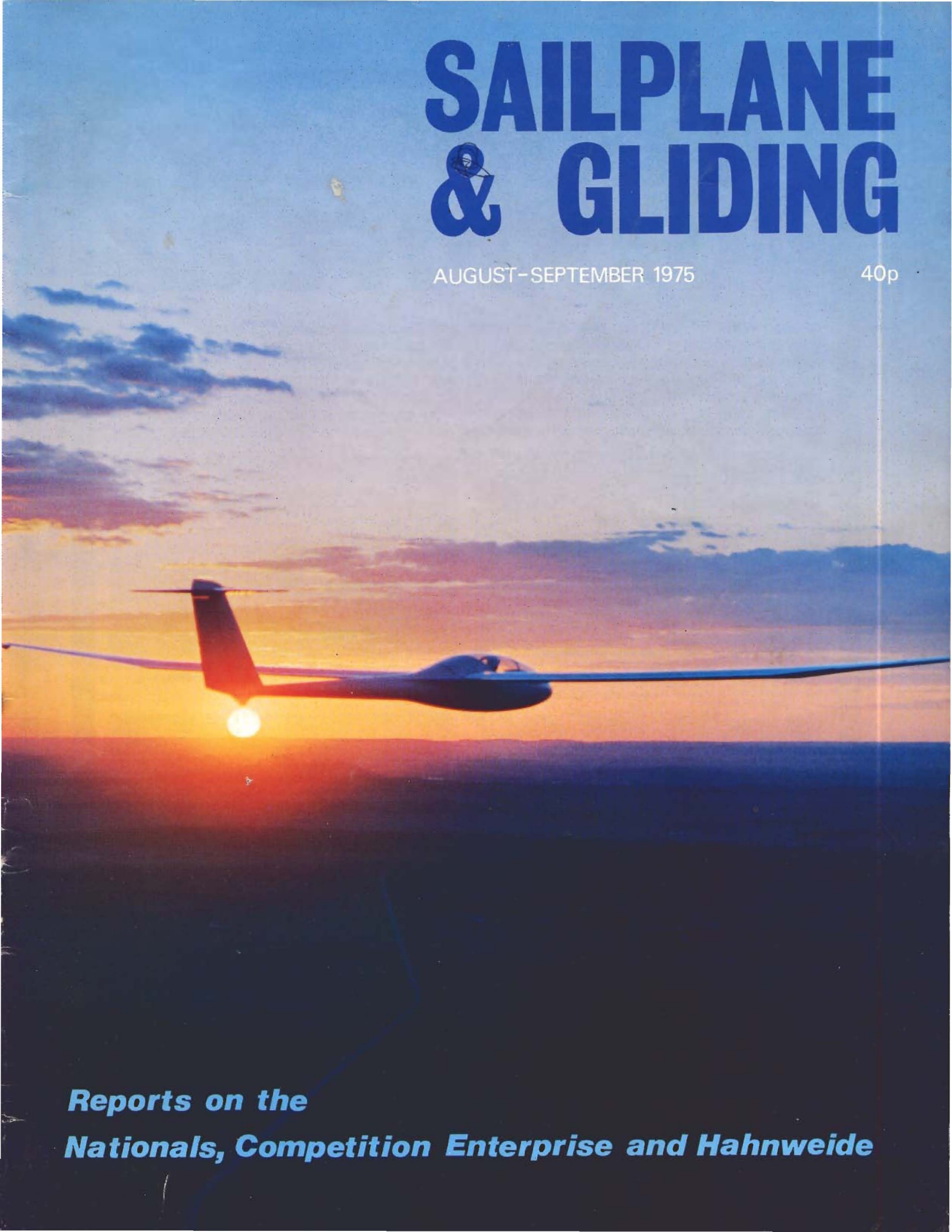
SAILPLANE & GLIDING

AUGUST-SEPTEMBER 1975 40p



Reports on the
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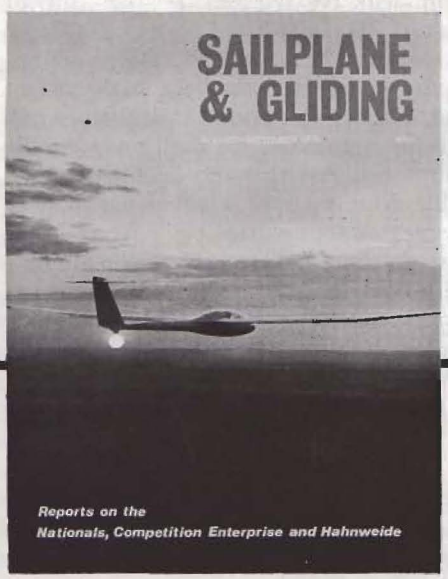
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An encouraging victory last month for Britain in the Finnish Nationals and we hope a good omen for next year—George Lee won the Open Class with Bernard Fitchett second. ROGER BARRETT, British Team Manager, has been finding out about the country on . . .

A RECCE TO FINLAND

This year the Finnish Gliding Association allowed a limited number of foreign competitors to fly in their Nationals which was being held at Räyskälä, the venue for the 1976 World Championships. Bernard Fitchett (ASW-17) and George Lee (Kestrel 19) were the two pilots entered by the BGA in the Open Class.

I went out to Räyskälä for a long weekend in the middle of the two-week contest on a *recce*, following up Tom Bradbury, the team's Metman, who had already spent ten days in Finland in May. He had warned us that the final glides into Räyskälä could be interesting as in some directions there was a continuous belt of forest and lakes around the site for some 10kms. I arrived at Räyskälä airfield to find the contest was over for the Italian Roberto Monti. He had just been fished out of one of those lakes from his upside down Cirrus, having miscalculated his final glide. Tom was right!

How good conditions can be

An anticyclone sat over Finland for all three days of my visit and I discovered how good conditions can be just 300 miles from the Arctic Circle. Hans-Werner Grosse had completed a 1000km triangle in Finland a couple of weeks earlier, releasing at 08.30 and landing at 19.58 (See p174).

