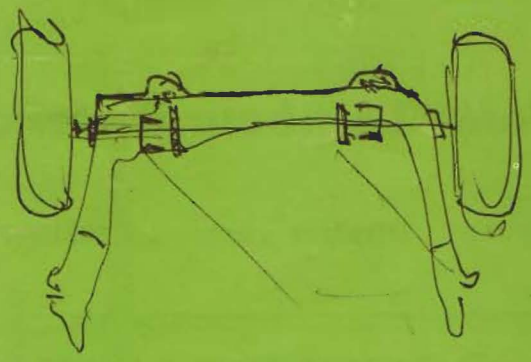


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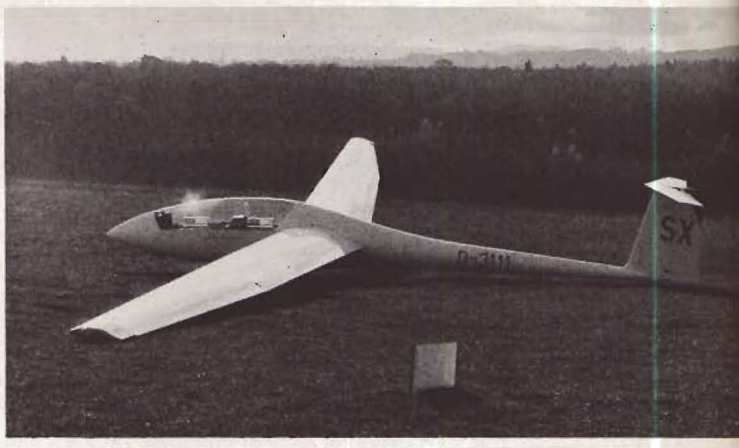
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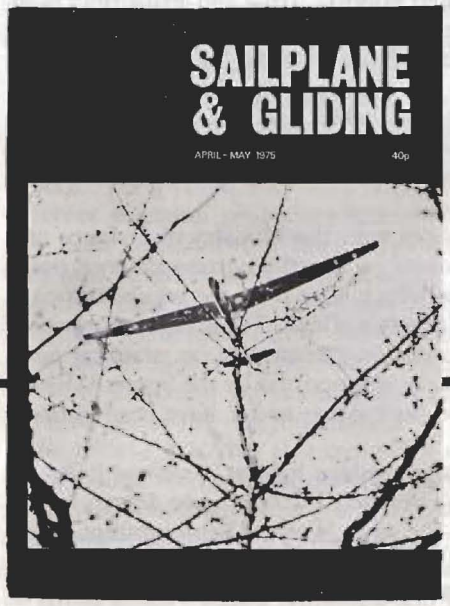
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CHAIRMAN'S REPORT, 1974

My report last year was written before the fuel crisis in November 1973 had made its impact. The resulting ban on Sunday flying caused considerable hardship to many gliding clubs without any corresponding fuel saving. Quite apart from this a tremendous amount of negotiation and hard work was required before the ban was lifted.

I sincerely hope that no similar catastrophe occurs before the publication of this report.

The most momentous decision that the Executive Committee has taken in 1974 has been to move our offices out of London. This has been necessitated by rising costs and in particular by the enormous increase that has taken place in rental values in or near central London. In inflationary times any organisation which is supported almost entirely by voluntary contributions made from the taxed income of individuals must take very careful steps to run as economically as possible. With this in mind, the Executive Committee decided that the Association should take a lease of modern office premises within the triangle bounded by London, Newbury and Leicester. In the upshot it has been decided to take a lease of modern premises in Leicester.

More contact with the north and Scotland

Perhaps I should add hastily that it is entirely coincidental that your Chairman should live in Leicester. Our property advisers consider that Leicester is so over-developed with surplus office accommodation that when the rent is reviewed in five years time its potential increase should be considerably less than in other areas which do not show such over-development. Leicester has the merit of being easily accessible to London by road and rail and to other parts of the country. By moving in a northerly direction I feel certain that our headquarters will have more contact with the north and Scotland and this, I think, can only be for the good.

I am glad to say that the proposed move has the whole hearted support of our staff, although inevitably they will not all be able to make the move. For those that do, the prospect of working in civilised conditions away from the turmoil of London is an excellent prospect.

Obviously the Executive Committee will continue to meet in London, but the expense of so doing will be more than considerably offset by the other financial savings resulting from the move. In particular, the Executive Committee is satisfied that the move will not handicap our contact with the various official bodies with whom we have to deal.

John Ellis, as Chairman of the Airspace Committee, has put in a tremendous amount of work in discussing with the CAA their proposals to enlarge the London TMA and also to exclude from it gliders in VMC. It seems likely that the CAA proposals will be implemented in April 1975 but, nevertheless, we continue to fight these restrictions which we do not consider to be necessary or justifiable. Full details of the proposals are contained in John's report as Committee Chairman.

Last year I looked forward to Sailplane & Gliding in its new format. I am glad to say that this has proved to be an excellent innovation and after certain initial printing difficulties it has now settled down very satisfactorily.

Ray Stafford Allen died suddenly in May. His contribution to the Association was vast, and his loss as its Chief Technical Officer is quite immeasurable. Ray was one of the very few people I have ever met who never spoke ill of anyone. He was totally devoted to gliding and to the people who glide and his going certainly leaves a void that can never be precisely filled.

We are fortunate that Dick Stratton has taken on the post of Chief Technical Officer in a part time capacity and I wish him every success.

Earlier in the year John Heath resigned his position as Assistant National Coach to take up a post in South Africa. Brian Spreckley has been appointed to fill the vacancy and I hope that his energy and enthusiasm will be with us for many years. Our most sincere thanks are due to the professionals throughout the movement—without them we should indeed be in difficulty.

It has been obvious for a long time that the radio frequencies allotted to gliding are extremely overcrowded. Colin Street has negotiated successfully on our behalf for the allocation of an additional frequency which can be used exclusively by gliders. As a result we now have the exclusive use of 130.1 and 130.4MHz; and 129.9MHz has been allotted on an experimental basis for ground use only and is shared with other users.

Advice on proper use of radio

The use of radio by most pilots leaves a lot to be desired and it is planned that clubs should appoint radio officers to advise pilots on the proper use of radio. It seems to be that whilst we have educated pilots in flying and airmanship most radio users have been entirely self taught. Hence it is not really surprising that our use of radio is, to say the least, rather disorganised. In addition, on the grounds of air safety, it is hoped that all pilots will use their competition numbers as their aircraft radio call signs and that those pilots who do not have competition numbers should acquire them for this purpose.

I have had discussions with the Ministry of Defence and these have been followed by lengthy correspondence pointing out the anomalies which arise from the regulations concerning the use of Ministry airfields. These regulations seem to be based on bureaucratic rather than on practical considerations. Our attitude is supported by the Sports Council but the results of the discussions so far have been entirely fruitless.

At the World Championships held at Waikerie in South Australia in January, Bernard Fitchett came fourth in the Standard Class. For the next World Championships to be held in Finland in 1976 eight pilots have been selected of whom four will be selected to represent Britain at a later

stage. Roger Barrett has again been appointed Team Manager and will be responsible for the training of the selected eight.

Our thanks are due again to *The Daily Telegraph* for sponsoring Euroglide which was held most successfully at Nympsfield in August. In addition *The Daily Telegraph* sponsored Operation Farglide which was designed to promote a British attempt at the World Distance Record, by starting from Portmoak in Scotland and over-flying the English Channel to all stations beyond. On only three occasions did the weather forecast show promise and, in the event, only two pilots took the air at Portmoak and then in conditions which did not justify leaving the site.

The United Service and Royal Aero Club awarded its Silver medal in 1974 to Ralph Jones for his competition and record breaking successes in 1973. The FAI has since awarded the Lilienthal Medal to Ann Welch for her services to gliding over a great number of years and has also awarded a Tissandier Diploma to Andy Gough for his achievements in running the RAFGSA Centre at Bicester for many years. BGA Diplomas were awarded to Doc Bradwell, Jack Aked and Arthur Doughty.

In 1973 many British and United Kingdom gliding records were broken. 1974 has seen a similar repetition on such a scale that it is impractical to mention any individuals. It is certainly indicative of once again increased gliding activity.

Last year I mentioned hang gliding in my report. As I envisaged this is a growing sport and is continuing to develop under its own Association. Close liaison between both sports is obviously desirable.

To summarise the scene, British gliding is certainly developing in all directions despite the inevitable adverse pressures which are a feature at this time of every walk of life.

C.R. SIMPSON, Chairman

1976 WORLD CHAMPIONSHIPS — The Brits Prepare

ROGER BARRETT — Team Manager

At first, Finland did seem a rather strange place to hold the 1976 World Championships. Never having been there and thinking of Sibelius, pine forests, myriads of lakes and it being next door to Russia, I had visions of weak thermals, ghastly retrieves on ice-packed tracks and something like a Vrsac '72 outcome.

Having now talked to pilots who have flown there it does seem very much more attractive: an average June has 50% of days with the cloudbase over 5000ft—in 1969 they had 16 days on end when the base was above 5000ft—and Tom Bradbury has also dug out that Helsinki has an average of 300hrs sunshine in June compared to 200 for Oxford. Thermals start early in the day (it's soarable by 10am) and go on late; in the middle of a good day thermals are well-disciplined and typically give 4 or 5m/sec. Sounds as though it is worth trying quite hard to get into the next British Team after all.

One of the recommendations we made to the BGA after Waikerie was that top pilots in Britain ought to take training for a World Championships much more seriously than hitherto. As a result the BGA decided to adopt a slightly different selection procedure this time. Eight pilots have now been voted on to a British Team Squad and the final team will be selected by a secret ballot of the 16 top pilots plus the Team Manager at the end of September this year. The eight (George Burton, John Delafield, Bernard Fitchett, Barrie Goldsbrough, Ralph Jones, George Lee, Ron Sandford and John Williamson) will, therefore, have every incentive to fly flat out this summer!

We believe it is vital that our pilots come up against the best possible foreign opposition this year, so everyone can gauge just how tough it is going to be to win in 1976 and make plans accordingly. This summer, if present training proposals materialise, Bernard Fitchett and George Lee will be flying in the Finnish Nationals and the other six on the short-list will be competing at Angers and at Hahnweide in Germany. All the Squad will also be flying in as many British competitions as they can—including weekend days at Regionals, so we hope a lot of less experienced pilots will get the opportunity of seeing the latest speed flying techniques in action (and if they have read *Winning on the Wind* they can also practise on the eight the art of getting a psychological advantage over the opposition—known as "moffating" I understand).

Of course, all the practice in the world is wasted if we cannot afford to send to Finland next year a full team flying the most competitive gliders available. Inflation has taken its toll so the total cost (some £13,000) is going to be about the same as for Waikerie—even though we don't have to get to the other side of the world this time. We have estimated that we have around £6,000 to raise from club members and, hopefully, commercial sponsors. It is probably going to be as difficult for us to achieve this target as it will be for our pilots to win in Finland but we are, like them, full of hope and determination.

Deirdre Reeves (who ought to be known at least by sight by everyone who has ever held a wing tip) and her team of helpers will be encouraging you to spare a little time—and maybe even a little cash—to help us on our way. She is planning a "Guess the Girls' Weights" contest at Euroglide.

The main effort, however, will be a giant fund-raising scheme along the lines of a sponsored walk but based on the results of this year's big competitions and the National Ladder. The motto is **"Sponsor a pilot in 1975 and help Britain Finnish first in 1976"** — ouch! Of course, if you would prefer to make your contribution direct to the BGA it will be gratefully received. Cheques should be made payable to "BGA World Champs Fund" and sent to me c/o British Gliding Association, Kimberley House, Vaughan Way, Leicester. Thanks in advance for your help.

Every year hundreds of kilometres are notched up by the seasoned cross-country pilots. It all seems effortless and relaxed, while the less experienced dream of the heady day of a Silver C distance. But is it all so easy at the top? Surely they too make their mistakes?
In this feature some of our most cross-country minded pilots have written about flights that didn't work out quite as they had planned but from which something valuable was learnt.

FLIGHTS THAT FAILED

Knickers Knotted in the French Alps



BRENNIG JAMES

The date was July 10, 1973, and the task Vinon-Savines-Lucendior-Vinon. I was lying third in the contest without much hope of getting into second or first place and not free from the danger of falling back to fourth or worse.

The second leg was across the grain of the topography which made both gliding and navigation difficult. Conditions were excellent and by getting good climbs and putting the nose down to 90kts, I had pulled away from the opposition.

To find the second turning point I had to follow a railway line up a valley until it did a hairpin bend where the village would be found nearby. This I did, but as I went up the valley the bend refused to materialise and, what is more, a lake appeared in the middle distance.

I was now below the sides of the valley and faced with three difficult problems. I was lost, I was getting low and there was nowhere to land in the steep and narrow valley.

I have been in a tizz before but never for about ten minutes on end, so I was able to examine my behaviour at leisure. You begin thinking about one problem but find it so embarrassing that you change the subject and think of something else. The next topic is again unpleasant so you think of another, with the result that you give none of the problems sufficient thought to deal with them adequately.

(White rats, when given too difficult a problem in an experimental situation, tend to indulge in self-preening activities—the so called displacement activities—humans are liable to chew their fingernails or smoke cigarettes).

I took a firm grip on myself and decided that the problem of highest priority was to find more lift. Fortunately at this moment a large mountain materialised ahead of me. This was a cone surmounted by an oblong block of rock half a mile by a quarter and 2000ft high. I found out later that this was called Mont Auguille and there is an interesting account of it in Ronald Marks' "The Alps".

I flew two laps around it, getting strong lift all the way and I could feel the heat from the rock on the side of my face. This took me level with the top and a few more circles put another 2000ft on the clock.

I could now see over into the next (correct) valley and descended on my turning point from the north. The rest of the flight was straightforward.

Although I had made a detour of about ten miles I hadn't lost a great deal of time since those who had taken a more direct route encountered weak conditions.

The moral is that in a dangerous situation your IQ tends to fall to a very low figure. However there is usually plenty of time for thought and you must sort out your priorities, solving the most pressing problem first. If you are lost, the first step is to admit it and stop trying to bend railway lines to make them fit the map. Before that, try and get really high so you can see a bit more of the land.

An Episode I Have Lived Down

HUGH HILDITCH

Once upon a July morn after a forecast of thunderstorms (before Portmoak invented the wave, spark and bang Diamonds were the only ones available), numerous pilots readied batteries, oxygen, warm clothing and barographs.

I was one, and at about 4.30pm, with towering cumulus all round, towed to 2500ft in the club Skylark 3 and headed for a group of active looking clouds from the centre of which the occasional lightning flash issued.

Prudently selecting one of the "foothills" of this conglomeration, I climbed uneventfully to 13000ft when lift petered out I then turned into the light SW wind and emerged from cloud just about where expected.

So far so good. The next promising looking cloud was a slender tower which took me to 17000ft. Once again straightening into wind I sank to 14000ft, still in cloud, then hit another powerful surge. I turned into it and this time found a rough climb of 8kts, deafening hail, and shot past the Diamond level. All the metal parts became live (this was before gliders were bonded) but I was not actually struck, though Mike Gee in a neighbouring cu was hit repeatedly. At 22000ft the hail stopped and at 24000 lift petered out and I straightened on a SW course.

Now the interesting bit started. Where was I? There was little to see as the canopy was totally iced—it was like flying an igloo with a few inches of clear vision panel to see through. After what seemed ages, a tiny piece of coast with a fair sized town appeared 20000ft below. To this day I don't know where it was and I made the first mistake.

All round and behind there were vast cumulus, but south over the sea it was fairly clear. Instead of carrying on due south far enough to get a fix, I turned back into cloud and headed north and flew, and flew and flew.

When bits of ground finally began to appear at about 1000ft it was country that looked quite different from anything I had seen before. I was LOST!

But there are degrees of being lost and this was only the beginning. A large concrete runway came into view, which from the course I had been flying could only be Boscombe. I headed for it and it was on the circuit to this airfield that I experienced one of life's worst moments. Instead of the V bombers that should have been around there were Viscounts.

The wretched place wasn't Boscombe but Gatwick, and the large town 1500ft below was Crawley. So I pulled the brakes out and landed in the nearest field. This is still probably the UK record for being lost—120kms of it.

The lessons are valid for all kinds of above cloud flight.

1 Low level winds are no guide to what is happening high up. Later actuals showed that though ground wind was 8kts SW, at 20000ft it was 50kts W.

2 The only direction to head when ground is obscured is precisely into wind. At this kind of height vast distances can be covered.

3 When a lot of ground is seen, hold on to it until a position is determined.

4 When there is the smallest chance of violating controlled airspace, land at once and never mind the retrieve.

5 Don't put a lightmeter near a compass.

This flight was many years ago before Gatwick was a prohibited zone to gliders.

Colditz in Reverse



FRANK POZERSKIS

I would like to recall one of my unsuccessful attempts at Gold C distance from Dunstable. It was several years ago during mid-summer and I declared Plymouth via Roborough airfield.

The weather conditions were excellent and I arrived over Exeter during the latter part of the afternoon, which was good progress in a Skylark 4, even though I had a tailwind. However the sky between Exeter and Plymouth was all blue, but there was cumulus approximately 20 miles off-course to my right.

I didn't realise this was the sea-breeze front and having 5000ft agl in hand and with 30 miles to go, I decided to cross Dartmoor towards Plymouth. I would have reached my goal with a tailwind had it not been for the sea-breeze against me. I soon found myself at 300ft over Dartmoor and the surface of the ground looked worse than the moon.

Fortunately there was a small field adjacent to a high wall enclosing some buildings. So I landed there.

I was immediately surrounded by uniformed men and soon discovered that I had landed at Dartmoor prison. The only consolation was that I had help to escape!

I now realise that I should have altered course at Exeter to contact the clouds working at the edge of the sea-breeze front and then gradually made my way to Plymouth.

A Triumph or a Tale of Woe

ALAN PURNELL

One's attitude to gliding plays an important part in deciding whether a flight is successful or not. Consider a 400km triangle I did in wave at Portmoak (before lunch) in October. To all intents and purposes this was an outstandingly successful trip and I thoroughly enjoyed every minute of it, but equally it could be regarded as a tale of woe from start to finish if I had a different approach to my gliding.

I suppose the major lesson learnt was that I should have attempted to break the 300km triangle speed record. The reasons why I didn't will unfold.

First the weather a half an hour before dawn did not augur well for a fantastic wave day. There was too little wind on the ground and the clouds didn't look right for it. It still didn't look right when I launched at 8.30, but a few minutes later the whole sky went up off the north-west corner of Bishop and I went up with it—to 17700ft, the base of a thin layer of ice cloud which it was not prudent to tangle with.

Perhaps I should have landed, declared a triangle and relaunched. If I had I would have declared the Tyndrum-Ballater 300km triangle as it was one of the few 28% triangles that have decent turning points.

Let's see how I would have got on. I went north-west across the Trossacks to Tyndrum (N of Loch Lomond). Over most of the track the wave was broken into short stretches of usable stuff. During one beat forward across waves I lost 9000ft crossing several weak areas before I found usable wave.

Since I had been so slow I thought I may as well try to get to the west coast at Oban, but I chickened out over the middle of Loch Awe (ten miles SE of Oban) as the wave got even more broken and I could not hold my self-imposed minimum of 10000ft over that desolate countryside.

My second leg took me back across Dalmally, Tyndrum, Loch Lyon, skirting Loch Tay to Pitlochry. Here the cloud layers thickened up until there were few slots by which to navigate. However there appeared to be good wave cloud

over where I assumed Ballater was and I climbed to 17000ft well north of Ballater before I spotted Aboyne over my shoulder.

But Ballater was unphotographable under the cloud sheet so my projected 300km triangle was unusable. In fact I had flown the 40 miles from Pitlochry to beyond Aboyne on dead reckoning as all I could see through the slots were moorland and the occasional snow brushed peak. At least I hadn't been over the North Sea.

Aboyne told me that they couldn't fly because they were in severe turbulence from the strong crosswind—that must have been frustrating on one of the best wave days of the year.

The last leg was a joy—65 miles in 24mins and I arrived back at 5000ft—that's 250km/h.

So to summarise—I didn't declare a task; if I had it would have been wrong because of weak wave over one leg and too much cloud over the second, making the turning point impossible to photograph. I was intimidated by the desolate countryside and kept too high for speed. Finally I climbed too high for the final glide.

So what did I learn? Just to keep on trying. Forecasting good wave is still in its infancy. Places where wave is best are largely unexplored. Judging which turning points to use is difficult and experience must be gained the hard way. Judging final glides across wave must be the least practised gliding skill yet discovered.

As I said at the beginning, I wouldn't have liked to have missed one single minute of it.

On reflection I find that I regard a successful flight as one which terminates back at base. On this basis I have been pretty successful during the last year as I only landed out once. This was with a total of 49 cross-country flights covering 7225 miles (11700km) in 301hrs from 72 launches, including 20 trips of over 300km.

Let us see what my mistake could have been. The reason I landed out was the same as for those who didn't complete the 500km task on May 30 at the Dunstable Nationals. The increasing easterly wind clobbered those of us trying to get back to Lasham. Since we were further south, it clobbered us a long time before it got to Dunstable.

Now if I hadn't expected this to happen then I guess I would have learnt something, but I did expect it (and so did the Met boys) and the 300km task I attempted was planned to end before 4pm. Unfortunately I do not remember whether I could have taken off earlier, but if I could have done that would be one lesson learnt.

Maybe I should have tackled a task more into wind but that was out due to the location of the London TMA. Should I have chosen a smaller task? Yes certainly, but I reckon I was only 15mins away from being able to get back, so perhaps the failure was due to taking a weaker thermal once or twice. Who knows?

So the only lesson I learnt that was really relevant was that if you want to have a good flight, ignore the Met and land out wherever you have to.

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coaching corner

BILL SCULL, Senior National Coach, takes a look at one of the possible contributory factors in a particular category of fatal accident.

AFTER THE STALL

The last three Coaching Corners have looked at misuse of the controls and some effects (especially negative *g*) arising. This time I want to consider the phase of flight when the elevator and ailerons cease to function normally as is the case when the glider has stalled.

