nearly complete. This was sent from England as a kit and all that had to be done was to fit the hold-down bolts into concrete and then bolt together—or so we thought. Luckily we called in the experts, 35 Engineer Regiment, who thought it would be an excellent training project.

Unfortunately it has proved a better training venture than they ever thought. The weather produced a quagmire, they have shifted some 450 tons of soil and many fitting problems have been solved on a day-to-day basis. However, it is nearly complete, and we have to thank the Regiment for their extremely hard work in adverse "summer" conditions.

P.W.W.

PHOENIX (RAF Brüggen)

The results of the RAFGGA Competitions didn't show us in a very good light, but I feel that as a club we have gained a tremendous amount of rare experience. Among the gliders we took to Detmold were two K-7s. These were manned by full category instructors who took many of our young solo pilots with them as P2s. They were generally quite new to competition practice and so were given the opportunity of experiencing cross-country flying and field landings executed, as far as possible, in copy-book fashion.

It was obvious when they returned to normal club flying that they had made the most of this opportunity for several Silver distance legs were attempted and five achieved.

We completed 294hrs flying and 1327 launches in June and July, and this is still with a "wonky" winch.

Ken Mackay and Bob Greenwood have gone solo; Tom Jones and Jim Hough have their Bronze, Gordon Parkin, Ray Brownrigg and "Spud" Murphy have Silver Cs, Robbie Knight his Silver height and Bob Rae and Jim Hough Silver distance.

A small expedition was made to the Dutch Under 25s Novices' Competition at Venlo. Though the event was literally a washout with only one flying day, Anglo-Dutch relations have been firmly strengthened.

Ray Brownrigg and "Spud" Murphy have just returned from completing the assistant instructors' course at Bicester, bringing our total of instructors to 12.

Thanks are due to Eve Stagg and Ann North-Graves for the catering they have undertaken every weekend during the last year. Ken Mackay is now taking over from them.

A.M.

PORTSMOUTH (RNGSA)

Our departing Secretary, Richard Lovett, achieved the first ever Diamond goal from the club site at Lee-on-Solent when he flew an out-and-return to the M5–M50 motorway junction and back on June 13 in the club Skylark 4, taking 8¼hrs.

This was the third Diamond goal for the club this year following flights by Bunny Hale and Eddie Best at Cosford in the Inter-Service Regional Championships. We were all pleased at Bunny's splendid effort in gaining equal first in the competition. The RNGSA Std Libelle (259) has a 100% record in this event as Mike Livesay won it last year.

Our 25th anniversary was celebrated on June 1 with an extremely successful barbecue. We are grateful to Derek Piggott for flying the club Foka 5 on Lee Air Day. Derek gave an impeccable display and it was interesting to watch his aerobatic sequence immediately following the low level fly past by the Vulcan from RAF Waddington.

R.F.L.



Richard Lovett after completing the first Diamond goal from Lee-on-Solent.

TWO RIVERS (RAF Laarbruch)

Due to various postings there have been quite a few changes in the last months. Phil Andrews has taken over as CFI with Dave Cockburn replacing Roger Crouch as Deputy. Our new aircraft member, Rod Fuller, has been refurbishing the club fleet and even found time to go solo and convert to the Swallow. New instructors include Mick Mahone, who joined us in June, and John Marsden who returned from Bicester.

All the old hands insist this summer isn't typical of Germany. This is borne out by the statistics which show we are ahead on launches but hours are slightly down on last year. However, there have been some notable achievements, including a Silver C completed in one flight by Roy Thompson in his B Spatz. Other members have gained four Silver Cs, 11 Silver legs, 15 Bronze legs and ten solos.

Thanks mainly to Ron Newall, we now have aerotow facilities using a Piper Cub belonging to the Flying Club with whom we share the hangar. Bob Hackett is checked out for tugging.

Our bar has been given a facelift and is being used regularly for farewell parties, the latest being for Don and Anne Aston, Mal and Penny Lowe and Roger Crouch. We are sorry to lose them and wish them all the best for the future. A.A.

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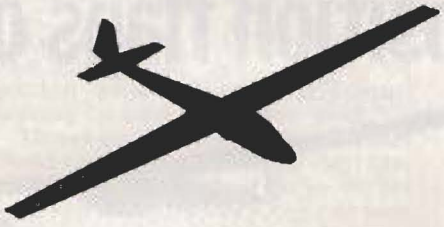
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Advertisers Index