George Lee was competing abroad for the first time and he found conditions on some days better than anything he had ever experienced in the UK: tops at 7500ft, a fairly regular 8kts (and he certainly wouldn't stop for less than 6) with the occasional bonanza going off the vario and averaging 11kts or so. But he and Bernard both found the thermals narrower and rougher than the home-grown variety. This meant it could be a little trying if you got below 2000ft with mostly just pines stretching to your horizon.

This year's Finnish Nationals was not only a World Champs dry run for pilots from Australia, Czechoslovakia, Italy, Poland, Sweden and ourselves, the Finns were also running in their organisation for 1976. Indications so far are that the Met forecasting is going to be very good, information about times and scores will be pretty instant and reliable and their helpers generally seem to be exceedingly competent.

Problem areas this year will no doubt be worked on in the next twelve months: the airfield is extremly sandy and if your tug takes-off from a bare patch you cannot see your own wing tips when the all-out is given: up to the time I left the tasks for the Open Class were being very much under-set (until I arrived the Open and Standard Classes were being set the same tasks); the meals available on the site were not good value.

The most vivid impressions I got of Finland were (a) light nights—dusk merges with dawn as the sun slides round just below the horizon; (b) the language really is fearsome—a phrase book plus language record would be a good investment this winter for any one planning to visit the World Champs.

Another tip for intending visitors is to be as self-sufficient as possible. Hotel and Motel accommodation within range of Räyskälä will be virtually impossible to get and caravans will be exceedingly difficult/expensive to hire, so the answer is to go with your own tent or caravan. There are superb forest areas to camp in very close to the site—but remember your mosquito nets.