Elevator and Aileron - after the stall.

It might seem superfluous to state the normal function of the controls—stick forward, nose down—stick left, left wing goes down—but I want you to consider how often you get these responses? Obviously the answer is "most of the time". Now consider a stall; when the nose or wing drops you cannot raise them with the appropriate control Indeed, use of the aileron in the conventional sense usually worsens the wing drop. How much experience have you got in this situation? Answer "not much". The ratio between the two phases of flight (un-stalled/stalled) will probably have its most favourable value at some time around first solo. The significance of this should be obvious, our instinctive reaction is the one that we use most often. Therefore a pilot who fails to recognise the approaching stall may use the instinctive control input, which is now the wrong one.

Although training is given in recognition of the approaching stall, the pattern of the training (observe the symptoms, stall and recover *deliberately*) is not representative of the accident situation. When a stall occurs inadvertently it is because the symptoms have not been recognised. If as a result of the training, or rather its pattern, the pilot fails to take the recovery action then this to my mind is not surprising. Pilots should be aware that their instinctive response to an inadvertent stall may be to pull the stick back as the nose drops. An awareness among instructors of this problem would lead them to discuss it with their students which, hopefully, would give them better protection.

If anyone doubts these arguments then he should get involved with accident analysis. The number of pilots who spin into the ground with all the wrong control deflections is evidence enough. To take another slant, I believe that our basic training tends to "programme" pilots to respond to certain stimuli.

In the deliberate stall, the stimulus is the various symptoms of the stall and the response is the recovery. A pilot will respond when he has received all, or perhaps some of, the symptoms. Ideally, if properly trained, he will initiate a recovery upon recognition of the first symptoms rather than waiting for the glider to stall. (Contrast this with another pattern of basic training *ie* recovery only after the glider has stalled.) Evidently a pilot will become set in this pattern of basic training which is where the problem starts in the accidental stall.

The Inadvertent Stall

What happens when the pilot fails to receive the input stimulus of the symptoms of the stall? If he is "programmed" only to take recovery action when he has received the stimulus then, by implication in the title "inadvertent", he will not take the recovery action. He doesn't believe the stall has taken place and when the nose or wing drops his action will be "instinctive". However instinctive in these circumstances is wrong, wrong, wrong! The human reaction when the controls cease to function seems to be fright or panic. A fright may be over quickly enough for the pilot to re-process the information in hand—no response to the controls, this must be a stall. Panic, however, is prolonged and there is no chance of rational thought processes.

The message should be obvious; there are problems arising from learning methods with habit patterns applicable to all of us. Only if we are aware of these habit patterns and instinctive reactions will we attain improved protection in situations fraught with possibilities. Some of the psychological problems may be insurmountable, but one of our aims as instructors must be to understand ourselves and to help our students understand themselves to ensure them of a better protection.

Nearly the whole of one's time in flight is spent where the control responses are normal. It would not be reasonable to expect otherwise. The ratio of unstalled/stalled flight time becomes less favourable as a pilot gains experience. At all levels of experience practice is needed*. I view this practice as an insurance policy—the first premium paid during basic training, further payments due at regular intervals. After all what personal insurance policy can you get that's any good with a single payment!

*As many accidents occur to pilots with more than 150hrs as do to those with less.

RODNEY TIBBS questions the competitive side of gliding and suggests the pot and badge hunters are the losers

FLYING WITH THEIR EYES SHUT...

Steve Longland's 500km triangle in a wooden glider was a staggering performance. For this reason alone his article in S&G, August 1974, p157, made compelling reading.

I am prepared to bet, however, that 99 point umpteen something of his readers put their performances against his, excused themselves for not having done it in a glass ship, or explained away the fact that he made it in wood and they didn't.

For me Steve Longland's piece carried a more profound message. Longland reached the top, pulled off the impossible, achieved a burning ambition cliche, cliche and cliche, and yet still felt unfulfilled, empty and unsatisfied. He always assumed, he said, that he would feel different. Yet he did not. He even goes so far, I note, to ask "what next?", putting in the remark a little sadness that his performance did not provide more lasting satisfaction.

No Sense of Disappointment

For some time now I have glided (or is it glid?) in the minority of one. I am the most non-competitive glider pilot ever to appear in the pages of S&G. In a career of ten years at the rudder pedals I have mopped up one Bronze C almost by default and one leg of a Silver C by accident. My gliding has brought its little disappointments and no great success—success that is when judged alongside performances like Longland's 500km. Yet unlike him I do not feel a sense of disappointment, of emptiness and of deflation.

Many years back I developed a philosophy towards gliding which is utterly alien to that of almost everyone else. From Steve's lengthy and introspective study of his emotions I would judge that he could well join my philosophical group and increase its size by 100 per cent.

I have considerable experience at talking to audiences about gliding. People from all sectors unite in their inner wish to fly like a bird. There is more interest in gliding than most in the movement would credit, and the interest is remarkable in that it is purely the ability to float through the air which attracts people. It is not the Presidents' ladders, the points, the positions, the distances and all the other boring paraphernalia of the competitive gliding world which lure them because they have never heard of it.

Only when they have joined a club and found themselves in a competitive circle which is always bursting to take-off on this task or that they are corrupted. Suddenly they find they cannot profess disinterest in a competitive task because the people around them don't think that way.

In my view the majority of glider pilots don't need gliders at all. To pile up points, create a mountain of statistics and beat Joe Bloggs by point this or that can be done quite easily on the ground. There are games like darts which have all the ingredients to keep the most ardent ladder climbers happy.

The morons who clamber into the air and proceed to turn one of the most beautiful and satisfying of activities into just another set of positions and points have my profound sympathy. Steve Longland, a highly intelligent and likeable chap, has the intellect to question it. But will he reject the rat race? It will be interesting to see.

I fly for pure pleasure. I fly for the sheer exhilaration of floating through the air and for the adventure of visiting the unknown with my pores wide open for new sensations. Even a glider on the ground is an experience. Do the pot hunters ever pause to take in that indefinable smell which permeates the cockpit—dope and crushed chocolate bars in the case of our club machines. Then there is the wind which moans through the half open brake slats, raindrops which chase themselves up the perspex and once in the air sunlight slanting through the cockpit, pushing shadowy fingers round the panel and instruments.

Another glider in flight is a marvel. You appear to be hanging still while he rushes at you. It must be the same for him of course, if he isn't too busy twiddling his climb and distance indicator to notice.

My great moments include 30 minutes thermalling over Church Stretton with a buzzard just off the wingtip. It won't go in the record books and the President's ladder doesn't have a rung for it, but I felt tremendous elation, not anti-climax, when it was over.

Such is the infinite number of combinations of lighting, weather conditions and cloud that every flight presents a totally different sequence of changing atmospheres; watery, smoky, icy, harsh and freezing. The luminous colours that appear and fade over a flexing wingtip are for me some of the real pleasures of gliding.

These are the things which compelled man to copy the birds in the first place. How sad that now he has mastered gliding flight and its accompanying technology he has to concern himself with events which turn the pages of S&G into a fair imitation of a railway timetable. Columns of figures. People handing each other cups. Inventing "tasks". Pilots who fly with their eyes shut.

Gliding offers real privacy in a public world and a chance to visit the unknown in safety. It has so much going for it that I am always staggered that people prefer silly little Diamond and Gold badges instead.

I shall never do 500kms in anything but a car or a train, but I shall continue to potter about the sky accumulating pleasure and personal experience as I do so. I shall not feel let down or deflated.

In writing about the hollowness of an artificial task achieved (500 is after all purely an arbitrary figure) Steve Longland points to much that is wrong with gliding today. If he, and now I, succeed in weaning one pilot across to the true achievements which await him, then I will admit that perhaps the 500km triangle had some point after all.

THE SUPER BA-4B



AN ASSESSMENT by

Derek Piggott

Have you ever done a Walter Mitty and dreamt that you were in the Rothman's team flying a Pitts Special? My dreams came true the other day when I was asked to do the aerotowing tests for the Andreasson Super BA-4B.

Admittedly the BA-4B isn't a Pitts Special, but to the average tug pilot it's very close to the real thing. Not only is it a super aerobatic machine capable of full upward rolls, but is also an excellent tug aircraft.

In spite of its ridiculously small size, there is ample control to cope with a K-13 in its wildest gyrations and the rate of climb is considerably better than a Super Cub. On test I towed a Pirat and Skylark 4 to 2000ft in less than 2½mins and the K-13 and Bocian, fully loaded, in under 4½mins from opening the throttle.

Low fuel consumption

The Super BA-4B has the 130hp Rolls Royce Continental 0-240 engine and uses about 6½gph climbing at full throttle. This, together with the exceptional rate of climb, gives it a very low fuel consumption per tow. With a stalling speed, power on, of 45mph (58mph without power), the best towing speed seems to be about 70mph, which is comfortable for modern machines.

At 60mph the rate of climb seemed to suffer slightly and 65 to 70mph suited the K-7, K-8 and K-13. The take-off run appeared to be about the same as the Super Cub and the angle of climb much steeper. A few of the less experienced glider pilots were a little worried about the angle of climb and found the view of the tug from below rather disconcerting.

I am not suggesting that every gliding club should rush out and buy one, but there must be many club members who could form syndicates to own their BA-4B and who would enjoy helping out with a few tows at peak periods. Towing ceases to be a chore when you can throw in the odd loop and roll on the way down, and when the aircraft is such a joy to handle.

Because of the rate of climb, the locals will find it quieter than the average tug aircraft and without a glider on tow, it goes up like a winch launch reaching about 800ft by the end of the airfield, unless you prefer to pull straight up and roll off at the top going the other way!

The first thing which strikes you looking round on the ground is its extremely small wing span of only 18½ft. Instead of the usual flying wires bracing the wings there are diagonal streamlined struts. Both top and bottom wings have ailerons and the whole aircraft is metal clad and beautifully finished. All the control surfaces have rather crude external mass balance weights to eliminate any risk of flutter and to ensure nice control feel during violent manoeuvres.

It is fitted with the Cessna spring steel type of undercarriage and a Cub type tailwheel assembly. These, together with the much lower all up weight, should result in trouble free operation on the roughest field. The recommended approach speed of 75mph is a little faster than most other tugs, but this presents no real problems as it is easy to land and to control on the ground with the tailwheel steering and wheelbrakes. It did not seem to have any particular tendency to swing during take-off or landing, apart from the need for a little rudder to offset the effect of full power in the climb. The rate of roll using full aileron is phenomenal and little or no rudder is needed to do accurate rolls in either direction.

Loops, strangely enough, are far more difficult since the aircraft will flick and roll over to level flight if it gets a little too slow or if you pull too hard at the top. The normal stall is quite docile but as with any machine of this small size, a stall at higher speeds results in a flick roll, easily corrected but disconcerting if you have never flown anything more vicious than a Tiger Moth!

Is the BA-4B for you? Well, if you have gliding experience and about 50 to 60hrs of power flying you should certainly have no problems flying it, although I would strongly recommend that you should brush up on your stalling and spinning before doing any aerobatics.

Interested? Drop a line to Crosby Aviation Ltd, Archery House, Leycester Road, Knutsford, Cheshire. The BA-4B is being built in England and costs £7,500 including 360 channel radio (rental) and full instruments.

What it takes

RHODA PARTRIDGE

Ab-Initio I admired the solo pilot. Solo I admired the C pilot and so on. Diamonds I didn't just admire. I revered. And now, ridiculously, I've got two and I certainly deserve no admiration, let alone reverence. I still, to my rage, fly like an apprehensive boot. So what does one need to get Diamonds and who does one admire? First, to calm women's lib and because of the women pilots for whom I have great admiration, I would like to make it quite plain that every time I write "he" I mean "she". OK? Right. To get Diamonds there are three essentials. Money, luck and the X factor, but you can have the three ingredients in different proportions.

Money first. It's what you swap for gliding and they won't let you fly without it. The less you have, the more of the other two ingredients you need. Money alone won't get you Diamonds but it will help you along, and the ability to make it can be as useful as the ability to fly a pretty thermal.

Twisted Sense of Humour

Luck. But it's not luck. It's the god of gliding. Know about him? He is a personal god with a twisted sense of humour and his aim is to feed you so much frustration that you give the infuriating sport up. His most usual technique is the "pity you weren't here last week" ploy. Grinning evilly he arranges a perfect day for the eve of your arrival and a corker for your drive home. He is also ready to turn on a fabulous afternoon if, after three days of solid grot, you crack and go off sightseeing. Don't expect your friendly neighbourhood Met man to help you out. His flesh is willing but his computer is weak. The god of gliding can also lay on some imaginative and special frustrations.

One beautiful May morning I was signalling take-up-slack (maps marked, crew fixed, no coffee for breakfast), the tug stopped. People gathered round it. After a while they picked the tail up so it looked like a prehistoric monster doing an ungainly handstand. They then shook it a good deal. What, I asked, had happened? Metal fatigue. The tug pilot's sunspecs had spontaneously fractured at the metal nose bit and one half had gone down a narrow hole into the tug's sensitive bowels. A conference of boffins and near boffins and the morning passed and the thermals popped. Then a pilot's wife uncoiled from her lair in the grass and wandered across with her daughter to the stricken tug.

"Darling, could you put your hand down there and pick out those broken sunspecs?" In went the neat pretty hand and out came the fatigued half sunspec. That's what I appreciate about the god of gliding's special frustrations. They're so complicated. If you keep your sanity he will, from time to time, give you a magnificent present. If you fly it right you may be able to turn it into a Diamond. Here again luck alone won't be enough. You must have a minimum of money and the X factor.

This is the difficult one to define. The X factor. Tell you first what it isn't. Not correct competent airmanship. Not dashing aerobatics. Not the pilot who is described as "a natural". Not doing your first solo after the bare minimum of training. (First solo, like loss of virginity, is a memorable experience, but has little to do with what comes after).

I've studied pilots with high X factor and they have some things in common. They rig when it looks hopeless. They always fly if it's faintly possible and they go cross-country on unlikely days. They are always obsessive about gliding, sometimes to the extent of fitting the rest of their lives round it. They get the last ounce of performance from their equipment (not necessarily the latest hot ship). On a difficult day when I say "to hell with it" after a struggling hour or so and come swanning in for tea and sympathy, they stay up for hours and hours and hours worrying at the sky like a dog at a bone.

They cause a lot of jealousy. "It's all right for him, living near the airfield, having such aimable syndicate partners, able to take a day off work, flying that super ship". You know the sort of thing. But if you take a careful look at the set up you may find that it's because of the X factor that he lives near the airfield, is in a job where he can get a day off, flies that super ship etc.

Do you know yet what I mean by the X factor? I'm not really sure what it is. Dedication? Enthusiasm? Concentration? Determination? Whatever it is you absolutely must have a little bit of it to get a Diamond and of the three ingredients it's the most powerful and comes nearest to doing away with the need for the other two.

So who do I admire now? The pilot who, Diamonds or no, has a high X factor. I'm jealous of him too, but it's a comfort to know that he suffers as horribly as I do. A flight which would leave me dreamy and triumphant for weeks would fill him with gloom and despair.

Wave Site

Above the hills, the wave-clouds range
in serried lines across the sky;
fire-lustrous in the lowering sun,
a sea of colour, four miles high.

Far overhead float cirrus bars,
pale on the wide cerulean stream;
below them, bright lenticulars,
long salmon pink and golden bream.

Sailplanes approaching, growing dim,
the last launch, and the hangar flight;
earth-shadow rises, purple-grey
with ruby rim, the edge of night.

Resplendent scene, though swift away
go fliers all, for landing bound;
within the sky, there lingers day,
but evening gathers on the ground.

The shining symphony of cloud
brings back, in magic memory,
the joy of soaring in the wave,
and floating in the firelit sea.

Atholl Robertson

Silent Battle

High above she swoops with a sighing song
Lazy circles she pirouettes toward the sky
A silent ballet, partnered by a cloud
Soaring high above the worried world.

Yearning to be higher still
She seeks the sun-kissed air
Rising to it's creator blazing in the sky.

And there she must prevail in silent battle
Struggling with unseen forces
Jealous of the freedom of the sky
Firmly she must assert her right to soar.

With grace and beauty, strength and cunning
She'll stay aloft—until;
inevitably—she loses
and must glide earthward
and lie there helpless
Lovesick for the sky.

Leon Roskilly

Entranced Glide

Entrancèd glide, who happier than I?
Now raise my canopy of cockpit air,
Thou Piper Super Cub; Citabria,
Run wild the hub; that wheel to seek the sky,
And rolling endlessly, once low, now high.
No obstacle by trees or hedges there,
Convey me safe through turbulence unfair;
Entrancèd glide, you'll know the reason why.

Allow release, allow the speed to die,
Grab quick the lift that's gusty rising there.
Lean round and round, few else are soaring nigh;
I' faith, below another climbs the stair.
Duet for solo sailplanes, wings do sigh,
Entrancèd glide, who happier than I?

Michael Erdman

Photograph by Malcolm Blackburn

MARTIN SIMONS

ON EDITING UPSIDE DOWN



Martin, who has a Std Libelle and came sixth in the Australian Nationals Standard Class in 1973, left Britain with his wife and two daughters in 1968 to live in Adelaide, joining the Waikerie Gliding Club. He completed his Gold C with a gain of height in Australia having claimed the distance at Dunstable during the 1967 Regionals and has since collected two Diamonds.
A senior lecturer in education at Adelaide University with a special interest in philosphy, Martin has recently returned to Australia after a year's study leave in England. He says he was recuperating from the World Championships.

My family and I went to live in South Australia 6¼ years ago because, my wife tells our friends, the gliding weather is better there. So it is. I did not imagine, when I first made tentative enquiries at Australia House about thermal strengths (they didn't know what I was on about), that within a mere two years of arriving in Adelaide I should be the Editor (unpaid of course) of the best gliding magazine in the Southern Hemisphere. (Apologies to *Gliding Kiwi*, which as far as I know is also the best).

I was skilfully moved into the spot by the previous Editor, Peter Killmier, who had done the whole job himself for something like ten years, and by Bob Muller, Chairman of the small committee which meets monthly in his office to find out what went wrong with the last issue, and works out ways of making sure it happens again with the next. It usually does.

Eased Into Harness

During Peter's period in office, the magazine, *Australian Gliding*, had expanded, keeping pace with the Australian gliding Movement, and had reached the point where one man and a friendly neighbour with a good typewriter, could no longer cope. First as mere committee member, then as aide, deputy and stand in, I was eased into harness and suddenly, about the middle of 1970 I think it was, found myself doing the whole job. Peter, at any rate, began to look much younger at this time, and I developed a nervous twitch which explains why I haven't won the Australian Nationals yet.

My first concern was to reduce the work load on the Editor. The burden of typing the magazine was transferred to the printers, who also took on the responsibility for the paste-up, working to layouts supplied by a new, part-time editorial assistant, Sue Howard. Subscription records and administration were handled by Paul Bruer, but more recently he too has retired and now the routine work is done by another part-time paid assistant.

So now all the Editor has to do is find material to fill the magazine, and correct the occasional spelling errors which all glider pilots, including me, make from time to time. I began with all sorts of ideas about Editorial policy. I should have known better. The Editor of a gliding magazine can't have a policy, except about trivialities.

My first bright notions: In every gliding club, there was to be an AG correspondent, who would supply a report every so often from his club, giving details of new developments, outstanding flights, training progress, etc. This would make the club news section of the magazine really lively. Then we should run a series of articles for beginners, written by beginners, giving their side of the story. We should hope for a few pundit articles of course, but not too many for this could lead to the magazine being over the heads of most readers. There would be a "safety corner", with reports on accidents and advice about avoiding them. There would be lots of good photographs. We would find a cartoonist to illustrate things, and a humorous writer. I actually began to worry about how, tactfully, to word all the rejection slips I should have to send to authors.....

One way of filling up empty spaces is to steal interesting material from other gliding magazines. There are some very good ones, as you may have noticed, in the Northern Hemisphere. There are times when I have re-printed material in this way but I hope the articles have been selected because of their real importance and not just because I needed something to fill a gap. Most of the time, I believe, AG has not been obliged to pad itself out in this way, and I am delighted to point out, every now and then someone has pinched something from us! Please, fellow Editors, don't bother to ask, just send me the result, framed. Or, which is better, acknowledge the source.

For the record, feature articles from AG have appeared from time to time in *Soaring, Sailplane & Gliding, Gliding Kiwi, Soaring Pilot, Aviasport* and *Aviasport* and *Pilot*. There may be others.

Another way of filling spaces is for the Editor to write the magazine himself. This is a bad thing, not only for the readers, who soon get bored, but for the Editor, who develops an inflated notion of his own abilities (AG printed

it, so it must be good!). He also gets writer's cramp and has to give up flying. I admit to having written too much myself, sometimes under a pen-name, such as R. Suppards, which is how any right thinking Pommie ought to think of himself when down under.

A Way To Lose Friends!

Another dodge is to approach one's friends, preferably from behind, and twist their arms until they promise to write something. This doesn't work for long, because there soon aren't any friends left, or they all have dislocated shoulders and can't write anyway. Asking nicely sometimes produces results, but after the first few successes the polite request meets an equally polite refusal or evasion. It is astonishing how many good glider pilots are too modest to describe their experiences in writing.

If one could be everywhere at once, and in every club bar all the time, one could interview everyone who has flown and, with a bit of titivating of the notes afterwards, some good gliding stories can be written in this way. I have in fact tried this occasionally at major competitions, and if it were less exhausting, should do it more often. But since one cannot be everywhere or talk to everyone, the best stories are always missed and the Editor dies of overwork before the next issue goes to press. On a couple of occasions I have not only "covered" a Nationals in this way, but competed in them too, which explains why I haven't won the Australian Nationals, yet (In case you have forgotten the nervous twitch.)

What any good reporter should really do is follow Doug Lamont's example of some years ago, and let the other pilots fly while he just interviews in depth and then writes in beautiful prose. I notice, since he started Editing, even Doug. has not managed that tour-de-force again.