Bristol & Gloucestershire Gliding Club	248
British Gliding Association	237
Chiltern Sailplanes Ltd	248
Classifieds	246–247
Cleveland Sailplanes	Inside front cover
Peter Clifford Aviation Co Ltd	220
Cornish Gliding & Flying Club	248
Critchley-Hughes & Co	246
Daltrade Ltd	233
Deeside Gliding Club	248
DGC Aviation Services Ltd	226
Doncaster Sailplanes Services	242
Electechniques	245
Gliderwork	240
Greenfly Aviation	243
J. Hardy Instruments Ltd	235
J. A. Harrison (Brokers) Ltd	205
Herefordshire Gliding Club	Inside back cover
J. Hulme	235
Inkpen Gliding Club	248
Kent Gliding Club	Inside back cover
Lasham Gliding Society	Inside back cover
London Gliding Club	Inside back cover
London Sailplanes Ltd	226
Midland Gliding Club	Inside back cover
Mowbray Vale Insurance Brokers	245
Murphy Telecommunication Systems Ltd	246
New Inn Hotel	235
Nordic Star Marine	230
Norvic Racing Engines Ltd	246
Oxford Arms Hotel	227
Piggot Bros & Co Ltd	233
T. & A. D. Poyser Ltd	205
Radio Communications (Guernsey) Ltd	246
Ridge Soaring	246
REF Electronics	246
RSA Parachute Club Ltd	247
Sailplane & Engineering Services Ltd	227
Sailplane & Gliding	Inside front cover
Scottish Gliding Union	Inside back cover
Shorgard Airfield Accessories	247
Singer Products Inc (UK) Ltd	245
Slingsby Sailplanes	212, Back cover
Soaring Press	235
Southdown Aero Services Ltd	237
Southern Sailplanes	220
Southern Soaring	227
Speedwell Sailplanes	228
Three Counties Aero Club Ltd.	242
Thermal Equipment Ltd	212
Brian Weare	236
West Wales Gliding Club	Inside back cover
J. S. Williamson	247
Yorkshire Gliding Club	Inside back cover

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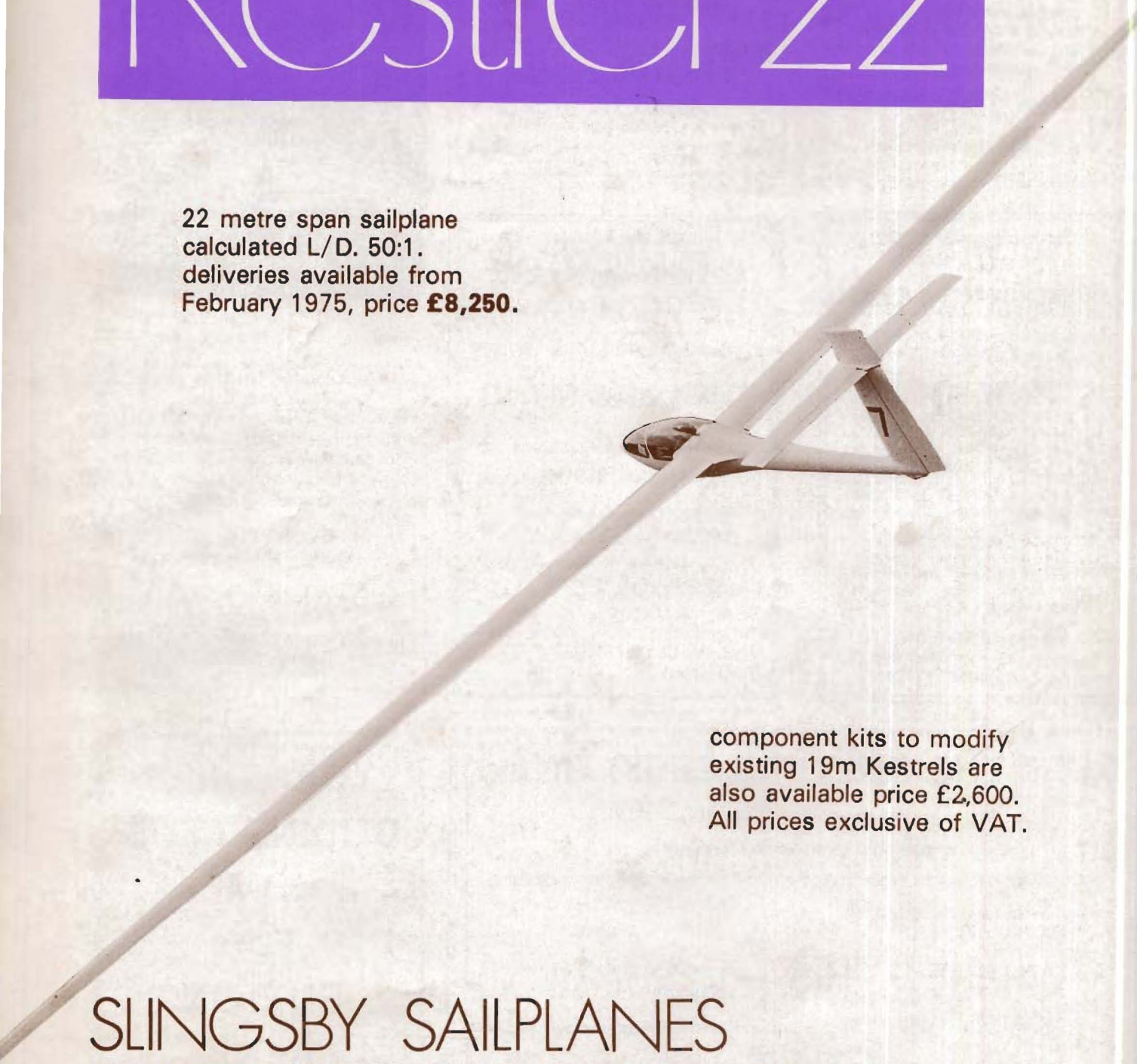
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