In Australia we had heard all about that old Finnish custom of mixed sauna, but this year we found the gentlemen had been segregated from the ladies by a lengt' of airfield—surely not for the benefit of the modest English contingent? The Bulletin, published daily by the organisation, included a Lexicon headed "Räy-skälälanguage." It had apparently been compiled by Finnish gliding's Monty Python because entries included:

Sauna	Sauna
Kaljamaha	Beerstomach
Perkele	By George!
Halleujaa	Hallelujah!!

The British Team will be selected at the end of September after most of the short-listed pilots have flown at Angers and in Euroglide. Then our preparations will get into full swing. Having now discovered the high cost of living in Finland and watched the pound sink further and further in relation to the Finnmark, we shall undoubtedly be entering the Championships with a very lean team—and there are considerable doubts about whether we shall be able to afford our permitted four entries

If you would like to do something to help your team next year please do send a contribution to the BGA. Cheques should be made payable to "BGA World Champs Fund" and sent to me c/o British Gliding Association, Kimberly House, Vaughan Way, Leicester. We are going to need every penny you can spare as the prospect of any commercial sponsorship looks remote this time.

Final results after nine contest days. Open Class: 1 George Lee, Kestrel 19, 8470pts; Bernard Fitchett, ASW-17, 7976pts; 3 Jan Satny (Czech), Kestrel 17, 7675pts. Standard Class: 1 Franciszek Kepka (Poland), Std Jantar, 6991pts; 2 Franc Peperko (Yugoslavia), Std Cirrus, 6975pts; 3 Matias Wiitanen (Finland), PUK-20, 6928pts.

Some thoughts on spinning

DEREK PIGGOTT

Back in the early 1950s, before most of us had even heard of Lasham, I can remember arguing at a BGA instructors conference in favour of simplifying the instructional patter for the recovery action from incipient and full spins.

At that time it was general to teach "stick forward and opposite rudder" for an incipient spin and the standard full spin recovery action, "full opposite rudder, pause, aileron central and stick steadily forward until the spin stops", for a full spin. It seemed sensible to adopt the same *order* of movements for the instructional patter for incipient spins as for a full spin and say "apply the opposite rudder, move forward and then bring the wings level". This, we thought, would ensure that if the student became confused and a full spin did develop, at least he had the right order firmly established in his mind.

This all seemed quite logical at the time and still does if you consider that the full spin is the real danger, and that the aircraft is one which will spin fully and requires the standard method for an effective and rapid recovery. If the spin really required the correct sequence for a prompt recovery, a confusion over the order of movements would obviously be serious.

Today, I find myself far from sure that this change was a good one. Certainly it is worth discussion and an exchange of ideas.

At the incipient stage, that is from the time that the aircraft becomes stalled and starts to drop a wing until the full spin develops, (usually recognised as the moment when the rotation speeds up after the first turn), the order of movements is unimportant and the most effective recovery will be to make the forward movement and the opposite rudder *together.* The essential point, however, is to unstall the wings and the *only* action which can lead to a full spin is a backward movement on the stick, or the stick being held well back.

Most gliders are extremely reluctant to enter a full spin or stay in one unless they are being flown with the CG close to the aft limit, *ie* with very light pilots.

A spin can only occur if the glider becomes stalled or partially stalled, drops a wing and *remains stalled* as it starts to spiral downwards. Most gliders will unstall themselves during the first half-turn or so of the beginning of the spin, in the same way as they do from a straight stall, unless the stick is held right back. The nose down pitching movement at the stall is usually sufficient to result in the wing unstalling and this prevents the spin from developing. Keeping the stick right back alone may be sufficient to allow the spin to develop. (For example, with the rudder and ailerons held central, the Slingsby Eagle will enter a full spin if it is stalled, drops a wing and the pilot keeps the stick right back. This is not unique.)