In the end it comes to this. The articles in a really good gliding magazine have to come from the people in the Movement, and most of them have to be unsolicited, because the Editor cannot possibly know everything that goes on, and cannot possibly speak to every pilot, beginner, instructor, barmaid or farmer or balloonatic who has a tale to tell. One reason why Editors sit for so long waiting for that good story to fall into their laps, is that most people have no idea what really does make a good story.

The truth seems to be that the best *flights*, those appearing in the record books, are hardly ever the most interesting to read about. They tend to follow the prescribed pattern too smoothly, there are no extraordinary adventures, no odd conditions, no delightful retrieves, no frights, no low spots, no fumbles, errors or plain stupidity. It happens to be the case that it is the failings and oddities that people really like to hear about.

Trivia Can Be Interesting

Why doesn't the beginner who nearly, or actually, wets himself when doing that first spin, or the clot who sets off on a course exactly 18 degrees wrong for 100 miles, or the instructor who takes off with the rudder cables crossed, never writes the story down, or up, and sends it in? Probably half the answer is sheer vanity, or fear of being thought a fool. But we are all fools, and some can learn from other people's errors as well as from their own. Frequently the most trivial details can be made interesting, amusing, or quite exciting.

One of the best stories we ever printed was a simple account of a "one thermal" local soaring flight written by a comparatively inexperienced pilot who just enjoyed himself for half an hour in a club hack aircraft. There was nothing fancy about the writing, it was just a good, plain account of a good plain flight, and it was enjoyed by many good plain people.

The same applies to photographs. At every gliding club one sees cameras on all sides, but how few of the pictures ever arrive on the Editor's desk! Many good photographs, not only of gliders but of people and clubhouses and launching apparatus and so on, must be hiding away in private albums while, time and again, the Editor is hunting desperately for something interesting to illustrate a story, or provide an example, or even to fill a space.

Sometimes, when my exchange copy of one of the Northern Hemisphere magazines arrives in the post, I imagine that there are hundreds of brilliant pens scribbling away energetically in populous countries like England and America, so that my colleagues in these places never have any trouble filling their sumptuous, and now universally very large, pages.

I doubt if it is really like that. How often the same writers' names appear. How rarely does the magazine really seem to be bulging. I suspect that other Editors have similar problems to my own, with the difference that their gliding populations are, in total, anything from five to 15 times as large. They also have bigger white spaces to be filled.

One way or another, we appear regularly, once a month, and at present we retain the old, small page size. Our subscribers get between 32 and 40 pages per issue, only a few of which are filled with advertisements. Once a year we publish a much expanded number, the year book, which contains special feature articles and also statistical and other reference material. For special events like the National, or International, Championships, we expand. The articles printed are often of more than purely local interest. Of our 2000-plus subscribers, more than a 100 are overseas. The magazine is the official organ of the Gliding Federation of Australia, but is not Editorially controlled by the GFA, and subscription to the magazine is not compulsory for GFA, members. We believe we reach more than half the glider pilots in Australia directly, and most of the others seem, one way or the other, to read copies they have not paid for.

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The cockpit camera

Gliding provides so many fine picture taking opportunities. But there's rarely time to fiddle with camera settings and film loading. Even more so in competition gliding when photographic evidence may be required. That's when a Kodak 'Instamatic' camera comes into its own. With drop-in film cartridge loading, minimal adjustment, big clear viewfinder and compact shape it's made for shooting fast and sure.



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ANN WELCH
discusses the philosophy of the

Club CLASS INTERNATIONAL

Club-Libelle: photo Udo Hans Wolter, by courtesy of Slingsby Sailplanes.

For every pilot who enters top National Championships with the aim of flying in World Championships, there are many more who want to fly in a good challenging contest — but not at top level or at top prices.

Over recent years various efforts have been made to satisfy this need in different countries. The BGA tried out Club and Sport Classes in Nationals with efforts to even out performance differential by handicapping, and the Germans held the first international Club Class Competition in 1972, permitting a limited range of aircraft types. However, most of the stimulus to Do Something has come consistently from Per Oberg of the Swedish Aero Club, with support from Fred Weinholtz of Germany; and at the last CIVV meeting it was accepted in principle that a framework for an International Club Class should be incorporated in the Sporting Code.

"....a class into which manufacturers will want to build new aircraft."

The essential philosophy of a Club Class is that the top end of the performance should be limited in some way without handicapping, and that it is a Class into which manufacturers will want to build new aircraft. What the Class is not, and must not be allowed to become, is merely a refuge for increasingly obsolete gliders of widely different configurations and performance. It must also not be allowed to become an outlet for pilots to use for their own World Championships practice flying Open Class aircraft on handicap, as this tends to detract from the proper purpose of the Class. Any pilot entering should fly an aircraft that complies with the Class rules.

To be successful, the Club Class must be attractive to pilots because the aircraft will satisfy them for weekend soaring as well as for contest flying, and because manufacturers will be able to achieve good production runs.

The Class will have to have a schedule of rules to declare how performance should be limited, and what other restrictions are to be imposed. Some restrictions might be basic, like a span limitation, whereas others might be applicable only to the competitions; as, for example, a prohibition on waterballast. If some gliders had provision for ballast for use outside the contest this would not matter, but it would mean that a manufacturer would not be penalised if his production aircraft did not provide for waterballast, in order to keep the price down.

Whatever rules are framed, they will have to take into account very seriously the needs of pilots and clubs who will buy the resultant aircraft. Whether the undercarriage is fixed or retractable, for example, should be determined by what the large majority of purchasers are likely to want. It is true that a fixed undercarriage is cheaper than retractable, but if the majority of purchasers then demand a retractable undercarriage, the manufacturers will have to provide both and this will add to the total cost. Obviously this allowance for customer wants can easily be carried too far, and nothing more than an unsatisfactory compromise achieved, because too many people have too many different ideas.

It would be necessary, of course, to have some machinery for altering the Class rules on a predetermined time scale, to provide an opportunity to ensure that the Class aircraft were still those that people wanted to buy and fly. The Class must aim at a certain sector of the world's pilots and provide them with good competition flying. It must be an international Class in its own right, and not feel that it has to provide for too much in order to become popular. If it provides the right Class rules and organisers provide the right sort of contest in interesting places, it will be very popular indeed. An International Club Class should have the status of an International Competition, and not a World Championship limited to a single event every so often. There could be competitions in Europe, Australasia, or in the Americas, or they could be limited only to Nordic countries or interstate USA. Then, at some interval, full International Club Class Championships could be held, if this was what people wanted.

"....useful for specialised training events for up-and-coming pilots...."

The Class rules for the aircraft would, of course, be international, but so should the more specific Class regulations, aims, and organisational requirements. Guidelines on accommodation, food, receptions and other exotica should be given to try to reduce inflationary ideas and costs. Camp-style living should be positively encouraged, and anything that leads either organisers or the entering teams into unnecessary expense should be positively discouraged.

In addition to International Competitions, a formal Class of this sort would be useful for specialised training events for up-and-coming pilots, where tasks could be tailored to the needs of future World Championships contestants. This would probably enable more younger pilots to enter the lists than is possible at present.

An International Club Class aimed initially at a performing level roughly equivalent to the Standard Class at Marfa could have a great future.

all pilots can read — but the BEST PILOTS read

Sailplane & Gliding

The magazine can be obtained from most Gliding Clubs in Gt. Britain, alternatively send £3.00 postage included for an annual subscription to the British Gliding Association, Kimberley House, Vaughan Way, Leicester. Single copies, including postage 49p.

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MEDICATION AND FLYING

Many flying accidents and incidents have occurred as a result of pilots flying while medically unfit. Although common ailments such as colds, sore throats and abdominal pains may cause relatively little discomfort or hazard in the normal course of events, they can be dangerous when associated with flying, and the more exacting the flying task the more likely are these minor indispositions to become more important.

The ideal situation, that no one should fly at all unless he is 100% fit and needs no medication, is not always practicable. Since many common drugs and remedies have powerful side-effects, however, all pilots should know how these may affect their performance.

It is important to realise that not only those medicines prescribed by your doctor but those readily available without a prescription over the chemist's counter have undesirable side-effects when flying.

If taking any medicine you should ask yourself:

1) Do I really feel fit to fly?
2) Do I really need to take medication at all?
3) Have I given this particular medication a personal trial on the ground at least 24 hours before flight, to ensure that it will not have any adverse effects whatever on my ability to fly?

MEDICINES TO WATCH

The following are some of the types of medicine in common use which may impair reactions:—

Sleeping tablets dull the senses, cause mental confusion and slow reactions. The length of time they act on any one individual varies, but may be prolonged, and pilots must have expert medical advice before using them.

Antibiotics (penicillin and the various -mycins and -cyclines) and sulpha drugs may have short-term or delayed effects which affect the pilot's performance. They are also of importance, however, in pointing to the fact that a fairly severe infection must be present to warrant their use. Apart from the effects of the substances themselves, the side-effects of the infection will almost always mean that a pilot is not fit to fly.

Fear is normal and provides a very effective alerting system. Tranquillisers and sedatives depress this alerting system and have been a contributory cause of fatal aircraft accidents. You must not fly when taking them.

Anti-histamine drugs are widely used in "cold cures", and in the treatment of hay fever, asthma and allergic rashes. Many easily obtainable nose-spray and drop preparations contain anti-histamines. Most, if not all, of this group of medicines tend to make you drowsy. This together with the effects of the illness, will often prevent you from answering the basic three questions satisfactorily. Admittedly very mild conditions of hay fever, etc, may be adequately controlled by small doses of anti-allergic drugs, but a trial period on the ground to establish the absence of side-effects is absolutely essential before flying. For those pilots afflicted with allergic conditions requiring more than the absolute minimum treatment, and in all cases of asthma, there should be no flying at all until one of the above-mentioned medical sources of advice has been consulted.

"Pep" pills (*eg* Caffeine, Dexedrine, Benzedrine) used to maintain wakefulness are often habit forming. Susceptibility to each drug varies from one individual to another, but all of them may cause dangerous overconfidence. Overdosage causes headaches, dizziness and mental disturbances. The use of "pep" pills while flying cannot be permitted. If coffee is not sufficient, you are not fit to fly.

Drugs for the relief of high blood pressure cause a change in the mechanism of blood circulation which can be disastrous when flying. If the blood pressure is such that drugs are needed the pilot is not fit to fly. If in any doubt about your blood pressure do not hesitate to seek advice.

CHECK EFFECTS BEFORE FLYING

Many drugs and medicines are now marketed in combination. It is essential that if there is any change in medicine or dosage, however slight, the effects should be observed by the pilot on the ground prior to flying.

Anti-malarial drugs in normally recommended doses do not usually have any adverse effects on flying ability. However, ensure that the drug is taken in good time so that question three can be satisfactorily answered.

Alcohol has similar effects to tranquillisers and sleeping tablets, and may remain circulating in the blood for a considerable time, especially if taken with food. You should not fly less than eight hours after taking moderate amounts of alcohol, and larger amounts require a longer recovery period, as we stressed in the February/March '73 issue, p22. The effects of even small amounts of alcohol in combination with other drugs, notably sleeping tablets, tranquillisers and sedatives is greatly magnified and may be lethal.

Remember that, following local and general dental and other anaesthetics, a period of time should elapse before returning to flying. This period will vary depending on individual circumstances, but will usually be at least 24 hours. The dentist or anaesthetist must be asked about this.

Although these are the commonest groups of drugs with adverse effects on pilot performance it should be pointed out that many forms of medication, although not usually affecting pilot performance, may do so in individuals who are oversensitive to the particular drug. You are therefore exhorted not to take *any* drugs or medicines before or during flight unless you are completely familiar with the effects of the medication on your own body. If you are in any doubt at all, ask a doctor experienced in aviation.

Mention should be made of the fact that blood donation and flying do not mix. The disturbance to the circulation following blood donation takes several weeks to return to normal, and although effects are slight whilst at ground level, there are risks when flying during this period. It is recommended that pilots do not volunteer as blood donors while actively flying, but if blood has been given, an appropriate medical source should be consulted before returning to flying.

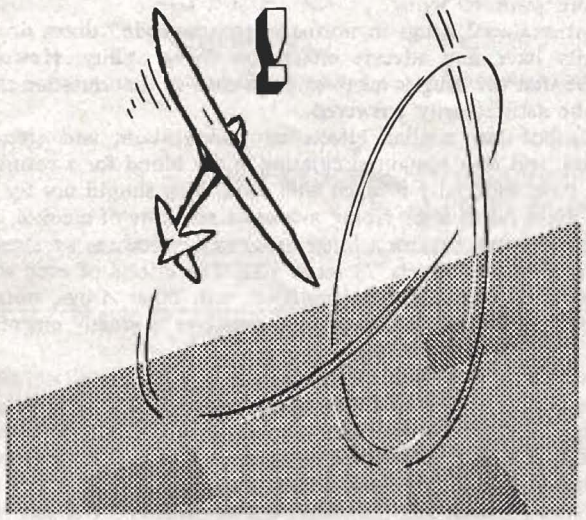
To sum up, the effects of medication on his flying performance are the direct concern of the individual pilot. If in doubt consult the medical sources mentioned for advice and should there be any difficulty in obtaining it, contact the Civil Aviation Authority at this number: 01-836 1207, Extension 493, when the Medical Department will be glad to give you all possible assistance.

Reproduced from a Civil Aviation Authority information circular, No 14/1974.

SEX LIBERATION



Looking around in the boss's office the other day for a VILM (Very Important Letter—Mislaid), I was arrested by the sight of two editions of *Sailplane & Gliding*. Making myself comfortable in the VIBC (Very Important Boss's Chair) (he was away at the time) I switched through the telephone to the Other Secretary, to make sure I would be free from interruptions, and settled down to read the Southdown news. But what was all this? Diamond heights? Cross-countries? Exotic sounding sailplanes? Who were these young upstarts?



In my day the weather was different and we didn't have thermals at Firle. People who drove the Olympia—no matter how ordinary they might be on the ground, assumed God-like appearances as they prepared for flight in this high performance sailplane: an almost unobtainable objective to the lowly T-21-ers and Tutor pilots. Frantically we swung bats, retrieved cables and kept logs for three minute circuits, and regarded with envy the chosen few converted on to higher things. Ah! And those blissful days—in a northeasterly gale—when one was allowed a flight of half an hour, and on the ground, sheltered behind a heap of cow-dung and a blasted gorse bush, flask tops popped like champagne corks and we discussed the feasability of typing the minutes of meetings on toilet paper.

Life went on and one achieved Tutor standards, and dreamed about beating Anne Burns. I mean, of course, in open competition—not with a large stick. By this time one had learnt a thing or two, like how to impress an instructor on a check flight and how to impress an instructor when he was giving you a lift home. This experience came in very handy when one made the occasional visit to L....m, where there was a bigger choice of gliders and instructors.

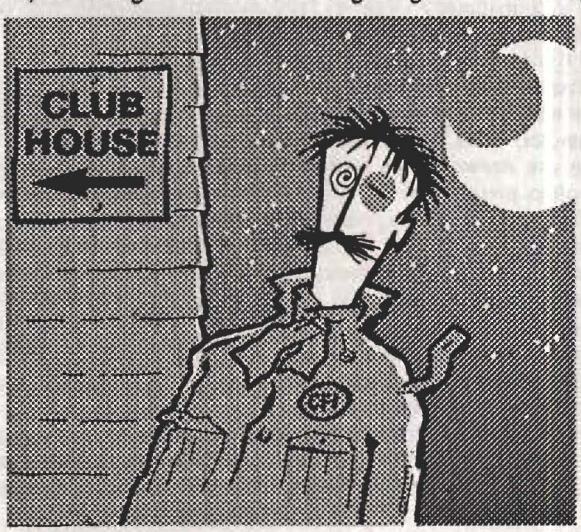
I went down to L....m the other day actually, and a kindly maiden gave me instruction on how to hook on and swing a bat. I didn't like to disillusion her by saying that even if I can't tell a Cirrus from a Pilatus, these are two fields in which I have a vast experience. And, of course, running with wing tips. Actually, in the old days, when a party of Southdowners visited L....m we used to amaze the inhabitants at the way we rushed around attaching cables and holding on to wing tips. They used to be so overcome that they would have to go in to the clubhouse for a cup of coffee or sit around watching us in admiration. Though, come to think of it, perhaps this was the normal procedure there, sitting around and drinking coffee.

Anyway, there was this young lass and she didn't look anything like us girls used to look. She was wearing a sort of Mickey Mouse shirt and baggy pants. Her hair was down to her bottom and from time to time when the wind was in the right direction, it was fairly obvious that she was not even wearing a bra. In my young days a woman was a woman, even in a flying overall. What was more serious was that the instructor was not giving her a lecherous look from the two-seater. But, since his hair was also down to his waist it is just possible that he was a woman too.

The point I really want to make is to all young glider pilots who are members of Womens Lib and that is if you want to get aloft wear an uplift, and a pair of well fitting, or extremely tight, jeans. Don't be overheard rattling on about the theory of thermalling. Tell the best looking instructor that you can't really understand it when you read about it and he will be only too pleased to give you some private instruction behind the hangar later on. You'll learn far more that way.

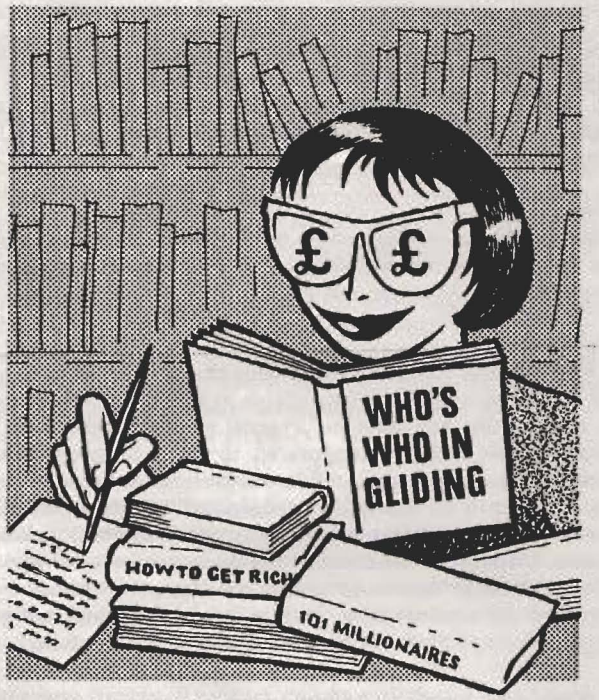
Be sure to show your devotion to the sport by being the only one left on the field at lunchtime looking after gliders. It is perfectly possible, even on a blustery day, to lie on a wing tip in rather a suggestive fashion, so that when the instructor comes out from lunch he will be frightfully impressed by your generosity of spirit and flesh in the right places and probably he will suggest that you have earned the next flight even if you are 32nd on the list.

Of course, there are other ways of getting in earlier on the flying list; like rising at dawn and heaving things out of the hangar.



By Aunt Matilda

This is often quite a bad ploy. Chances are you will have been in the bar the night before; find that the less attractive women have already left the dorm (the most attractive won't have been there) and have to rush out without your eye make-up on. This will get you nowhere at all since it will inevitably be almighty cold, the



first rays of the sun will give you a blinding headache on account of that raw wine the night before, and later on in the day when you do your languishing act on a wing tip you will go to sleep and have everyone shout at you for holding up the launch.

The most important thing is always to be there at the launch point and smile at the instructor. Look cheerful even if your teeth are dropping out with the cold.

There is absolutely no point in getting involved in helping a private owner. These individuals are always on the look out for a dim pupil to walk across the airfield with their glider's wing tip. (They, of course, ride in their cars towing the thing.) The reason they are always on the look out for a dim pupil is that every single other club member has, over the years, given them the victory sign, so they have to pick on someone who is new to the game.

Continually getting caught on this line will do your flying progress no good at all, although it may be as well (on the basis of never wasting an opportunity) to check on the private owner's private income. You will find when you get to the aerotow point you will have to wait and help him to get launched, since all the other private owners are in the same position—crewless. After this you will have half a mile to walk to the two-seater towcar launching pad and by that time you will be 33rd on the list.

Another alternative is to drink the night before, with the private owner of a two-seater, but this does entail a certain amount of preliminary research to find out about his marital status and if his wife is there this weekend. In any case, although you may get a flight, he probably won't have any influence in getting you off the two-seater list and on to solo machines.

Driving a towcar is all right (provided there is a windscreen) or even winching. Any man will do to help you disentangle the cable. Try and make sure you have a spare one around. Never find out how to drive tractors, oil things, or bang things with a hammer. All most unattractive pursuits. Besides, instructors never look at who is doing these things—they just issue orders for them to be done. In any case, snarl ups and hold ups are an ideal opportunity for gazing into the instructor's eyes and offering him a toffee.

It didn't take me long to learn any of these things, and many more. How else would I have done out-and-returns with D...k P.gg..t and John Ev....t?

Plenty of time for equal opportunities after you have got your Silver C s. Till then, girls, the dice are heavily loaded in your favour, over the male *ab-initio.*

To conclude, however, there is one point which must be borne strongly in mind, *ie* the object of the exercise, which is to become a proficient and liberated pilot, and hence the necessity for dropping the instructors at a suitable stage. Here, I confess, some of my generation went wrong and omitted this procedure.

Flushed with success and our instructor rating, and doubtless suffering from anoxia after some high flying, we absent-mindedly accepted the instructor's proposal of marriage. This step has two



outcomes—(a) children and (b) cessation of flying activities following on from (a). The next time you get near a glider you have to kick the eldest out of the way so that you can get your name on the flying list before his. Still there are compensations.

And does anyone know of a three-seater glider going cheap?

A RESUMÉ OF 1974—*Extracts from the Annual Reports.*

The BGA annual general meeting was held at the Crown Hotel, Oakham, Leics, on March 15, followed by a dinner-dance and presentation of trophies, this year organised by the Buckminster Gliding Club.

AIRSPACE COMMITTEE REPORT

John Ellis, Chairman

London TMA

Some 15% of the entire BGA membership will be directly affected by the London TMA changes, due to be implemented in April, both by the increased difficulties of local operations and the near impossibility of safe cross-country flight. A further 15% will find cross-country and record opportunities reduced to a greater or lesser extent dependent on exact location. The entire British gliding movement may be eventually affected by reason of the precedents set during these negotiations.

It is particularly galling that restrictive airspace is expanding at a time of decreasing commercial activity. It must be said that the potential effect on the gliding movement is completely out of proportion to the supposed advantages to any other section of aviation.

Temporary Airways

There are moves afoot to reinstitute airways similar to the temporary arrangements introduced during the fuel shortage of 1974 to allow commercial traffic more direct routings. This impetus comes from ICAO. In the writer's opinion, cost savings by this means over short distances in the UK are very marginal.

If these airways are reinstituted, it is obvious that the basic reason for controlled airspace, *ie* safety, will have changed to the further disadvantage of non commercial users.

The remaining changes and points that have arisen during the year are taken roughly geographically, north to south.

Scotland

For obvious reasons aviation activity is increasing in Scotland. As yet, there have been no proposals or any discussions on the subject involving the BGA. Discussions are known to have taken place *via* the Scottish branch of the Guild of Air Pilots and Navigators (at least). Apparently the Scottish gliding interests were not thought to be of sufficient importance to be considered. So far only NATS have been liasing with the SGU.

The take-over of Aberdeen Airport by the British Airports Authority, the new runway to be opened at Edinburgh and the increase in general activity are likely to generate pressures for increasing control.

Newcastle

A difficult but eventually successful negotiation took place to revise the very adverse local agreement between the Newcastle Airport Authority and the adjacent Northumbria Gliding Club. Concurrent with this negotiation and supposedly unknown to the gliding interests, proposals had been made by Newcastle for special rules airspace around the airport. They denied that these proposals were already in the pipe line but, immediately after the new local agreement was concluded, the plans came to the surface officially. Some discussions have taken place but as yet the new area has not been implemented, but it is intended to introduce this airspace on a trial basis in the spring of 1975.

East Midlands

Special rules airspace around this airport was instituted during the year. Whilst it will undoubtedly be a considerable nuisance to both nearby clubs and cross-country pilots, the effects are mitigated to some extent by the exemption from the rules for gliders in VMC.

Rhoose

Some extension of this special rules airspace has taken place. Since the extension area is unlikely to affect glider cross-countries to any extent, no objection was made.

Brize Norton

It has long been thought unreasonable that this special rules airspace should be completely unavailable to glider pilots. For some time negotiations had been in progress to allow some form of penetration. At first these appeared to be a complete block, probably for two reasons: the military authorities do not want their flying activities to be "upset" or "endangered" and there was considerable misunderstanding as to the very nature of modern gliding activities. Eventually, with considerable assistance from one person familiar with the problems, agreement was reached for penetration at weekends with certain rules. Small as this "concession" is, it will undoubtedly be of great use to some cross-country pilots.

The "Cotswold Area"

A far reaching study took place concerning Air traffic Control in the very large area loosely termed the Cotswold Area. The BGA co-operated fully with the mainly Military Authorities undertaking this study. Rather surprisingly, it proved very difficult to obtain the results. Eventually, a copy was provided for information, with the proviso that the contents were "restricted". Obviously with that proviso details cannot be generally revealed. Suffice to say that as far as we are concerned the report of the study committee contains some inarguable points, many controversial points and if the recommendations were to be implemented in full, with no account taken of the proper and reasonable needs of gliding, we might as well all emigrate! This in spite of the Census results showing more gliding in this general area than all other UK aviation activity put together. In fact, the full recommendations are unlikely to be put into effect. Indeed the whole study — mainly concerned with protection for military aircraft — may have been outdated by political events and possible Service retrenchment.

Southend

The Southend rules were changed during the year to exclude aircraft even in VMC—if not under control. Fortunately it proved possible to retain the past arrangement for gliders and they are excluded from the new provisions.

Minor Changes

Some other minor and non controversial changes have taken place to airway alignments and heights. These do not particularly affect gliding activities but a reminder is in order that it will particularly be necessary in 1975 to fly using the most up to date maps available, thus avoiding inadvertant infringements.

General Comments

This report is already much longer than has been written for some years. It reflects the increasing problems that are arising. It is emphasised that the following comments are the writer's personal views alone.

Many of the changes that have taken place, or are imminent, reflect the pre oil crisis inflation era forecasts of increasing commercial activity. It is indeed possible, and all the signs are there, that commercial aviation will decrease for a period before again expanding at a decreased rate. In spite of this, there are very few signs that demands for airspace for commercial purposes are diminishing. The atmosphere seems to be changing. Whilst undoubtedly the individuals one negotiates with are as pleasant to deal with as those in the past, there are growing signs that the amorphous bodies they may or may not represent are becoming more difficult to deal with on a logical basis.

Airspace is still being planned as if radar had never been invented. There are still considerable problems in explaining that the time is long past when the sole ambition of a solo pilot was to successfully negotiate a three minute circuit and the height of ambition was a 50km attempt — downwind.

All this since the demise of PACFAG — the Parliamentary Aviation Committee for Flying and Gliding. This was our best means of appeal against adverse decisions since it gave direct and "official" entry to MPs etc. It no longer exists and any appeal or argument against airspace officialdom becomes much more difficult and indeed not at all clear.

DEVELOPMENT COMMITTEE REPORT

JOAN CLOKE, CHAIRMAN.

A number of established clubs have been visited as well as possible new sites. Less satisfactory have been the protracted negotiations to get better and more reasonable terms for clubs flying from MoD sites.

We have continued to work closely with the Sports Council, the Regional Sports Councils, the Central Council for Physical Recreation and other bodies. A number of clubs have received grant aid from the Sports Council for development projects, including equipment, and grants were given for the 1974 World Championships. Currently the BGA is making an application for a grant towards buying a Super Falke for the National Coaching scheme.

We contributed to the CAA's study of General Aviation in the south-east of England which meant attending several meetings and submitting a paper on gliding in the area. CAA commented that the BGA, who made a good deal of useful information available to the research team, was one of the few aviation bodies able to produce comprehensive statistics on an historical basis. They confirmed that the rate of growth shows there is a considerable unsatisfied demand for gliding in the south-east.

FLYING COMMITTEE REPORT

IAN STRACHAN, CHAIRMAN

A lot of time was spent in establishing BGA policies on the 1975 rewrite of the CIVV Sporting Code; the BGA Handicap System was completely revised and a Radio Procedures Sub-committee was set-up under the Chairmanship of Colin Street. This was later transferred to the Airspace Committee but meanwhile proposals for the future use of R/T had been agreed by the Executive.

Routine business included the vetting of marginal claims and the Committee is still disturbed at the erratic standard of some Official Observers and even some Senior Observers.

INSTRUCTORS COMMITTEE REPORT

DON SPOTTISWOOD, CHAIRMAN

There were 12 instructor courses during the year with a total of 75 new instructors trained. The standard of candidate was generally good and CFIs have clearly worked hard to prepare potential instructors, though we believe the pre-course briefing instituted this year has also been of great help.

Committee members have carried out 50 successful full rating tests and 24 motor glider instructor ratings. It is intended to change the form of the Regional CFI Seminars held in the early part of this year to concentrate in future on flight safety matters. There are still far too many flying accidents which can be attributed to poor basic training, inadequate supervision and organisation faults. We hope clubs will encourage their members to attend these Safety Seminars which will be given by the National Coaches during visits to clubs.

The Committee re-examined the requirements and syllabus for the motor glider instructor rating and proposals were made to the CAA to simplify the syllabus. We expect to have their formal reaction soon.

MAGAZINE COMMITTEE

ANTHONY EDWARDS, CHAIRMAN.

Sailplane & Gliding underwent its biggest change for years when it adopted a larger format with the first number in 1974. This has allowed more flexibility in presenting both text and photographs and was well received.

This year we said "goodbye" and "thank you" to one of our long-standing committee members, Godfrey Harwood, who felt the time had come to resign.

SAFETY PANEL REPORT

IAN DANDIE, CHAIRMAN

Far fewer people were injured in accidents during the last year, though we still had four fatalities, two of these the outcome of stalling in a turn near the ground.

There were 106 accidents, 43 substantial and 63 minor. The 1974 accident rate, 0.38 per 1000 launches, is comparable with 1970, better than 1972 and 1973, but still nothing to be complacent about.

Looking at the different types of accident we find that errors in field selection gave rise to 17 accidents, circuit planning nine, and approach control ten. We still had one "blow-over" and one accident due to the air brakes being opened and not noticed.

Poor solo supervision accounted for seven accidents. This is an improvement, but instructors should note that most of these were due to inexperienced solo pilots being allowed to attempt soaring flights beyond their capabilities. There has also been a number of hill soaring accidents, some due to pilots having no respect for the effects of "curl over" and others where they refused to believe that the ridge was not working so did not turn away in time.

Of the ten motor glider accidents, two were due to technical failures, two to failure to control the rather protacted take-off and one to a simulated field landing which became an actual (the field proved to be unsuitable). In another the propeller was damaged in a "touch and go".

TECHNICAL COMMITTEE
ROY TETLOW, CHAIRMAN

C of A investigations during the year must have approached a record number and involved individual members and test groups in a great deal of work. There have been several fatal accidents but they were not in any way the result of our airworthiness procedures.

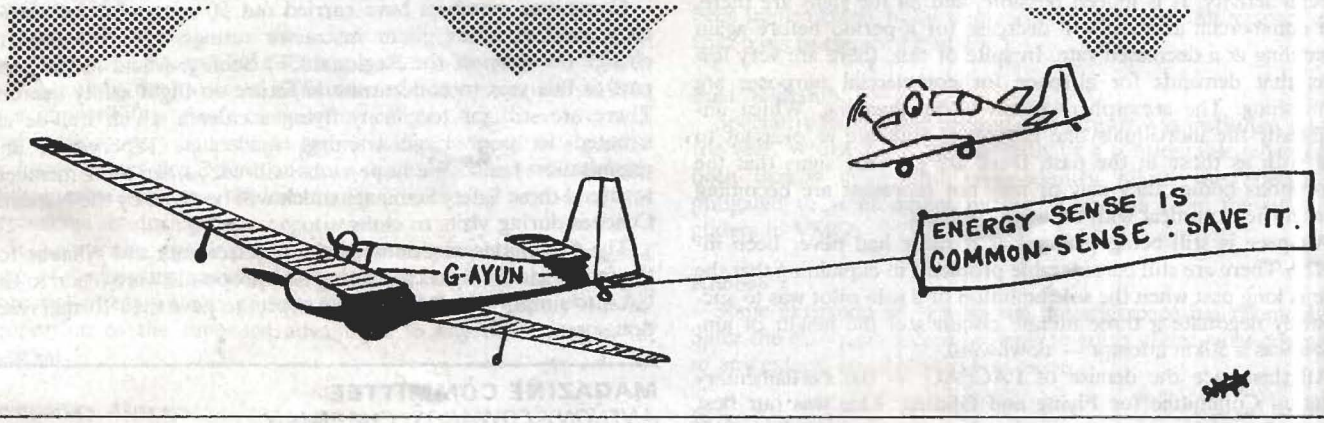
Defects take a lot of time and it would help if those supplying details gave more adequate documentation. Stemming from several reported drag chute failings, a test programme has been carried out resulting in a report and recommendations.

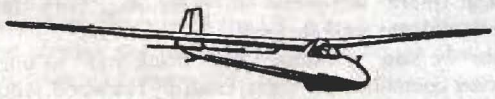
The continuing airworthiness, inspection, renewal and sometimes major modifications of around 900 gliders in the UK is the daily business of the BGA Technical Committee who enjoy the excellent support of some 250 BGA appointed inspectors throughout Great Britain.

PHILIP WILLS RESERVE FUND

Negotiations were completed during the year for a loan of £2,000, bringing the total sum out on loan to clubs since the formation of the Fund to £8,300. A further £2,500 is at present on offer to two clubs towards the cost of bunkhouses and briefing/lecture rooms.

When these are taken up there will be little money, if any, available during 1975 until after repayments have accumulated.





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We apologise for a printing error on this advertisement in the last issue.

Cambridge University Gliding Club's 40th Anniversary

ANTHONY EDWARDS—Chairman

On February 12 1935 the inaugural meeting of the Cambridge Gliding Club was held. A letter from the Senior Proctor of the University was read out:

Dear Sir,

Approval was yesterday given by the Proctorial Syndicate of the formation of the Cambridge Gliding Club on the strict understanding that members must always obtain a Tutor's permit before flying.

Yours sincerely

B.L. Hallward

PS. I hope your enterprise will flourish.

And flourish it did, so that 40 years later finds Cambridge with one of the principal gliding clubs in the country. The committee meeting on May 16 1935 must have been the shortest ever (a seven-hour meeting is recorded later in the book!):

"1 That the name of the club be changed to the "Cambridge University Gliding Club".

2 That instruction shall begin on Friday 17/5/35."

And indeed on the Friday the first flight took place at Caxton Gibbet, a Nacelled Zögling piloted by Oliver Fitzwilliam being launched by winch. The name of the club has remained the same ever since, though for many years it has been an open club with a majority of non-University members. Technically, however, all the equipment is owned by a Trust whose object is "To promote, assist and encourage gliding, soaring and aerial navigation in all its forms in the University of Cambridge", and by the rules a majority of the committee must be members of the University. So by a typically British compromise a somewhat illogical organisation provides an opportunity for co-operation which has been seized by every glider pilot in Cambridge.

The club was founded by a group which included John, Duke of Grafton, John Paget, Oliver Fitzwilliam, Ralph Slazenger, Don Maclement, Keith Turner, and John Pringle. Paget was President, Pringle Treasurer, and Turner Secretary. Forty years on finds John Pringle President, though ever since he took the Chair of Zoology at another place we have had to have a Chairman in Cambridge.

By the end of 1935 a BAC VII two-seater, a Willow Wren, and the Cambridge I had all been flown. The first cross-country flight (four miles, from Mam Tor to Camphill) took place the following year, in which a National height record for winch launching (1200ft) was also claimed. Thus the twin pillars of the club's pre-war fame — operating by winch from a flat site, and running hill expeditions — were set up at an early stage. In 1937, commenting on the first soaring flight and cross-country from Caxton (30 mins for seven miles), the Editor of *Sailplane* wrote "The first cross-country flights from the Cambridge University Gliding Club's site are notable events, in that the club has no hill for soaring, and has to rely entirely on thermal currents rising off a flat field".

There was a camp at Kimmeridge, Dorset, in 1937, and that year also saw the first aerotow (at Heston), the advent of the Totternhoe and the Kirby Kite, and the first Silver Cs: John Simpson, K. Lingford and Keith Turner. In 1938 there was aerotowing from both Cambridge Airport and RAF Duxford, the first soaring at Duxford taking place on March 6. Thirty-seven years later finds the club once again aerotowing from both Cambridge Airport (now invariably called "Marshall's") and Duxford (now no longer used by the RAF). There was also winching at Duxford, as there is today, a record height of 1350ft being obtained on May 15, and two very successful camps in the Vale of Pewsey, Wiltshire, at sites revisited by the Club in the last few years. Then came the war. The Cambridge I was stored at Dunstable and everything else requisitioned.

But the club was not to be dormant for long. In the middle of 1945 John Pringle rescued the Cambridge I from Dunstable and flew it from Heston and Sutton Bank. From Heston he soared over London for 45mins! Training started again at Caxton Gibbet and Marshall's in 1946, and on May 19 the club moved its equipment



John Pringle, the President, photographed in his undergraduate days with the BAC VII

from Caxton to Bourn aerodrome, nearer Cambridge. In June the first of a memorable sequence of Mynd camps was held "with the co-operation of the Midland Gliding Club". These camps were to be a regular feature of club operations for twenty-eight years, until increasing costs and the changing requirements of high-performance machines were to lead to their recent, and we hope temporary, demise.

And so the post-war story unfolds. Ted Warner joined the club as Ground Engineer in 1946, an event which was to have the profoundest influence on its subsequent history. One day that history will have to be written (much to his annoyance!), but for the moment 1946 seems a good place to stop. Nowadays, when the simplest plans take years to carry out because of the bureaucracy of interventionism, it is good to recall that in just 11 years a gliding club was started from scratch, people learnt to winch, aerotow, bungey, soar, and fly cross-country, that a World War was then fought and won, and that the same gliding club was then resurrected with such enthusiasm that in 1975 we are still enjoying the results.

BEER AND RE

*Thanks to Mike Carlton Britain is back on The World Record General list after a lapse of 14 years.**

This is Mike's account of an eventful trip.

* *Subject to homologation.*

Have a beer? Bill Scull and I met Con Greaves at the Oranjekrag in the Orange Free State on the first of many intriguing evenings with our South African hosts. We had all travelled out to this hot, moorlike part of the high veld to participate in the South African National Championships, Bill flying a Kestrel 19 and Con and I a new Calif A-21 which had just arrived after a hasty collection from Italy and the assistance of Dick Stratton of the BGA in granting a temporary Permit to Fly. We were immediately taken over and invited to stay at the houses of the Bloemfontein contingent for the duration, which proved to be gliding followed by a South African style barbecue every night with all participants flowing off to bed in pools of beer.

Ready to fly

Con Greaves, a veteran of three South African Gliding Championships, had by the time we arrived overcome all the usual difficulties of importation and transportation and we were able to commence flying in earnest on Friday, December 20. The conditions were superb, four and five meter thermals being the norm with either blue thermals or at least cloud base starting at between 8000 and 11000ft agl.

The Calif showed all its promise and we looked forward to embarking on a number of exciting flights. My first task was to deal with the elusive 500km triangle, which I managed to complete successfully on the fourth day. This left Con and me able to concentrate on the two-seater flying which began to show that world records were well within our grasp. Then tragedy struck: after five days' flying at the start of a 325km triangle, the two-seater developed severe aileron flutter which led to both wing tips cracking and bending up and the aircraft becoming almost impossible to handle. After a more than fraught descent we landed knowing that the 14 months of hard work and preparation were to no avail; this some four days before the commencement of the actual Championship flying.

Invited to compete

It was then that the magnificent help and hospitality of the South Africans were most evident. There we were, three pilots and one aeroplane, all in a very depressed state of mind. The South Africans agreed to us flying *hors concours* with all three of us being allowed to compete. Bill Scull almost immediately completed a very creditable 525km triangle and Con Greaves at 545km out-and-return at a British national record speed of approximately 117km/h.

A superb contest

It was interesting to be present at one of the earlier task days to be set a 1000km triangle which unfortunately had to be revised due to weather uncertainties. All in all we were able to overcome the obvious disappointment of the Calif incident and enjoyed a superb contest among many of our new South African friends. After the contest Bill and I stayed with the Bloemfontein Gliding Club at Kenilworth, just north of the city of Bloemfontein, whilst Con visited his brother in Capetown.

Once again club members Ben Lubbe, Maurice Otto, Jan, Dirk, Bob and Mike, who had crewed for us at Oranjekrag, and not the least Walter Waller the CFI, made us feel at home. We enjoyed the delights of

CORDS



Mike Carlton (in the hat) with Bill Scull.

winch launching the Kestrel and generally bathed in the warm sun and club atmosphere. As we intended to return to England by January 8, Bill and I drove to the airfield with a view to derigging. At about 11am Bill showed me a message from Con saying what a super day it was and why didn't I try a 750km triangle?

Convinced by the early puffs of "steam" at around 7000ft agl, my preparations were soon under way to deal with making declarations, organising photos, barographs, etc, and at 11.25am I was finally winch launched to 750ft to begin the most exciting flight of my life. It was soon evident that the day was going to be special. Having climbed initially to 9000ft agl, I set off in a fast easterly direction at 110kts. After about five miniutes, I realised that my track should have been south. With hasty apologies to Bloemfontein radar (we flew there under radar control from the main airport some 5km away), I was once again properly away.

Fast beginning

The first 180kms were covered in phenomenal time, averaging some 165km/h, until I reached the same maritime air of the Hendrik Verwoerd Dam area where we had been flying in the previous week. My first turning point, some 280km from Kenilworth, was aptly named Carlton. True to form I couldn't find it! After waiting some eight or nine minutes and photographing the whole area, I pinpointed the tiny railway station and was able to set out on the second leg of 290kms to Douglas airfield on the Douglas river. Up to this point lift was nearly always of the order of five meters to 10000 and 11000ft agl.

The second leg was to be flown over inhospitable, dry and fairly flat country. This, coupled with the slightly adverse 10-15kts wind, made the going much harder, even to my having a very low point some two-thirds of the way through this leg. After some five hours, Douglas Airfield was reached and photographed, and the homeward run lay ahead.

Speed reduced

A completely blue sky faced me and serious doubts nearly caused me to divert northerly towards Kimberley where some patchy cumulus clouds were still forming. However, I decided to reduce speed and to take advantage of the weaker lift to drift home. Some 100kms out I could hear Chris Falkingbridge in his Std Cirrus finishing a 756km triangle into Oranjekrag and assumed that my day was over. If only I had believed the excellent JSW calculator then the last two slow climbs, which led me to have to finish with the wheel down, air brakes out and parachute deployed, would have been averted.

Upon landing I was surprised by the many congratulations and inevitable beers to learn that, subject to confirmation and no other claims, a new world distance record for the largest triangle over 750km had been established. All in all some recompense for the Calif problems.

Postscript: As already announced in our last issue p30 a number of 750km triangles were flown on January 5, the fastest being the one flown by Georg Eckle of West Germany in his Nimbus 2 at approx 123km/h. The largest triangle (771km), however, was the one flown by Mike Carlton in his Kestrel 19 and should, subject to homologation, be the first recognised world record for distance along a triangular course. [ED]

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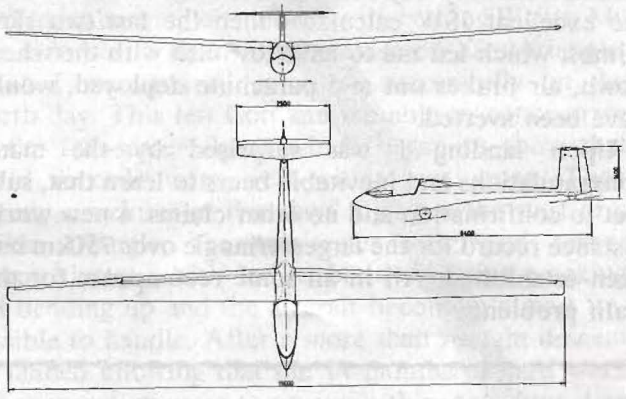
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GLIDER RADIO COMMUNICATIONS

COLIN STREET—*Chairman, Radio Communications Airspace Committee*

The increase in the use of glider radio communications in recent years has led to the need of the BGA to examine the future usage of the facility. Some idea of the current expansion in the use of R/T communications can be gauged from the fact that applications for licences have trebled in the last three years.

At the beginning of 1974 new R/T proposals were formulated within the BGA and circulated to interested parties for study and comment. While this was being undertaken, an approach to NATS was made to see if an additional discreet gliding frequency could be made available to alleviate the growing congestion on 130.4MHz that we were experiencing in some parts of the country. Unfortunately the ability to maximise our capacity of utilising 129.9MHz to greater effect was compromised by the needs of other users sharing the frequency. This problem was highlighted in the summer when Biggin Hill was temporarily assigned 129.9 as an approach frequency. Clearly the mixing of such dissimilar operations on one frequency was undesirable.

The negotiations that followed with NATS resulted in the allocation of a new discreet gliding frequency of 130.1, on condition that the shared frequency of 129.9 was phased out of our operations. However after further negotiations NATS acceded to our request for the utilisation of 129.9 as our ground to ground frequency for a trial period of one year. Should this trial prove satisfactory then the frequency will be confirmed as a permanent ground to ground frequency with effect from November 1, 1975. All licence holders will now have been advised by the Home Office of the revision to their licence schedule which came into effect on November 1 1974.

During discussions with NATS the opportunity was taken to raise the question of interference from unauthorised use of the gliding frequencies, and as a result NATS have promulgated an Information Circular detailing the changes in our frequencies and confirming the exclusive use of 130.1 and 130.4 for gliding operations. Should any problems arise in future, then a report of the interference should be sent to the BGA giving as much information as possible. These details will then be forwarded to NATS for action.

Last September the Executive Committee approved the following R/T procedures that came into effect this year.

Frequency Assignment

	All-cross country flying
130.4	All cloud flying
	*Secondary site frequency

*The purpose of the secondary site frequency is for those clubs who have a second channel facility to provide a voluntary "Safeguard Service" by broadcasting information to cross-country gliders in their area, warming of abnormal weather conditions, or details of a NOTAM affecting the area, *ie* the ETA's of a Royal Flight Helicopter transiting the area.

	All local flying (including Met research,
130.1	Test flying, formation aerobatics etc)
	Primary site frequency
	Contest start and finish lines.
129.9	
(Shared frequency)	Ground-to-ground communications.

It is appreciated that some gliders are fitted with single channel equipment, and that it will take time before this equipment becomes obsolescent. There is therefore no restriction in the use of 130.4 in this case. However, priority of transmission must be given to pilots transmitting cloud flying or cross-country information before transmitting messages of a context not assigned to the frequency, and these should only be of an essential nature and kept as brief as possible.

R/T Standards

To promote better standards of R/T utilisation, the BGA will introduce the following:

1. Ask all clubs to appoint communications officers to teach and advise new members of the use of radio, and to monitor their local area R/T for standard of operations and for freedom from interference by unauthorised users.
2 Publish guidance in the form of an R/T handbook.
3 Introduce a section on R/T in the Bronze C test paper.
4 Compile and publish a register of all call signs and their owners, and publish this as a supplement to S&G.

Call Signs

The BGA will require all gliders competing in the 1975 competitions to utilise their competition number as their registered call sign, and also recommend that all future applicants for glider radio licences utilise their competition number as their registered call sign. It is considered essential that when operating a system of pilot controlled separation between gliders, the identification marks on the airframe relate to the call sign of the glider. There is no objection to personalised name call signs being used for glider mobile stations.

The implementation of these new R/T procedures is being made by attempting to strike a balance between informality and regulation, there being no desire whatsoever to introduce any form of BGA R/T licencing.

For the facility to be of benefit to the movement it therefore requires a fair measure of self-discipline from all R/T operators, but this is not to say that the BGA will not take disciplinary action against any R/T operator who shows a blatant disregard for other users on the frequency.

Finally, when preparing for the new season it should not be forgotten that our radio equipment is operating in the aeronautical band, and that a periodic check should be made of the frequency standard of R/T equipment by an authorised tester.

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PEEBLES— a new name in variometers

B. D. JACKSON

My only previous knowledge of Pat Peebles was the article he wrote some time ago for Sailplane & Gliding about a gadget called the Pallinometer, so when he telephoned me one evening to ask if I could assist in air testing a new electric variometer he had designed, I was more than a little intrigued.

He explained that most instruments of this type suffered from two disadvantages, a non-linear scale, and a lack of sensitivity near scale zero, resulting in the meter failing to indicate very small amounts of lift. He had managed to overcome both these difficulties by introducing a biassing flow across the thermistor sensors.

The sensing chamber incorporates a diaphragm type pump, which causes an oscillating flow across the sensors, and adjustment of the amplitude of oscillation enables a linear response to be achieved. Since the air around the sensors is continuously in movement, there is no tendency to stagnate when there is no flow due to lift or sink.

In addition to the improvements described above, an integrating circuit has been provided, to allow average rate of climb to be indicated. A voltage regulating circuit is also included, to provide a nine volt supply from any source between 11 and 24 volts.

Initial testing was carried out in the K-13 at Camphill, and after some minor modifications the instrument was installed in the syndicate's Dart 17R. The advantages of the instrument were immediately apparent. Response to lift was fast, but with no tendency to overshoot, the integrating facility was easy to use, and checked out well against the altimeter and stop-watch. A wave climb to over 12000ft showed that the attention paid to temperature stability, and the increased sensitivity around zero on the scale, were well worthwhile.

Since the instrument was installed in the Dart, a number of pilots have had the opportunity of making an independent assessment. Their comments have all been favourable, and there is every indication that the instrument will be favourably received when it is put into production.

Incidentially, I would like to make it clear that I have no commercial interest in the instrument.

FORTHCOMING EVENTS

APRIL 30-MAY 11: Inter-Service Regional, Spitalgate
MAY 1-10: Hahnweide International Contest, Germany
MAY 10-18: Wycombe Regionals, Booker
MAY 15-25: Swiss Nationals, Montricher, Vaud
MAY 17-30: Austrian Nationals, Mariazell
MAY 17-25: Belgian Open/Standard Class Nationals, Saint Hubert
MAY 17-JUNE 1: German Open/Standard Class Nationals, Bindlacher Berg nr Bayreuth
MAY 21-22: Israel Aviation and Astronautics Annual Conference, Tel Aviv and Haifa
MAY 24-JUNE 1: UK Nationals, Coventry GC, Husbands Bosworth
MAY 26-JUNE 6: Dutch Standard/Club Class Nationals, Terlet
JUNE 7-15: Competition Enterprise, Devon & Somerset GC, North Hill
JUNE 8-29: Women's World Championships, Leszno, Poland
JUNE 10: Start of Smirnoff Derby, USA.
JULY 1-10: USA Standard Class Nationals, Minden, Nevada
JULY 5-13: Western Regionals, Bristol & Gloucestershire GC, Nympsfield
JULY 13-26: Huit Jours d'Angers, France
JULY 15-24: USA National Soaring Championships, Hobbs, New Mexico
JULY 19-27: Lasham Regionals, Lasham Gliding Society, Lasham
JULY 19-AUGUST 3: German Club Class Nationals and Ladies Contest, Kassel-Calden
JULY 19-26: International Meeting for Vintage Gliders, Gruyere, Switzerland
AUGUST 2-10: Northern Regionals, Derbyshire & Lancashire GC. Sutton Bank
AUGUST 9-17: Belgian Club/Two-Seater Class Nationals, Balen
AUGUST 16-25: Euroglide, London GC, Dunstable
SEPTEMBER 6-13: German Motor Glider Rally, Burg Feuerstein, Germany (provisional).

pik 20

New from Finland



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BGA & general news

STRUCTURE OF THE BGA

The membership structure of the BGA is now made up of 76 full members and 107 associate members. The 76 full members include three members which have affiliated clubs as follows: Army Gliding Association, 2 clubs, RAF Gliding and Soaring Association, 14, and Royal Navy Gliding and Soaring Association, 3.

Operations

During the year ending September 30, 1974, (1973 figures in brackets), civilian clubs flew a total of 84854 (81629) hours from club sites from 284112 (279835) launches.

Club owned gliders totalled 285 (273) and privately owned gliders 597 (535). The combined Services flew 25389 (23612) hours from 95873 (102863) launches.

Certificates

Certificates were issued as follows: A and B endorsements 2236 (2320), C endorsements 167 (205), Bronze C endorsements 500 (579), Silver C 337 (254), Gold C 68 (47), Gold C distance 106 (43), Gold C height 120 (123), Diamond goal 106 (43), Diamond height 30 (26) and Diamond distance 15 (24).

A and B certificates were applied for by 1315 (1371) holders of the ATC proficiency certificate.

BGA DIPLOMAS

This year they have been awarded to John Jeffries (London GC), Ansgar Sambale (Scottish GU) and Ted Warner (Cambridge University GC). Full details will be in the next issue.

ANNUAL AWARDS - 1974

The BGA has announced the following:

Douglas trophy (for club with three flights by three different club members aggregating the greatest cross-country distance): Lasham for flights by H. Hilditch, 608km on May 29; A.D. Purnell, 543km on May 14 and G. Butler-Madden, 519km on May 19. Total 1670km.

California in England trophy (longest flight by a woman): Ann Walker, Cambridge University, for a 312km triangle, May 29, Std Libelle.

De Havilland cup (best gain of height): D. Pearce, Cambridge University, 23500ft, on August 20, Swallow.

Frank Foster trophy (best speed 100km triangle): R. Jones, Inkpen, 114.2km/h on April 30, Nimbus 2.

Manio cup (best speed 300km triangle): R. Jones, 105.45km/h, on May 29, Nimbus 2.

Robert Perfect trophy (for the club with the most instructors per member): Kirknewton, 5½ to one.

Seager cup (best closed circuit in two-seater): J. Jeffries and Gillian Case, London 300km triangle at 81.12km/h on May 29, Calif A21.

Volk cup (longest closed circuit flight): A.D. Purnell, Surrey & Hants, 543km goal and return on May 14, Nimbus 2.

Wakefield cup (longest flight): H. Hilditch, Surrey & Hants, 608km, on May 29, Nimbus 2.

National Ladder trophies.

L. du Garde Peach (winner in club aircraft): C.D. Lovell, Surrey & Hants, 4598pts.

Enigma trophy (winner in private aircraft): R. Aldous, Booker, 5801pts.

COST EFFECTIVE LAUNCHING

It was suggested to the BGA Executive that individuals and clubs may well be willing to pool ideas they have on cost-effective launching. Dick Stratton, BGA Chief Technical Officer, explains the reasoning behind this request.

There is an urgent need throughout the world to develop the most cost-effective launching equipment if the cost of gliding is to be safe-guarded against inflation, otherwise it will become a recreation beyond the means of the younger enthusiasts upon whom the future of gliding depends. There is plenty of scope for DIY by inventive club members.

Development in launching equipment, whether it be propane gas or diesel powered autotowing, pulley launching or winching is going on in many parts of the UK and abroad with the ingenuity and industry of some clubs making a major contribution to cost-effective gliding.

The BGA has not so far become much involved with these more agricultural items of gliding hardware, but there is no doubt the movement would benefit greatly from an exchange of ideas, costs, developments and disasters experienced by so few on behalf of so many.

Therefore, I would be pleased if you would send me photos, facts and figures (c/o the BGA office) on what you have achieved with new equipment and techniques devised to improve launching efficiency. Include brief details of power installed, fuel economy, cost of development; rate of launching and height gained with your latest devices so that everyone may benefit from your successes and failures. Do's and Don't are equally important and product improvement should be included.

BGA MOTIF COMPETITION

We would like to thank all the entrants in the above competition who have swamped the office with an amazing number of designs for our new letterheads.

We hope to announce the results of the competition in the next issue of S&G.

BGA OFFICES

By the time you read this we hope that the BGA office will be *en route* to the new headquarters at Leicester. From April 1 our new address will be *KIMBERLEY HOUSE, VAUGHAN WAY, LEICESTER*, and the telephone number *LEICESTER* 51051.

CHURCHILL AWARD

The Churchill Award of £100 a year is to assist a project organised and carried out by an individual glider pilot. Eligible projects must include flying and could, for example, involve meteorological research by glider, development and flight testing of

new instruments, or investigation into some quite new aspect associated with gliding.

Application forms are available from the BGA and the closing date is May 31.

RIKA HARWOOD— CHANGE OF ADDRESS

After the BGA office has moved to Leicester on March 25, Rika Harwood can be reached either via the office or at 66 Maisemore Gardens, Emsworth, Hants. Tel. 024-34-4580; or at 8 Prima Road, London SW9 ONA, Tel 01-735-3921.

THIRD PARTY INSURANCE NOW £100,000

Clubs and private owners are advised that with immediate effect all gliders flying in UK have to carry Third Party Insurance for a minimum of £100,000. The period of grace ends on May 31 and no gliders should be allowed to fly after this date unless covered by this new requirement.

NATIONAL LADDER CHANGES

There will now be two National Ladders, one for flights in privately owned gliders and one for club gliders. The change of handicaps will result in more favourable weighting for the lower performanced gliders.

D.A. Salmon of Derby & Lancs heads the Private Ladder with J. Scarsbrook of Deeside the only entry on the Club Ladder.

FLYING COMMITTEE NOTES

Standard Class Records

A separate list of UK local records for Std Class gliders has been agreed in principle. Further details will be announced after the March CIVV meeting. However no height records will be included, and no flights prior to January 1, 1975 will count. Initial performances better than 75% of existing Open Class records will be required to set initial standards.

Pilots and Official Observers

The BGA office and the Flying Committee don't enjoy rejecting a pilots badge claim. Every contentious claim results in a great deal of work, both on the telephone and by post. A claim consisting of a correctly filled out form, together with all the required supporting evidence in one envelope, can be approved in the shortest possible time. Remember that the BGA do not make the rules, they vet all claims on behalf of CIVV. Follow a few common sense rules, and most of the problems will be removed.

Pilots

Make your declaration clear and accurate. Northampton as a TP is hardly sufficient. The town is over 5kms across the main built up area, thus the task length could be affected by up to 10kms depending which side of the town was turned.

Northampton Railway Stn immediately pinpoints the TP (assuming the town has only one station). Similarly Northampton (A45/A428 junct west of town) or Lincoln (Cathedral) are good TPs.

Leave a margin on your task length. A quickly measured triangle, on a folded map on the glider wing, of 301.5kms could well turn out to be 298kms on accurate checking. An initial 308kms is much less likely to turn out to be under 300kms.

Arrange to be released at the correct point, ideally overhead the centre of the base airfield. Depending on wind direction, the day's normal DZ could well be 5kms along the first leg of the proposed track. If local conditions do not permit a release overhead, arrange before take-off to be observed flying back and crossing the airfield before starting the task.

When taking TP photographs, remember you are proving that you have rounded the TP correctly. (The Sporting Code will detail the zone from which the photo should be taken). If approaching a TP from the east, it is not sufficient to casually take a photo from the top of a convenient thermal, and then set off up the second leg. In the above case, the photo should be taken from the west, looking approx east.

Observers

Do not just act as postmen. The pilot must satisfy you that he has completed the flight as claimed. Check any claimed height gain against a valid calibration chart before sending everything to the BGA. Make sure that the TP photo's do show correct rounding of the right TP. As an observer, you sign for all this on the relevant claim form.

Nevertheless, if you consider that a claim may well be valid, although there may be a query about some aspect of the task or the supporting evidence, then send everything to the BGA office, together with a letter explaining the query. Further checks can then be made and the claim approved if at all possible.

JOHN GLOSSOP, Flying Committee

THE PIK-20

It is planned to have the PIK-20 in this country for a demonstration tour in early spring. Contact John Hulme of Bottisham, Cambridge.

WATCH OUT FOR THIS RADIO

Lloyd's Aviation Dept are anxious to trace an ASH 360 glider radio, serial No. 001, manufactured by Avionic Systems (Heathrow) Ltd, which was stolen from a Kestrel 19 at Booker on or about August 14, 1974.

Underwriters are offering a reward for its recovery and the successful prosecution of those responsible.

TEN YEAR INSPECTIONS

At the December meeting of the BGA Technical Committee it was decided to phase out the requirement for a ten year inspection of gliders, on the logical grounds that standards of airworthiness must be maintained at all times—not allowed to deteriorate over nine years! Therefore, with effect from January 1975 ten year majors are out.

GLIDING CERTIFICATES

DIAMOND DISTANCE

No.	Name	Club	1974
1/74	M.R. Carlton	in South Africa	21.12
1/75	W.G. Scull	in South Africa	30.12
1/76	J.B. Hearn	in USA	21.7
1/77	D.D. Booker	in South Africa	16.10

DIAMOND GOAL

No.	Name	Club	1974
2/587	B.C. Morris	Airways	21.8
2/588	C.W.S. Goodman	Wrekin	18.8
2/589	N.W. Cranfield	Surrey/Hants	29.5
2/590	D.D. Booker	South Africa	9.10
2/591	A. Cole	Surrey/Hants	21.8
2/592	J.G. Heath	South Africa	21.12

DIAMOND HEIGHT

No.	Name	Club	1974
3/211	T. Fox	Surrey/Hants	5.10
3/212	J.N. Stevenson	Lasham	25.10
3/213	W. Lawson	SGU	25.10
3/214	R.G. Mortimer	Ouse	24.10
3/215	P.W. James	Surrey/Hants	25.10
3/216	W.J. Verling	Surrey/Hants	24.10
3/217	D. Brown	Midland	24.10
3/218	J.A. Fox	Fulmar	24.10
3/219	G.M. Polkinghorn	SGU	11.6
3/220	M.A. Clarke	Chilterns	13.12
3/221	V.C. Carr	Shropshire	28.12
3/222	M.F.R. Hardy	Eagle	16.11

GOLD C COMPLETE

No.	Name	Club	1974
454	A. Kay	Thames Valley	29.10
455	J.G. Heath	South Africa	21.12

GOLD C HEIGHT

Name	Club	1974
A. Kay	Thames Valley	29.10
M.J. Millar	Fulmar	28.10
D.E. Findon	Coventry	20.7
P. Bolton	Bicester	24.10
A.W. Swales	Hambletons	2.6
E.H.L. Shore	Devon/Somerset	8.10
M. Burns	SGU	18.12
A.E. Jones	Shropshire	1.12
G. Kirby	Eagle	16.11
R.G. Farmer	Hereford	5.1.75

GOLD C DISTANCE

Name	Club	1974
B.C. Morris	Airways	21.8
N.W. Cranfield	Surrey/Hants	29.5
D.D. Brooke	in South Africa	9.10
A. Cole	Surrey/Hants	21.8
J.G.Heath	South Africa	21.12

SILVER C

No.	Name	Club	1974
3878	P.J. Coward	Bath/Wilts	15.6
3879	B. Ward	Crusaders	14.10
3880	B.W. Johnson	Burton/Derby	6.10
3881	D.J. Williams	Airways	25.10
3882	J.E. McDonald	Airways	20.10
3883	A.F. Bullock	Swindon	17.10
3884	J.B. Quennell	Midland	20.10
3885	R. Burghall	Hambletons	17.8
3886	D.M. Shadrach	Bicester	5.11
3887	M.J. Lincoln	Clevelands	4.12
3888	B.A. Young	Klippeneck	19.4
3889	R.G. Watson	Norfolk	28.8
3890	R.G. Farmer	Hereford	5.1.75

INTERNATIONAL GLIDING RECORDS (correct as at 5.3.1975)

SINGLE-SEATERS

Height Gain	12,894m	P.F. Bikle, USA	SGS 1-23E	25.2.1961
Absolute Height	14,102m	P.F. Bikle, USA	SGS 1-23E	25.2.1961
Straight Distance	1,460.8km	H-W. Grosse, W. Germany	ASW-12	25.4.1972
Triangular Distance*	771km	M.R. Carlton, GB (in South Africa)	Kestrel 19	5.1.1975
Goal and Return	1,260.44km	W.C. Holbrook, USA	Libelle 301	5.5.1973
Goal Flight	1,231.8km	H-W. Grosse, W. Germany	ASW-17	16.4.1974
100km Triangle	165.34km/h	K.B. Briegleb, USA	Kestrel 17	18.7.1974
300km Triangle	153.43km/h	W. Neubert, W. Germany (in Kenya)	Kestrel 604	3.3.1972
500km Triangle	135.32km/h	M. Jackson, South Africa	BJ-3	28.12.1967
750km Triangle*	123.km/h	G. Eckle, W. Germany (in South Africa)	Nimbus 2	5.1.1975

MULTI-SEATERS

Height Gain	11,680m	S. Josefczak and J. Tarczon, Poland	Bocian	5.11.1966
Absolute Height	13,489m	L. Edgar and H. Klieforth, USA	Pratt-Read G-1	19.3.1952
Straight Distance	921.95km	J. Kouznetsov and J. Barkhamov, USSR	Blanik	3.6.1967
Goal and Return	718.2km	E. Makula, Poland and J. Serafin (in USA)	Calif A-21	8.8.1972
Goal Flight	864.86km	Isabella Gorokhova and Z. Koslova, USSR	Blanik	3.6.1967
100km Triangle	142.92km/h	K. Holighaus, W. Germany and U. Plarre (in Switzerland)	Janus	15.8.1974
300km Triangle	122.06km/h	E. Makula, Poland and J. Serafin (in USA)	Calif A-21	24.8.1974
500km Triangle	114.86km/h	E. Makula, Poland and Adele Orsi, Italy (in USA)	Calif A-21	20.7.1974

SINGLE-SEATERS (WOMEN)

Height Gain	9,119m	Anne Burns, GB (in South Africa)	Skylark 3B	13.1.1961
Absolute Height	12,190.2m	Betsy Woodward, USA	Pratt-Read 195	14.4.1955
Straight Distance	749.20km	Olga Klepikova, USSR	Rot Front	6.7.1939
Goal and Return	672.2km	Adela Dankowska, Poland	Jantar	29.5.1973
Goal Flight	731.60km	Tamara Zaiganova, USSR	A-15	29.7.1966
100km Triangle	123.71km/h	Lee Tweed, USA	Kestrel 401	18.7.1974
300km Triangle	114.45km/h	Susan Martin, Australia	Kestrel 17	11.2.1972
500km Triangle	113.9km/h	Yvonne Leeman, South Africa (in Rhodesia)	Libelle 301	16.10.1974

MULTI-SEATERS (WOMEN)

Height Gain	8,430m	Adela Dankowska and M. Mateliska, Poland	Bocian	17.10.1967
Absolute Height	9,519m	Anne Burns, GB and J. Oesch (in USA)	SGS 2-32	5.1.1967
Straight Distance	864.86km	Tatiana Pavlova and L. Filomechkina, USSR	Blanik	3.6.1967
Goal and Return	515.82km	Isabella Gorokhova and N. Tinkova, USSR	Blanik	6.6.1973
Goal Flight	864.86km	Isabella Gorokhova and Z. Koslova, USSR	Blanik	3.6.1967
100km Triangle	101.75km/h	Adele Orsi and P. Golin, Italy	Calif A-21	17.8.1974
300km Triangle	97.74km/h	Adele Orsi and F. Bellingeri, Italy	Calif A-21	18.8.1974
500km Triangle	69.6km/h	Tamara Zaiganova and V. Lobanova, USSR	Blanik	29.5.1968

BRITISH NATIONAL RECORDS (correct as at 5.3.1975)

SINGLE-SEATERS

Height Gain	12,700m	M.J. Field	Skylark 4	9.5.1972
Absolute Height	13,050m	M.J. Field	Skylark 4	9.5.1972
Straight Distance	741km	P.D. Lane (deceased) (in Germany)	Skylark 3F	1.6.1962
Triangular Distance*	771km	M.R. Carlton (in South Africa)	Kestrel 19	5.1.1975
Goal and Return*	703.5km	C. Falkingbridge (in South Africa)	Std Cirrus	14.12.1974
Goal Flight	579.36km	H.C.N. Goodhart	Skylark 3	10.5.1959
300km Goal and Return*	112km/h	C. Falkingbridge (in South Africa)	Std Cirrus	1.1.1975
500km Goal and Return*	117.5km/h	C.M. Greaves (in South Africa)	Kestrel 19	1.1.1975
100km Triangle	132.8km/h	E.P. Hodge (in Rhodesia)	Std Cirrus	6.11.1974
300km Triangle	130.9km/h	E. Pearson (in South Africa)	Std Cirrus	1.1.1972
500km Triangle	121.3km/h	J. Delafield (in South Africa)	Kestrel 19	21.12.1972
750km Triangle*	108.5km/h	M.R. Carlton (in South Africa)	Kestrel 19	5.1.1975

MULTI-SEATERS

Height Gain	6,300m	L.S. Hood and M. Slater (in France)	K-7	3.2.1970
Absolute Height	9,519m	Anne Burns and Janie Oesch, USA (in USA)	SGS 2-32	5.1.1967
Straight Distance	421.5km	J.S. Fielden and Valerie Fielden	Bergfalke 3	14.8.1970
Goal and Return	362km	A.H. Warminger and R. Tucker (in South Africa)	SGS 2-32	4.1.1969
Goal Flight	421.5km	J.S. Fielden and Valerie Fielden	Bergfalke 3	14.8.1970
100km Triangle	83.52km/h	E. Pearson and A. Martin (in South Africa)	Kranich 3	7.1.1968
300km Triangle	72.3km/h	A.H. Warminger and R. Tucker (in South Africa)	SGS 2-32	29.12.1968

SINGLE-SEATERS (WOMEN)

Height Gain	9,120m	Anne Burns (in South Africa)	Skylark 3B	13.1.1961
Absolute Height	10,550m	Anne Burns (in South Africa)	Skylark 3B	13.1.1961
Straight Distance	524km	Anne Burns (in South Africa)	Skylark 3B	31.1.1961
Goal and Return	545km	Anne Burns (in South Africa)	Std Austria	6.1.1966
Goal Flight	528km	Ann Welch (in Poland)	Jaskolka	20.6.1961
100km Triangle	84km/h	Anne Burns (in South Africa)	Skylark 3B	12.1.1963
300km Triangle	102.16km/h	Angela Smith (in South Africa)	Libelle 301	21.12.1972
500km Triangle	108.9km/h	Angela Smith (in South Africa)	Libelle 301	20.12.1972

MULTI-SEATERS (WOMEN)

Absolute Height	9,519m	Anne Burns and Janie Oesch, USA (in USA)	SGS 2-32	5.1.1967

* *Flights subject to homologation.*

UNITED KINGDOM RECORDS (correct as at 5.3.1975)

SINGLE-SEATERS

Height Gain	12,700m	M.J. Field	Skylark 4	9.5.1972
Absolute Altitude	13,050m	M.J. Field	Skylark 4	9.5.1972
Straight Distance	579.36km	H.C.N. Goodhart	Skylark 3	10.5.1959
Goal and Return	543.46km	A.D. Purnell	Nimbus 2	14.5.1974
Goal Flight	579.36km	H.C.N. Goodhart	Skylark 3	10.5.1959
100km Triangle	114.2km/h	R. Jones	Nimbus 2	30.4.1974
200km Triangle	93.6km/h	D.G. Lee	Kestrel 19	29.4.1974
300km Triangle	105.45km/h	R. Jones	Nimbus 2	29.5.1974
400km Triangle	90km/h	D.G. Lee	Kestrel 19	19.5.1974
500km Triangle	77.4km/h	S.A. White	Std Cirrus	28.4.1971
100km Goal	128.4km/h	K.A. Harrison	SHK	13.4.1969
200km Goal	114.3km/h	I.W. Strachan	Skylark 4	2.6.1963
300km Goal	92.1km/h	E.A. Moore	Skylark 2	27.5.1957
500km Goal	90.7km/h	H.C.N. Goodhart		

MULTI-SEATERS

Height Gain	6,740m	J.R. Monteith, USA and M.C. Mahon	Capstan	2.11.1972
Absolute Altitude	7,620m	J.R. Monteith, USA and M.C. Mahon	Capstan	2.11.1972
Straight Distance	421.5km	J.S. Fielden and Valerie Fielden	Bergfalke 3	14.8.1970
Goal and Return	324km	B.J. Willson and H. Daniels	Blanik	27.7.1969
Goal Flight	421.5km	J.S. Fielden and Valerie Fielden	Bergfalke 3	14.8.1970
100km Triangle	83.5km/h	J.R. Jeffries and G.E. Love	Calif A-21	22.4.1974
200km Triangle	72.8km/h	J.R. Jeffries and A. Kirtly	Calif A-21	5.8.1974
300km Triangle	81.12km/h	J.R. Jeffries and Gillian Case	Calif A-21	29.5.1974
400km Triangle	68.4km/h	J.R. Jeffries and G.E. Love	Calif A-21	7.5.1974
100km Goal	96.5km/h	D.B. James and K. O'Riley	Gull 2	27.5.1957
200km Goal	77.8km/h	B.J. Willson and H. Daniels	Blanik	11.7.1970
300km Goal	69.2km/h	W.A.H. Kahn and J.S. Williamson	Eagle	14.4.1958

SINGLE-SEATERS (WOMEN)

Height Gain	5,820m	Rhoda Partridge	Std Cirrus	18.3.1974
Absolute Altitude	6,530m	Rhoda Partridge	Std Cirrus	18.3.1974
Straight Distance	454km	Anne Burns	Skylark 3B	10.5.1959
Goal and Return	303km	Angela Smith	K-6E	14.8.1970
Goal Flight	309km	Anne Burns	Skylark 3B	12.4.1958
100km Triangle	80km/h	Anne Burns	Cirrus	14.6.1969
200km Triangle	69.3km/h	Anne Burns	Std Austria	22.8.1964
300km Triangle	70.82km/h	Anne Burns	Nimbus 2	29.5.1974
400km Triangle	60.6km/h	Anne Burns	SHK	5.8.1964
500km Triangle	67.9km/h	Anne Burns	Cirrus	28.4.1971
100km Goal	83km/h	Rika Harwood	Olympia 2B	27.5.1957
200km Goal	85.5km/h	Anne Burns	Olympia 419	2.6.1963
300km Goal	63.9km/h	Anne Burns	Skylark 3B	12.4.1958

MOTOR GLIDERS

100km Triangle	57.3km/h	I.W. Strachan	SF-27M	13.6.1971
100km Goal	85.7km/h	I.W. Strachan	SF-27M	16.7.1971

INTERNATIONAL 1000km FAI DIPLOMAS

At the CIVV meeting on March 5, 1971 it was agreed to issue FAI Diplomas to pilots who achieve, or had achieved 1000km flights. So far the following pilots have exceeded that distance:

1	Straight Distance	1,041.52km	A.H. Parker, USA	Sisu 1A	31.7.1964
2	Goal Flight	1,032.02km	H-W. Grosse, West Germany	ASW-12	4.6.1970
3 =	Straight Distance	1,153.82km	W.A. Scott, USA	ASW-12	26.7.1970
3 =	Straight Distance	1,153.82km	B.W. Greene, USA	ASW-12	26.7.1970
5	Straight Distance	1,460.80km	H-W. Grosse, West Germany	ASW-12	25.4.1972
6	Goal Flight	1,051.20km	K. Tesch, West Germany	LS-1C	25.4.1972
7	Straight Distance	1,021.94km	W. Scott, Jr, USA	ASW-12	18.8.1972
8	Goal and Return	1,001.94km	S.H. Georgeson, New Zealand	Kestrel 19	7.9.1972
9	Goal and Return	1,025.02km	K.H. Striedieck, USA	ASW-15	7.10.1972
10	Goal and Return	1,056.64km	J. Smiley, USA	Libelle 301B	9.10.1972
11	Straight Distance*	1,057.33km	W.C. Holbrook, USA	Libelle 301	15.10.1972
12	Goal and Return	1,098.54km	K.H. Striedieck, USA	ASW-15	15.10.1972
13	Goal and Return	1,260.44km	W.C. Holbrook, USA	Libelle 301	5.5.1973
14	Goal Flight	1,231.8km	H-W. Grosse, West Germany	ASW-17	16.4.1974
15	Straight Distance	1,020km	S. Baumgartl, West Germany	ASW-17	16.4.1974

New records have to exceed the old ones by:

Distances	10km
Heights	3%
Triangles	2km/h
Straight Goals	5km/h

Conversion factors:

Multiple km by 0.621 to get statute miles
Multiply km by 0.54 to get nautical miles
Multiply km by 0.54 to get knots
Multiply km/h by 0.621 to get mph
Multiply metres by 3.28 to get feet

No side of a triangle may have a length of less than 28% of the total distance of the course when the flight is made to obtain a record, except that for triangles of 750km or more no side may have a length of less than 25% or more than 45% of the total distance of the course. (FAI Sporting Code, 1.1.1975, Section 3, paragraph 1.4.4) To be published shortly.

overseas news

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

NEW ZEALAND CHAMPIONSHIPS

Two of the eight contest days at the New Zealand Championships, held at Omarama from December 20 to January 10, were outstanding, and included a race finish at 9.08pm, though this was "daylight saving" time by the clock, not the sun. The Open and Standard Classes had the same tasks, while the seven Sports Class entries, which included a two-seater, had shorter tasks. Alan Cameron flew *hors concours* in a 13m Salto (handicap 92%). Contest Days were:

December 29. Thermals poor and late starting, but hill lift and later wave were also used. Triangles: 125km (Open and Standard) and 85km (Sports). The Sports started first, but before they were all back, Heginbotham in the Open swept across the finish, having averaged 110km/h in his Nimbus 2. Bruce Drale won the Standard Class in a Std Cirrus.

December 31. Triangles 161km and 116km. Heginbotham made 108.5km/h which encouraged others to have a second try, Doug Yarrell making 109.8km/h. But Dudley Waters, after going round a second time, started on a third circuit without landing; finally coming in at 9.08pm after averaging 98.2km/h, which was enough for him to win on handicap.

January 1. Wave conditions, but no task "as it was obvious that pilots would use wave to complete it, and this is not permitted on safety grounds."

January 2. Triangles 244km and 116km. Good blue thermals forecast, but around 4pm high cirrus came over and cut off most of them. Geoff White was elated till he found he had taken the wrong turning-point; so Rory Gordon won. Upton won the Sports Class again.

January 4. Thermals predicted to go to 10000ft, but the snifter found they didn't, so the Open and Standard were given the Sports Class task. Geoff White won on handicap and got one point ahead of Heginbotham and two ahead of Peter Lyons.

January 6. At 1pm briefing, Open and Standard given twice round, and Sports once round, a 100km triangle. All the Open and Standard landed out, mostly the second time round, due to overcast:

January 8. Same tasks but with medium cloud overcast: Georgeson suggested attempting it by ridge soaring, but all landed out. No contest except (just) in the Open.

January 9. After a cloudy morning, out-and-returns of 110 and 89km. Dave Spaight won.

January 10. Real Omarama weather at last: light winds and strong thermals; cloud base up to 8000ft. Triangles 247km and 135km. Yarrall first back at 103.5km/h, Heginbotham 97.7km/h.

Leading Final Results

	pts
Open:	
1 Heginbotham	6292
2 Drake	6130
3 Yarrall	5040
Standard:	
1 Drake	6601
2 Lyons	5754
3 Timmermans	5429
Sports:	
1 Kelly	4767
2 van Dyke	4212
3 Upton/Percy	3935

(Condensed from a report by ROSS MACINTYRE).

AUSTRALIAN NEWS

Ingo Renner, PIK 20, and Malcolm Jinks, Nimbus 2, are the winners of this year's Nationals which were held at Narromine early in January. The contest was bedevilled by thick smoke from large bush fires, rain, cu-nims and more smoke and thus only six contest days resulted. The only 500km triangle set was completed by six Open and two Standard Class pilots at the relatively low winning speed of 78 and 72km/h. All in all it is just as well that the World Championships were not held this year!

According to a newspaper report Malcolm Jinks took his Nimbus 2 around a 763km triangle at 99.5km/h on January 31 for which he has claimed a world record. Obviously he was unaware at the time that claims had already been made for similar flights in South Africa early in January.

News, as yet unconfirmed, has also reached us that Ingo Renner and passenger flew a Calif A-21 over 1000km on January 28. It would be the first two-seater to appear on the FAI 1000km Diploma list. (No details available).

DESTINATION CORSICA

A remarkable overwater flight from the French mainland to Corsica was made on December 18 by Lt Col Jean Vuillemot in a Nimbus 2, making him the first man to glide from Europe to this island.

Col Vuillemot, an officer in the French Air Force whose 5250hrs' flying time includes 630hrs in gliders, took off from Vinon and landed at Solenzara.

The mistral (NW wind) was well established so he was able to use good waves behind the Luberon and the Lure and again at Fayence where he reached 8100m. At this point he only needed a 27:1 glide angle to arrive at Corsica. In fact he found three more waves downwind over the sea and reached the Corsican coast at Calvi with 5800m to spare.

The 358km flight took 4hrs 40mins at an average speed of 83km/h. The 190km sea crossing, one of the longest ever made by a glider, lasted 55mins.

The Nimbus had been especially equipped at Salon and Lt Col Vuillemot, who had been preparing for such a flight for a long time, wore a Mae West and carried a dinghy.

HELMUT REICHMANN. . .

was ranked tenth in the German 'Sportsman of the Year' list. This gave gliding plenty of publicity and for once our sport was mentioned in the same breath as football, athletics, swimming etc. (From a report in *Luftsport*).

* * *

Helmut has accepted an invitation to fly in this year's Smirnoff Derby in the USA.

GERMAN AEROBATIC CHAMPS

The German Aerobatic Championship this year will be held on Krefeld-Egelsberg Airfield; the date is not yet announced.

Another date not yet fixed is a contest for replica model sailplanes on the Wasserkuppe about the end of July. There will be three Classes; historic sailplanes (1939 and earlier); Standard Class and Open Class, the last two being preferably between 1/4 and 1/5 actual size.

A new German design, the ASK-18, of 16m span, has had its first flight, during which a rainbow appeared over Langenlons-

heim airfield. Rudolf Kaiser, its designer, says that hardly a year has elapsed from his first idea of the machine to its becoming airborne. *(Luftsport)*

RHODESIAN CHAMPS FIGURES

In the 1974 Rhodesian Championships the following totals were achieved:-

	Open & Sports	Club Class	Total
Flights	148	48	196
Completed	119	28	147
Distance (km)	40920	11417	58337
Average (km)	317	238	297

John McGeorge

POLISH RECORDS

From Leszno, Adela Dankowska has set up a 500km triangle feminine record of 97.9km/h in a Jantar.

Stanislaw Witek has flown a 500km triangle at 104.3km/h in a Jantar, and Stanislaw Wujesak 114.17km/h on a 300km triangle.

RUSSIA GOES AB-INITIO

DOSAAF, the Soviet sporting aviation organisation, is to set up Youth Gliding Schools for medically fit boys and girls aged not under 16, for the purpose of "sporting technical training" and "training for the Soviet Army."

OBITUARY

DR. LAWRENCE DU GARDE PEACH, OBE

Perhaps more than any other person, Dr. Laurie Peach, who died on December 31 aged 84, was responsible for the establishment of the Derbyshire & Lancashire Gliding Club at Camphill.

In 1935, when the gliding movement was on tenterhooks to obtain the subsidy of £5,000 offered by the Government, the prerequisite conditions included the limited liability of members and security of tenure of the site. The Manchester Aeronautical Society Ltd (Gliding section) provided the first, and the Derbyshire Gliding Club the second, inasmuch as they had for some time been using the south and west slopes of Bradwell Edge commanded, in a strategical sense, by a derelict farm known as Camphill and owned by Mr. H.C.B. Bowles. The Manchester Aeronautical Society Ltd and the Derby Club leapt into bed together to consummate a *mariage de convenance*. impelled perhaps, more by business acumen than mutual attraction.

Mr. Bowles, however, was not apt to play godfather to a bunch of gliding enthusiasts, to the detriment of his adjacent grouse moor and the quiet and peaceful possession of his property. At this point, Laurie Peach stepped in and persuaded Mr. Bowles that it was his patriotic duty (how quaint that sounds in this year of grace) to permit gliding at Camphill and damn the consequences.

Laurie was not a man for half measures and having been principally responsible for obtaining the lease, he led the way in turning the old farmhouse into a clubhouse and bar. Although he never flew, he continued to give his advice and support to the house committee for some years and he was always good for a few sketches to enliven the club pantomime.

Many years later, when we acquired property at the foot of the hill for aerotowing, it was, curiously enough, Laurie Peach who successfully organised the opposition which quashed the scheme, but in spite of this, relations with the local residents remained unimpaired.

Dr Laurie Peach was widely known throughout the country for the plays, over 500, which he produced for radio, television and for publication in other spheres, but most of all for his sponsorship, production and direction of the Great Hucklow Village Players. This was an enterprise which brought endless pleasure and entertainment to his faithful audiences, amongst whom none were more regular in their attendances or more loyal in their support than the members of the Derbyshire & Lancashire Gliding Club. B.T.

N.B. The du Garde Peach trophy is still presented each year by the BGA.

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WINDICAPPING

Dear Editor,

Since the crosswind out-and-return is a task that is frequently set, Eddie Vann is right to point out that Ian Strachan's handicapping system is unkind to the higher performance gliders on this task. As he points out, this bias also applies, although to a lesser extent, in the case of equilateral triangles with an upwind leg as differing from one with a downwind leg; the times for these two cases are identical. (Incidentally, with a windspeed as high as 90% of the glider speed, the times round the triangle vary by only 1.4% for **any** wind direction).

It so happens that an out-and-return with the wind blowing at 45° to the track takes approximately the same time to fly as an equilateral triangle of the same length, with the same wind-strength. Although I hesitate to suggest anything that slightly increases the complexity of the proposed system, the out-and-return with a wind direction of 60° from the track would provide a good compromise, as a basis for calculating the wind factor, between the equilateral triangle and the crosswind out-and-return. It is usually possible to avoid setting an out-and-return that is less than 45° from the wind direction.

Ickenham, Middx. GEOFFREY STEPHENSON

ANOTHER SORT OF FIRST SOLO

Dear Editor,

Most of us will know of Doc Slater as the collator of the Overseas News section of S&G and as a former glider pilot and Editor of our journal, and some of us may be aware of his earlier medical training and practice. But how many know of his other life interest, in music? The culmination of this other interest perhaps occurred on the evening of Saturday, February 1 with the first public performance, during a concert at the Cambridge University Music Club, of the Cello Sonata in B Minor by Alan Slater, with the composer, now 80 years old, at the piano. Doc has been working on his brainchild for what must be described as a very long time. Its performance gave much pleasure to this particular listener, though it appeared to place considerable demands on the stamina of the cellist.

The Sonata is in four movements and, although it may be the result of a fanciful association of ideas on my part, it seemed possible to relate them to various aspects of a cross-country flight. The *allegro* started cheerfully but as several tunes or variations came and went an expectant tension built up, eventually ending as a feeling of resolution merged into relief and peace, as if all the flight preparations were complete. A period of contemplation, waiting and anticipation (in the launch line?) pervaded the first part of the *andante*, which later developed a sense of concentration and thought. Then into the launch with a rush at the opening of the *allegretto scherzando*, followed by an alternation between hopeful and depressed sections, seemingly climbing higher at one moment and then into ominous darkness at the next, tiptoeing away to a lighter patch before again encountering more worry which gave way in turn to a smooth, quiet flow towards a feeling of triumph and peace, with a touch of endeavour (a field landing?) at the end. The short *allegro vivace* surprisingly opened in a heavy mood, possibly of fatigue, but soon gave way to a light and happy dash (the retrieve?) emanating a feeling of satisfied elation.

Congratulations, Doc, on a successful first. Perhaps we could hear your Sonata as a divertissement following the next BGA AGM?

Cambridge JOHN DEAKIN

IT COULD BE AN EXPENSIVE T-31

Dear Editor,

A group of gliding enthusiasts here in northern Nigeria have formed a club known as the Shere Hills Flying Association and are hoping, with some official backing, to introduce the sport to Nigeria.

However as so few local people know anything about it, they aren't prepared to take the notion of powerless flight very seriously, so we are finding it difficult to get the support we need. In an attempt to overcome this problem, a small group of us have decided to go it alone in the first instance and have organised local facilities, land, the use of airspace and with a limited amount of money have bought a T-31 in England.

We have now come against a snag—that of getting the aircraft to Nigeria. There are too many obstacles and risks in trying to move it by sea and then overland to Jos, the northern town where we plan to have our centre, so the only feasible thing is to air freight it to Kano direct from the UK.

This is fairly easy to arrange—at a price! And that price is about eight times the cost of our T-31 ... and we don't stretch to that kind of finance at the moment.

I am writing because I feel it possible that some readers may well have connections with organisations moving air freight to West Africa and may be able to suggest a means of getting the glider installed in the belly of an air freighter at a price we can afford. We have had a quotation of £3000, worked out on a volume basis, but hope it could be accepted on weight, possibly in conjunction with a small, dense main cargo which doesn't use the cargo space of the freighter.

Survey Dept, PO Box 35, Bauchi, Nigeria. M.F. ANDERSON

AN APPEAL FOR PHOTOS

Dear Editor,

I am working on a picture book about gliding and am searching for suitable photographs. I have built up a remarkable collection of pictures connected with gliding and soaring during the last 20 years but of course one always tries to find even better photographs. Please may I appeal for help from readers?

What I am looking for are pictures of all kinds of gliders, from Lilienthal's earliest to the latest glass-fibre orchids, well known or not; experimentals and one-offs as well as production types, gliding sites, activities and factories from all over the world, gliding personalities from the start of the gliding movement until now, special uses of gliders, historical and spectacular flights, amusing incidents and so on.

The ideal photographs are very striking, very beautiful or have a special historical or anecdotical value.

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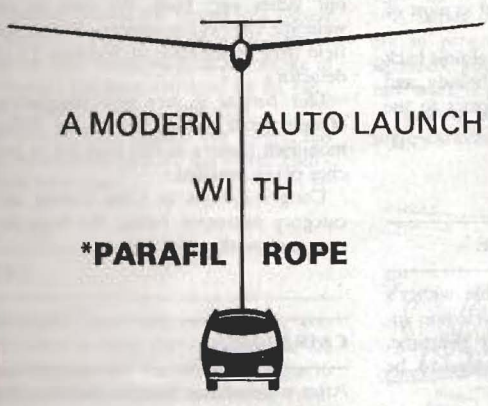


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CLUB NEWS



Taking-off at Lasham. Photo: Hugh Hilditch.

Copy and photographs for the June-July issue should be sent to the Editor, S&G, 281 Queen Edith's Way, Cambridge CB1 4NH, tel Cambridge 47725, to arrive not later than April 15 and for the August-September issue to arrive not later than June 10.

GILLIAN BRYCE-SMITH

February 6, 1975

ANGUS

Despite a poor soaring year in 1974, several members achieved their first Bronze leg or completed their Bronze C on the few good days we had.

Alec Black completed his Silver C with a flight in the Pirat and landed out near Perth. He rounded off the year by getting his full category instructor rating.

Silver height climbs were made by Margaret Neill at Arbroath and Ron Sim at Aboyne. A climb in the K-6E at Aboyne, gave our Chairman, Gordon Neill, his Gold height.

Congratulations to our two new instructors, Ron Davidson and Ian Greig, who are now working hard with the new members recruited into the club from our open night in May. Our membership has improved so much, we now have a waiting list.

Ian Greig also found enough time on his instructors' course to fly his Silver distance to Lasham.

A successful Stovie/Halloween dance was held on November 1 in Arbroath.

Trailers were bought during the year for all the club gliders, and we hope they will be christened early in 1975. A new caravan was also purchased to replace the old banger we have had since the club started four years ago.

P.E.

BORDER

Tom Paxton had one of the most frightening experiences recently whilst flying a K-6CR at Portmoak. After descending through cloud from a wave flight, he realised he wouldn't make it back to Portmoak. Choosing a likely looking field which appeared empty, he landed only to discover that there was a large Friesian bull tucked away in the corner under a hedge.

By the time Tom had evacuated the cockpit the animal had reached the wingtip. After a short game of "change wings", which the bull quickly tired of, it turned its attention to the tail end.

The next ten minutes became rather confused with the pilot being thrown in the air twice, but managing to save the glider from serious damage by seizing the bull by the nostrils and keeping it at bay. (No nose ring fitted).

Fortunately help arrived in the shape of five men from the farm who persuaded the bull, with the help of pitchforks and large sticks, to retreat into the next field. By this time Tom had decided not to take up bull fighting as a change from gliding.

The other members of the syndicate were thankful that Tom spends all his working life with animals and was prepared to deal with the situation instead of running for the fence and leaving the K-6 to become matchwood as most of us would have done.

We are happy to say that Tom was almost back to normal after a bath and a double brandy, and the K-6 is flying again following repairs to the tail.

G.B.

BRISTOL & GLOUCESTERSHIRE

All in all it's been a very reasonable winter's flying with wave putting in several welcome appearances and both ridges working overtime, thus enabling quite a few Bronze legs to be flown.

Fleetwise, we are back to full strength with the arrival of a new Blanik. The Bocian was slightly damaged due to bad ground handling, but should only be out of service for a week or two. Dave Braham did a tremendous job on the T-21 C of A over the Christmas holiday, completely recovering the fuselage.

Every Sunday a team of dedicated members, led by Mike Harper, are laying on mains water for our beautifully sited new caravan park. With the increasing price of petrol and the spread of members far and wide, we feel it is a must to provide somewhere for a complete weekend in comfort. At present we have a men-only bunkhouse which leaves a lot to be desired in the way of creature comforts.

Our Regionals are to be held at Nympsfield from July 5-13 and entries are already coming in thick and fast. Mike Harper will be the Comps Director assisted by Nigel Humpheries with Tom Bradbury doing the Met. So if interested, write to Nigel at the club for an entry form.

R.A.R.

BUCKMINSTER

Having recently formed a social committee, we are pleased to help the BGA by organising the AGM and ball at Oakham. This, in addition to the second annual dinner in February, will keep our ladies very busy. We shall be pleased to welcome visitors this season—fly into Saltby Airfield (four miles ENE of Waltham TV cloudbase detector).

Our hangar is very near completion despite 60mph winds making bricklaying difficult. Self-mobilised trailers at this time led to proper hitches being installed.

Congratulations to Chas Cowley on his full category instructor rating. We hope for ten instructors on the rota this year.

R.A.A.

CAIRNGORM

After a disastrous summer due to a lack of instructors, the loss of our single-seater and the T-21 having a major C of A, things are beginning to get back to normal.

Our fleet now consists of a new Bocian and the T-21. The purchase of a single-seater has been delayed until there are sufficient funds and solo pilots available to justify the outlay. At last we have a really good winch based on a Jaguar 2.3 litre engine with an automatic gearbox from an old car.

Membership is dropping, mainly due to the lack of instructors. We hope they will be attracted back when we get a resident CFI. Visitors, with or without a glider, are welcome. We fly all week during the summer and the Aviemore centre is nearby for non-flying members of the family.

The club is on the fringe of the Cairngorms, offering unlimited soaring on hills up to 4000ft, as well as thermal and wave flights. Courses are available during the summer. M.G.

CAMBRIDGE UNIVERSITY

January isn't one of our greatest months but on January 5 wave actually developed over Duxford and there were a number of soaring flights. Paul Sears inched the club's K-6CR up to 3000ft or so for 78mins, John Glossop (a new lad) managed to keep his Kestrel 19 up for 90mins and even the K-7 in the hands of Peter O'Donald and Adrian Fitzsimmons, stayed up for more than 30mins.

As if that wasn't enough, Tony Maitland arrived from Shobdon in his Diamant 18— 15000ft at Shobdon, stoke up to 15000 again at Malvern and glide it out. Easy, isn't it? S.N.L.

COTSWOLD

Thermal soaring took place during October, November and December while January produced ridge and wave soaring from our flat site. The first flight on one January Sunday went to 4500ft in wave.

The club K-6E was left at Shobdon during the winter for members who could get there and Roger Farmer put it to good use. He did his Gold height, the first time without a barograph, and flew across the Severn to land at Aston Down for his Silver distance.

Cliff Carter and helpers have spent the winter producing what must be the most promising and ambitious towcar yet. The two diesel cars we use at the moment have given good economical service for a number of years but we have always been worried by the manual change. The new car features the same Perkins engine mounted amidships in a Commer chassis and mated to a Jaguar automatic gearbox. The spring balance type of strain gauge we have found such an advantage in the other towcar, has been replaced by an electronic device invented by Malcolm Gay.

The vast area of water outside our hangar has been tamed with tarmac and the last of the club's Cs of A draw to a close. J.D.H.

COVENTRY

The annual dinner-dance and prize giving was held on December 6. Peter Partridge walked off with most of the cups for his 500km triangle in the Cobra. Now that we are all recovering from the Christmas and New Year parties the club is swinging back into action. Gliders are being fettled, trailers checked and pilots are queueing to take the compulsory cross-country checks.

During the winter months we have bought an ex-RAF Chipmunk and taken over the leasing of the Condor. This is a new venture for our club as the tugs have for many years been leased on a dry hire basis from our Vice-President. Hopefully the new arrangement will be more profitable.

Lou Frank has taken over as CFI after a three year stint by Claude Woodhouse, but no major changes in policy are expected. Claude has been appointed Competition Director for the Nationals (May 24-June 1), so he will undoubtedly be very actively involved for some time. C.T.

DEESIDE

We now have a K-6E which may be flown by visitors with a Silver C and 100hrs. The club has rounded out its complement of gliders to appeal to a spectrum of gliding enthusiasts; the Capstan for dual training, the Swallow for post-solo experience and the K-6E for more experienced pilots looking for better performance.

September and October saw a large number of solos with many of the new pilots contacting wave on their first few flights. Tony Clarke, a visitor to the club in December, gained his Diamond height, again by courtesy of Aboyne wave.

There were spectacular skies during the week starting December 29, particularly on December 30 when lenticular clouds were layered seven deep, some forming above cu-nims over Morven. But it was frustrating as the tug awaits parts from the United States. Alan Middleton, assistant CFI, reports there will be a Wilga for use in March and April, as well as our own tug which should soon be operational.

The annual dinner-dance on March 28 will be combined with a medieval ball, replete with a medieval band and club members in costume. We are holding open days on April 5-6 with a flying display on the Saturday and general flying on the Sunday. B.C.

DERBYSHIRE & LANCASHIRE

The main item of news from Camphill is the arrival of our Scheibe-Falke. The main advantage from the training point of view is that we shall be able to slip out over the valleys when our hill site is covered by low cloud. Also, we shall be able to explore wave and do aerobatic and cross-country training.

A series of pre-season cross-country lectures are in progress and a cross-country week for Bronze C pilots is being organised for April. Our task week is planned for the end of May.

Gales at the beginning of the year damaged some caravans and trailers but all is now shipshape. And the weeks of rain during the winter have caused problems with our field.

Like most clubs, we have been caught in the inflation spiral and flying charges have been increased slightly, but not enough to frighten new members or even discourage our regulars.

John Humpherson has become joint editor with Ken Ashton of our club magazine and their first issue in a new format has been well received. P.H.

DEVON & SOMERSET

Despite the horrible weather over the last few months we have been optimistically making plans for the summer. We shall again be running courses, are holding our annual task week from June 30 and have Competition Enterprise from June 7.

The annual awards were presented at our AGM to Andrew Blackburn (best progress by *ab-initio*); Eric Shore, (best recorded gain of height); Ken Jenkins, (top of club ladder); Reg Welch, (best cross-country flight) and Tim Gardner, (winner of task week).

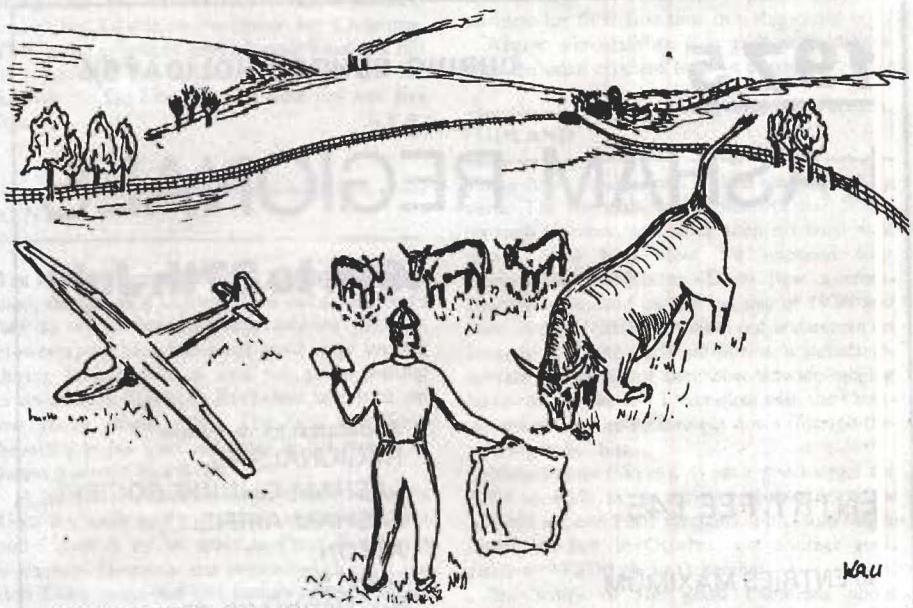
Francis Bustard (ex-Chairman) was elected our new President with Roy Hodges as Chairman, and George Mathews, Vice-Chairman, Business over, we celebrated as usual with a party arranged by Jane Hine and helpers. J.R.H.

DONCASTER

The exceptionally mild winter has meant a higher number of flying days which has enabled R. Pickles, J. Houghton, P. Kynman and G. Thompson to do some fine first solos in readiness to catch the strong wave appearing from time to time.

Prospects for the forthcoming season look bet ter than ever, even though the club fleet is depleted by one of the Swallows. New aircraft flying from the site comprise a Cirrus, possibly a Kestrel 19, two more Skylark 2s and the expanding vintage fleet which now includes a fully restored Kite 2B.

It is with much regret that we are to lose Bob McLean who is leaving to become the resident instructor at Portmoak, Bob has been a member



NOW WHAT DID THE CFI SAY ABOUT BULLFIGHTING? (See Border)

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of this club since the age of 11, soloed at 16, became an instructor at 18 and has been our resident instructor and senior inspector for the last five years. G.D.W.

DORSET

The end of 1974 saw the elevation to assistant instructor rating of Robin May, Ian Liddell, Fred Dunmore and Barry Thomas as a result of an intensive autumn course run by CFI Graeme Morris. Otherwise, flying activity has been at relatively low level for many of the past months. However we celebrated New Year with two first solos when Keith Richards and Bob Trotter gained their A and Bs.

As with most other charges, our flying fees have been creeping upwards during the winter and whether they are yet at an economical level seems disputable. 1975 looks like ushering out the era of cheap flying for the DGC and the AGM in April is awaited with some misgivings concerning the cost of the next annual subscription. M.L.B.

DUNKESWELL

We are running a series of lectures on Wednesday evenings and the programme includes Principles of Flight, illustrated by the Bill Scull diagram slides. The social calendar has provided some excellent parties and there have been film shows in the clubhouse.

The weather, although uninspiring, hasn't stopped launching on most weekends and Celia Young is now flying solo from the site. Our club week is planned for early April and we expect to start mid-week flying at Easter. There will always be a welcome for visiting glider pilots. B.H.F.

ESSEX

We are very fortunate in having metalled runways at North Weald which have allowed us to continue launching through this wet and soggy winter, although some retrieves from mid-field landings have been protracted and interesting.

Congratulations to Margaret Swallow who soloed on New Year's day. On her check flight the following week she broke the previous launch record of 2500ft while still attached to the ground. The wind was so strong the launch car had to go backwards.

The annual dinner-dance on January 25 was an outstanding success. The President's cup for the flight of the year went to Rex Hayden for completing his 300km out-and-return. It was his fourth cross-country under very difficult conditions. The *ab-initio* of the year cup was awarded to Jim Riddoch.

1975 might well be a turning point in the club's history. We are determined, come what may, to expand the amount of cross-country flying. The decision on airspace will almost certainly restrict our freedom, but nevertheless a spirit of optimism pervades and we are convinced the obstacles can be overcome.

The ranks of privately owned aircraft have been increased by the arrival of a third Pirat. The club fleet is under review with plans to buy a motor glider within the next year. We are also hoping to run courses this summer. S.C.

ESSEX & SUFFOLK

One night in mid-December a squall line passed over our site at Whatfield; it completely destroyed a caravan on the site and lifted and carried John Wallis' Auster—Bravo Whisky—about 20yds depositing it on top of the trailers. Substantial damage was caused to the Skylark 3F and its trailer with minor damage to two other gliders and trailers. Wind speeds were recorded that night of nearly 80mph.

Another syndicate has been formed by Frank Gillam, Mark Matheson and Alan Grout with a Skylark 4 from Devizes.

Although we haven't a permanent clubhouse we have managed with a patched up caravan; but we now have a really splendid one, much to the delight of Sylvia and Hazel who keep us well supplied with hot soup and coffee in the winter.

The SHK syndicate have put in long hours on a major paint job on their machine which is now looking splendid, ready for its expedition to Aboyne in March.

Our annual dinner-dance is being held this month and the AGM in March.

We're always pleased to see visiting pilots at weekends; Whatfield is on a direct line between RAF Wattisham and Hadleigh; identified by large white spots at the runway ends. Try and find us. C.C.S.

HEREFORDSHIRE

In spite of the almost continuous gales in January, we managed some notable flying, including two cross-countries in wave to declared goals. One was by Roger Farmer (See Cotswold) and the second by Tony Maitland (see Cambridge University).

We are hoping for a second two-seater to enable more club training during the peak course period. Also there should be three tugs permanently on site.

At this issue reaches you, our Easter task week should be in full swing. A.N.M.

HIGHLAND

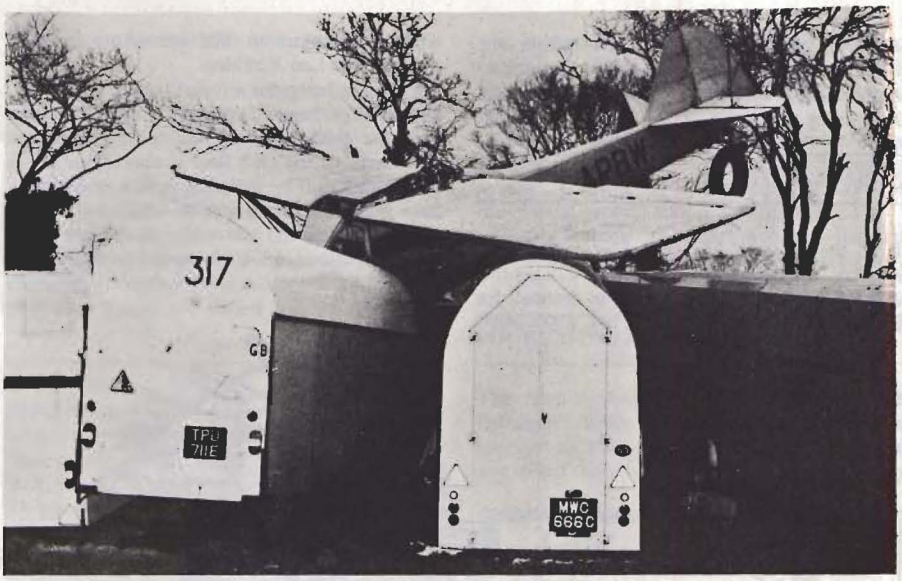
This has been a depressing time, dominated by the proposed closure of Milltown Airfield later this year, and out fruitless search for an alternative site. Landowners hereabouts are reluctant to share their marginal land with a gliding club, and it seems that our existence as a thriving club serving the north-east of Scotland, from Wick to Banff, is seriously threatened.

Our wave season has so far failed to begin; the two or three really promising days were either grabbed by Lossiemouth Control for exercising their Jaguars, or frustrated by the absence of the tug. Whilst the newly-acquired K-6CR continues to be appreciated, we have so far been unable to sell our Skylark 3F.

Our Christmas dinner, Hogmanay party and Burns supper were all well attended and much enjoyed. The Auster Towing Club held a successful coffee evening recently, raising £130 for the club funds.

We do have some hope for the club's future: through the generosity of a local firm, Riddoch's of Rothiemay, we have been able to offer free training to solo standard to two young people. The response from the local schools was tremendous, and we had great difficulty in choosing from the many who applied.

We would be delighted to hear from anyone who wants to sell, or lease, land for a gliding site in the north-east of Scotland: they would never regret it! R.E.T.



The dramatic results of the squall which hit the Essex & Suffolk Club.

IMPERIAL COLLEGE

Student membership is approaching double that of the last few years and new members are still joining at a steady trickle. On top of that, we have a low drop-out rate with a lot who have stopped flying saying they will be back when work or financial pressures are eased. These booming membership figures are probably explained by the exceptionally mild winter.

A short course run by Paul Minton and John Young in the first week of the holiday saw one solo with two pretty close. On the pundit side, a group took the club Skylark 4 and a privately owned Std Libelle to Portmoak for Christmas. They had a couple of days of weak wave and hill lift, but after the Skylark group had left for Lasham the Std Libelle found wave just into five figures. A.P.P.

KENT

The main feature at Challock this year has been mud, enough of it to force us to call a temporary halt to winch launching and rely on our tug. However, we have had some good ridge soaring during January with at least two pilots making cross-country flights to Rochester and back on our north downs ridge. The first was Tony Moulany in his Dart and later in the month Jo Janzo followed in a K-13.

A lot of work has been done on the winches by Glyn Richards and a band of weekend helpers and C's of A go on apace in Peter Kingford's workshop. However, our position with the London TMA looks bad and though nothing is certain, it leaves a cloud over our future. C.B.

LONDON

Although wave has been discovered before at Dunstable in unusual yet unexplained places, on January it was contacted in an area that had no relevance to any ground features and at 45° to the wind. Our two Std Libelles were top of the stack at 3600ft with about 25 other gliders close behind. It was only fading light that stopped them going even higher.

Anticipation for a good soaring season is running high with new gliders continuing to arrive on the site. It is interesting to see that the IS-29D is now as popular as the K-6E.

Preparation for cross-countries began early in the year with Derek Sear, our deputy CFI, covering theoretical and groundwork in a series of well attended lectures. Training in cross-country flying is to recommence with our club competition over the four days of Easter. It may not be on the ultra-smooth lines of Euroglide, but nevertheless good fun and a helpful transitional step for our many pilots about to compete for their first time in a Regionals.

August will again see Euroglide at Dunstable with the usual efficient crew in charge. D.Y.

MIDLAND

There hasn't really been a close-season in these parts. The thermals stayed plentiful and potent through October, and since then it's been west winds, often with wave, for weekend after weekend. Louis Rotter (Dart) flew a cross-country to Sealand on the last day of 1974, and John Brenner (SHK) a 168km out-and-return on January 5. Quite early *ab-initios* nonchalantly narrate the details of their several wide-ranging wave rides in the K-13, complete with the "how-we-stood-it-on-its-nose-to-get-down-through-the-closing-hole" bits.

Mike Horan (Skylark 4) set a good target for 1975 as early as January 11 with a climb to 16800ft asl, and Peter Orchard, with Gold height under his belt in October, got another good climb to 11200ft asl in December.

So, many of the good intentions about clubhouse improvements ("....we'll do it on the

non-flying days....") were knocked sideways. All the more credit to those stalwarts, few in number, who have stuck at it and re-shaped and fitted out the briefing room area. W.J.T.

NORFOLK

It all started as an idle remark at a committee meeting....CFI Joe Podolski was heard to say that if any Norfolk Club pilot soared in thermals for ten hours he would give him, or her, £100. Many



"...just keep it burning for ten hours." See Norfolk.

and devious are the plots being hatched with such a prize in mind — one has written for a chart of the green belts of East Anglia.

Club finances have now made it necessary for us to register for VAT with the inevitable result that all out charges are now under review.

This year's calendar already includes the annual dinner on February 28, task week beginning on May 5 and ending with a barbecue evening, at least six Falke courses and an open day planned for September.

Our hired Condor, which has given us such faithful service, is now away for major overhaul, but in the meantime we are fortunate to have the use of Peter Crabtree's Messerscmitt Monsun. Take-offs are interesting — the tug unsticks at around 70kts.

C.E.H.

STAFFORDSHIRE

Our second year at Morridge has been very much better than the first. Membership, launches and flying time have increased, our fleet has been improved by the acquisition of the K-13, and our field has shown an improvement. Even before completion of our new winch, the old one under certain conditions had given us launches to 1700ft.

The AGM was held for the first time in our own clubroom. It resulted in the following elections: Chairman, Doc Bradwell; Vice-Chairman, Charles Webb; Treasurer, John Graham; Secretary, Tony Boyce; ordinary members, Alan Cliffe, Len Kirkham and Roy Mountford.

Doc Bradwell was presented with an engraved tankard in gratitude for his many years of hard work and generosity. The instructors cup was presented to Len Kirkham.

Plans are being made for a course week, a task week and perhaps an expedition to another site for some aerotow experience. Some further improvement to the club fleet is also under active consideration. The first few weeks of the year have brought some westerlies which have given us good flights and allowed us to explore more fully the pattern of hill lift (or is it wave?) in the area.

F.B.

STRATFORD-UPON-AVON

Gliding at Long Marston has continued to grow rapidly since last April and surprisingly applications for membership have increased during the cold blustery winter months.

A lot of hard work by Geoff Knight and Mike Coffee in the towcar has resulted in a consistent standard of launching with only the occasional break and frequent launches to 2000ft.

Bill Fay has kindly agreed to lend us his Commodore and maybe one of his Tigers, so aerotowing is now a permanent feature.

Some careful record keeping by Doreen Hunt, plus astute financial management by bank manager and club Treasurer Ken Price, has resulted in the club funds being well in the black at the end of our first year. The prospect of some new equipment and better facilities is a pleasing one now that the soaring season is almost upon us. H.F.H-L

TRENT VALLEY

We had our first experience of wave on January 5 since moving to our Kirton-in-Lindsey site and three gliders stayed up until dusk. We have also broken the 5000 launches in one year barrier.

Trophies were presented at our annual dinner-dance with the CFI's cup for perseverance being awarded to our senior citizen, 70 year-old "Judge" Johnson for going solo again, this time from our new site. The cup for the longest flight in a club single-seater went to Brian Fowkes and the cup for the longest solo flight in a club two-seater to Roger Mills.

Our CFI, Vin Fillingham, won the cup presented by our ex-CFI for the longest out-and-return. We also awarded a "Muggins cup", made of tin, to Chairman John Rice for the greatest number of landings within a five mile radius of our airfield. A bouquet of flowers was presented to Georgina Sewart for her hard work in organising our social events. J.P.N.

ULSTER & SHORTS

We made 1000 launches in 1974 but only by the skin of our teeth — in the last glimmer of daylight on the last flying day. The tug was grounded before Christmas and we had only 996 in the book.

The syndicate owners of an immaculate Tiger Moth, which isn't usually used for tugging but is Ulster's only other flying hook, came to our aid. But the weather did not permit flying until late in the afternoon of December 29. The blue Skylark newly given a C of A, was wheeled out during a lull in the gale, air tested, and three more flights quickly followed, the year's unimpressive total being rounded out by Alan Sands' 1000th flight as darkness fell.

The tug grounding, for want of a spare, persisted and by early February we had not flown again. Advantage was being taken of the dead period, however, to advance the tug's C of A overhaul so we won't lose the use of it in April, and for an intensive work drive on other aircraft, trailers and caravan.

In March the club's first expedition to Aboyne is planned. Some members set off on March 8 to go wave hunting in Deeside aircraft while the Bryson/Sands Kestrel 19 will go over a week later for at least two weeks.

Also planned for March is an inaugural expedition to the new site near Limavady, the intermittent use of which we have now obtained. It puts us into the same splendidly soarable airspace as our previous operations from the beach, the crucial difference being that we'll now be able to take the Blanik too, and won't be stopped flying whenever bright weather brings hordes of trippers flocking to the beach. R.R.R.

VINTAGE

There is a full programme for the year, the earlier plans including a weekend "jolly" to the Upward Bound Trust at Haddenham Airfield, Bucks, organised by the Glider Pilot Regimental Association. This is a down to earth, do-for-yourself gathering with a marquee for self-catering.

On May 26 there is a vintage flying display at the Shuttleworth Aircraft Collection at Old Warden, Beds. The Manuel Wren, reputed to be the oldest glider in the UK, will be on static display prior to its major C of A.

A limited number of places have been reserved for vintage aircraft in Competition Enterprise. run by the Devon & Somerset Club from June 7.

K.C.

WOLDS

Everything looks to be going well at Pocklington. Our lease on the arifield is secure, the tug is well used and we have regularly contacted wave, the

highest flight at time of writing being made by our new CFI Bob Fox, to over 9000ft. We have hopes of becoming a well established wave site — so look out Dishforth!

As our hangar is now fairly full, we are in the process of constructing a secure compound to accommodate the ever increasing number of privately owned glider trailers. J.F.

YORKSHIRE

A winter of prevailing westerlies have given many opportunities for ridge soaring, but unfortunately the persistent low pressure has meant few chances of wave. However, Mike Wood did take the club Pirat to 14000ft on one of the few days when conditions were right.

It seems that fewer members than usual have taken advantage of winter soaring possibilities. One wonders whether this is a sign of the times. The increased cost of petrol, coupled with much higher flying charges, may well be keeping members away. We hope this is a temporary state and, meanwhile, our aims must be for economies and high utilisation of the facilities to keep gliding costs reasonable.

On the brighter side, several members have ignored the economic gloom and formed new syndicates. These include two Kestrels, two K-6Es and an open T-21. The latter glider is to be operated by a large syndicate of experienced pilots who are looking for the chance to get back to basics from time to time.

All the club facilities have been fettled for the coming season and visitors can be sure of a warm welcome and enjoyable flying. But as bookings are coming in fast, let us know your arrangements as soon as possible. P.L.

SERVICE NEWS

BANNERDOWN (RAF Colerne)

Our annual report at the AGM reflected a good financial state despite the general economic situation. We are probably the cheapest club to fly with in the country, no doubt due to the few stalwarts who keep our ground equipment in a fine state of serviceability.

The annual awards were presented, Den Britton and Ken Hartley taking two each and Bob Brown winning the cup for the best pupil. Eddie Edwards, our former CFI, was presented with a tankard for his services to the club.

During the following week wave was used for the first time at Colerne. While the pundits were getting their hot-ships out of the hangar, Phil Phillips was wending his way to 5000ft for his first Bronze leg.

No one else made any memorable flights that day as the wave moved downwind too far to be reached from a winch launch — yet another time when we could have used a tug to advantage.

December saw the new Blanik owners, Cary and Keith Darby and Nigel Combe, going solo. On the last weekend of January, Bob Brown gained his first Bronze leg and Andy Carter became our youngest solo pilot.

At our first party of 1975 we managed to get three of our former CFI's in the bar at the same time.

The venerable T-21 is being exchanged for another with a canopy, but we still have the use of a privately owned T-31 for pilots who like open cockpits.

We are exchanging the Bocian for a Blanik and Roger Crouch is waiting to collect the Cirrus from the factory. The K-8 is having a major overhaul, and, along with the K-6E, a private Blanik and "Yorky" Kitchener's new IS-29D, we shall have a large and varied fleet for summer. F.C.P.

CHILTERNS (RAF Weston-on-the-Green)

Preparations for the new season seem to be going well. The K-6E is undergoing a major and the K-13 has just been resprayed. The Doppelraab is progressing well and the K-4 has a new canopy.

On the ground side, our rebuilt GT control box has made its first appearance and Malcolm Norris' new bus is in use while work continues on the cooking facilities.

The club will be well represented at the Inter-Service Regionals with six pilots, Bob Lloyd and Eddie Wright competing for the first time.

It seems that our hangarage problems have eased a little, but with the Defence cuts at hand we aren't out of the wood yet. G.M.

CRANWELL (RAFGSA)

Grp Capt Max Bacon has returned to the club — this time as President. Reviewing the past year at our AGM, he noted that while launches and hours had been well below target our other achievements were most satisfactory. Certificate claims had increased 100% and our cross-country kilometres put us in sixth place out of the 13 RAFGSA clubs. Members had done well in competitions and the club will be represented again this year at Cosford and Dunstable.

Much effort has gone into improving our equipment: the list ranges from the major overhaul of gliders to the construction of winches and trailers. Now that we have the B-4 and there is hope of getting a glass ship, our new CFI, Dick Cole, is hoping to put a much greater emphasis on cross-country flying.

Al Jury has now definitely left us! Alan has contributed much to the club in many ways and we are sorry to lose him and his wife.

Our aspirant's trophy was awarded to Jim Bond for a 100km triangle in tricky conditions; Robb Farman received the *ab-initio* trophy for making the most progress while the wooden spoon went jointly to private owners, Charlie Wakeham and Mike Lee, for academic achievement — Bronze C (failed)! S.T.E.W.

FENLAND (RAF Marham)

Membership is on the increase and hours and launches are steadily climbing up the charts, despite rain, wind and fog. It is also good to see the K-13 back in its rightful place on the airfield.

At the time of writing we have an expedition ready to leave for Sutton Bank for 13 days. We wish them westerly winds — something the October expedition did not have.

A farewell party was held for Andy Hilton who is leaving our club and the RAF, taking up residence in Saudi Arabia (at least temporarily). He was presented with a silver cigarette box by our CFI on behalf of our members.

On days when the weather has precluded flying we have been busy in the hangars working on winches, tractors, etc to insure an A-1 fleet for the coming soaring season.

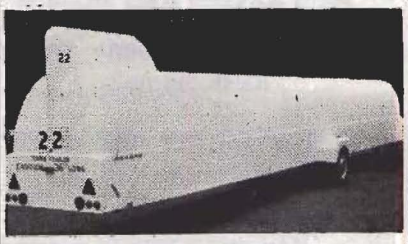
Roger Staines, an active instructor, has just completed his PPL conversion. JE and CB

FOUR COUNTIES (RAF Spitalgate)

The move to RAF Syerston is definitely on with Spitalgate finally closing. I think everyone is going to miss this extra large site with Grantham just a half mile away upwind producing a steady

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supply of thermals. Syerston, in return, can offer a large hangar with ample rooms for a clubroom etc. We keep hoping the thermals will be large and ample also!

We have just seen the end of Spitalgate's last *ab-initio* course, successfully run by Brian Murgatroyd. Even though the week was plagued with hail, rain and strong winds, there were four first solos by Diane Traipoom, Bill Morris, Tom Thomas and Jim Delk.

The club Kestrel was test flown recently after the extension rudder modification by John Wynch. Our third new winch is now fully operational after being built by Trevor Gorely.

At attempt will be made on our last weekend at Spitalgate to drink the bar stocks down to an all time low as a tribute to the RAF Station that has given umpteen thousands of happy gliding hours.

J.R.C.

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HUMBER (RAF Lindholme)

There is much rejoicing at the welcome news of the allocation of a K-6E after the loss of our K-6CR which was sold to a private syndicate. This aircraft should make 300km triangles possible this summer.

A small expedition was mounted to Aboyne last September, resulting in a Gold height for our CFI, Chris Gildea.

Our thanks to Les Blackburn, who has recently retired as deputy Chairman, and we welcome Sqd Ldr Bob Miller in his place.

K.M.G.

PHOENIX (RAF Bruggen)

With the Tost winch away for major servicing, we were left with the Pfeifer winch which has seen better days, so any flights have really been a bonus. It was great for flying morale when the Luftwaffe flew in with a Dornier and gave aerotows for two hours.

The workshop is packed with majors and accident repairs, however we are likely to see all gliders, except maybe the K-4, on line shortly.

Our social side continues to flourish and the children's Christmas party was very successful.

The Std Libelle trailer is finished and on its way to Aosta bearing our Libelle with Pete Bryan and Wally Lombard in tow on a Diamond hunt.

A.M.

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TWO RIVERS (RAF Laarbruch)

1974 at Two Rivers was outstanding for one reason — the bad weather. However, every advantage was taken of the good days, and a number of Silver and Bronze badges were completed.

January has brought us better conditions and, shortly after soloing, Jane Fuller flew the K-7 for 15mins to gain her C. Harry Thomas and Brian Hemstock have also gone solo and we are pleased to welcome a number of new members.

Our club fleet now consists of K-7, K-13, two Swallows, K-6, Sie-3 and privately owned Doppelraab, B-Spatz, L-Spatz and Cirrus. We are hoping to take delivery of a K-8 in May, and a very necessary winch is due to arrive at about the same time.

As with all Service clubs, our members leave due to postings, and this month we bid farewell to one of our instructors, John Tague. At the time of writing we are finalising plans for our annual trip to Aosta in April.

A.A.

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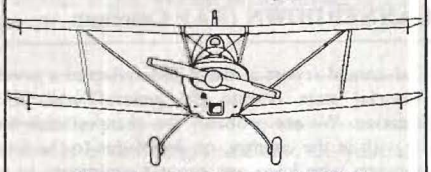


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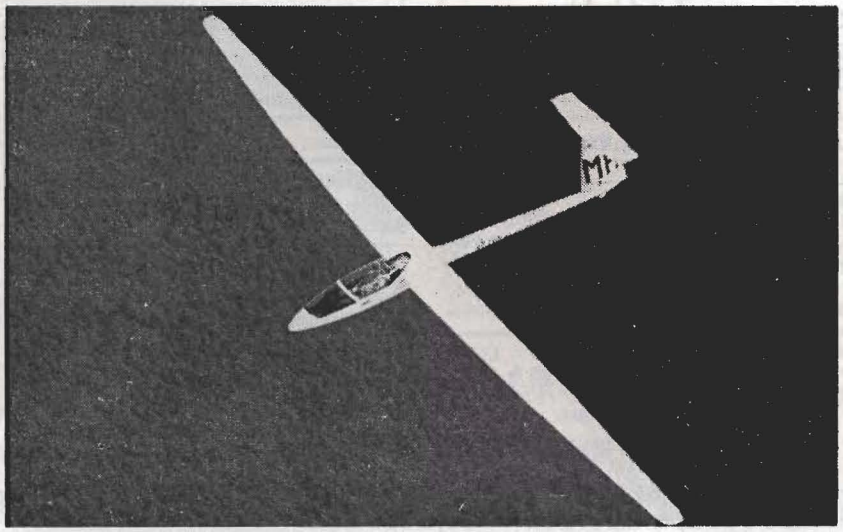
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Printing Errors. S&G Feb issue.

The September 1, 1974 price for the Nimbus 2 was given as DM46,200 in the Sailplane feature p26.

In Mike Bird's article, Beware of the Vaches, p14, it should have read-approaches-at-40Kts-and-tall-parachutes-out-at-15ft, not 50ft.

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PERSONAL

In conversation with Frank Irving recently I gather that he read through the whole of 'Watership Down' to discover which rabbit was meant to represent him. I wish to make it clear that my remarks about this book were intended as a joke. Brennig James.

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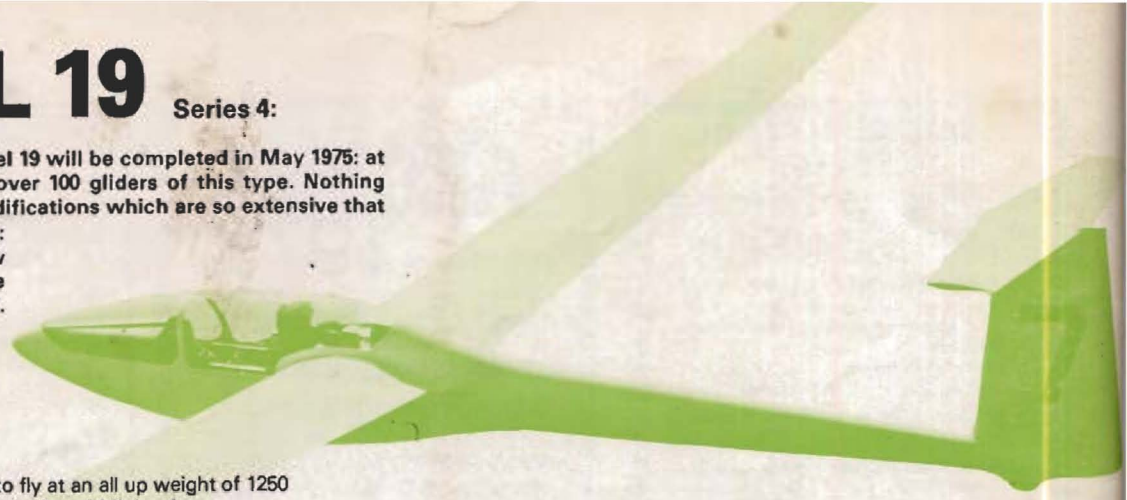
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KESTREL 19 Series 4:

Our current order book for the Kestrel 19 will be completed in May 1975: at that time we shall have completed over 100 gliders of this type. Nothing daunted we are now introducing modifications which are so extensive that we have to introduce a new series: the new glider will meet the new airworthiness requirements of the L.B.A. (Germany) of the S.G.A.C. (France) and of the C.A.A. (U.K).



The modifications include:—

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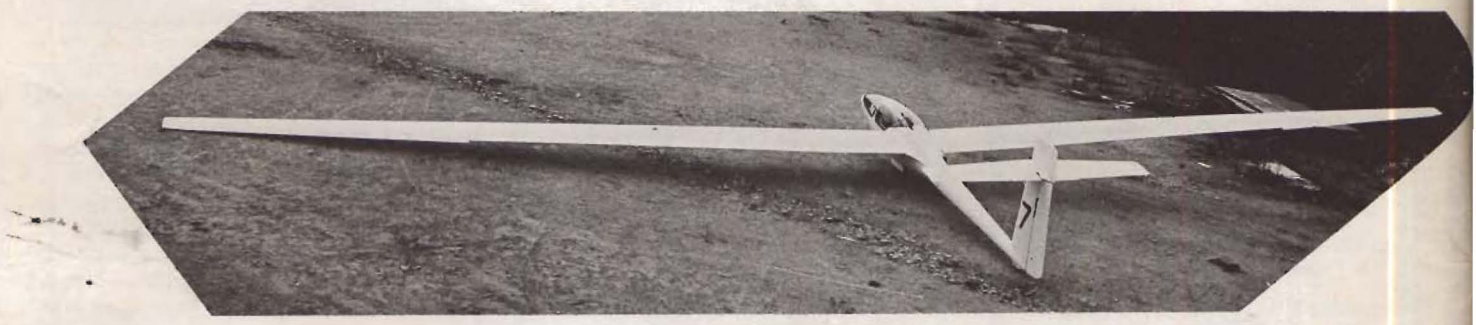
It is our belief that there are no design advances available in the near future which will markedly improve on the performance of existing gliders. The only performance improvements readily available on fixed geometry gliders are those due to increased wing loading or to greater span. The Kestrel 19 should continue to provide the best possible performance for its size for many years to come.

KESTREL 19, series four, Price **£7,700.** *Deliveries available from June 1975.*

KESTREL 22

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