Because of the almost instantaneous recovery of most of our training two-seater gliders, on most occasions the spin (if in fact achieved) is stopped long before the instructor has even said the word "pause", with the result that apparently acceptable recoveries can be made with little or no forward movement of the stick. Furthermore, if the instructor does emphasise the stick movement, it frequently results in the glider pitching into a very steep dive so that excessive height is lost. It is therefore very easy for the student to form the opinion that the forward movement is unnecessary and that by keeping the stick back he is helping the glider to return to level flight more rapidly. Often on training flights the glider is left still buffeting as it recovers from the nose down attitude to level flight (particularly in the incipient spin recoveries). And it may be that when this happens our training serves only to emphasise the "full opposite rudder and pause" and fails completely to stress the need for easing forward. This

Failing to stress the one movement essential for a safe and certain recovery

means that we are failing to stress the one movement which is essential for a safe and certain recovery and the one movement which, in an emergency, the pilot will be reluctant to make if he is facing the ground in a steep nose down attitude at low altitude.

Although the standard spin recovery action may be most effective in the case of an aircraft which is reluctant to recover, and it is important to use it for test flying purposes where "rogue" spinning might easily occur, it might reduce the accident rate in gliders to change it to a drill which puts more emphasis on the essential movement. In an emergency it is the forward movement on the stick that must not be forgotten. Otherwise the recovery may be delayed or, at worst, a spin in the opposite direction may occur.

Certainly the insistence of a pause between applying the full opposite rudder and easing the stick steadily forward begins to look a nonsense in the light of the British Civil Airworthiness Requirements Section E for glider spin recovery. These require that the standard recovery action shall stop the spin within half-a-turn of the initiation of the recovery action. Clearly any "pause" has to be very short indeed if the spin is to be stopped so quickly!

Is the order of movements so important, you may well ask. It certainly could be in event of damage or icing where the most effective action might be needed for any recovery at all.

The effect of the opposite rudder in reducing the yaw has powerful anti-spin effects. Reducing the yaw tends to even up the unequal stalling of the wings and so reduces the rate of rotation. Furthermore, any reduction in the speed of rotation results in a nose down pitching effect and this assists the downward elevator movement to unstall the

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wings. If the stick movement is made first, the power of the elevator may be momentarily reduced because as the aircraft pitches nose down, the rate of rotation will increase tending to flatten the spin slightly. In a marginal case, therefore, there is a distinct advantage in applying the rudder slightly before the stick is moved forward.

These effects make it important to apply the full opposite rudder and not just to rely on the forward movement on the stick to unstall the wings and so stop the spin. (Remember, spinning can only continue while the wings are stalled. It is a state of stalled flight in spite of the apparently near vertical nose down attitude.) However, if, as implied by the BCAR, the rudder and elevator movements are applied almost together, does it, in fact, matter which is applied marginally before the other?

A few aircraft may have a definite blanketing of the rudder when the elevator is moved down in a spin. Then the use of the rudder first, followed by a pause, gives a much more powerful anti-spin effect than when the order is incorrect. I have never heard of any sporting gliders where this effect is significant, although there is some suspicion that an initial large forward movement of the stick on a machine with a V-tail might result in stalling one half of the stabiliser itself and cause spin recovery problems.

What is quite certain is that it is the failure of the pilot to make a progressive forward movement on the stick which delays any recovery action in conventional gliders. Any prolonged pause between the rudder and elevator movement *will* delay the recovery and the pause should receive far less emphasis than it has in the past.

There may even be a case for changing the requirements to ensure that all gliders will recover if the two movements are made simultaneously, or even with the stick moved momentarily before the rudder. However, even without such radical changes, a useful insurance against spinning accidents, besides more practice, is to stress that it is the progressive movement forward on the stick until the spin stops that is all important, although in most cases the spin will have stopped before the stick has moved very far.

In every case a forward movement, or relaxation of the backward movement, must be made after applying the rudder, even if the spin stops immediately. Otherwise there is a real risk of stalling again and of spinning in the opposite direction a few seconds later. This is the cause of *all* accidents where the direction of the spin is seen to reverse.

While practising incipient spins, a convincing demonstration is to show the effect of holding the stick right back as a wing drops. The tendency to spin is obvious compared with a similar demonstration in which the stick is moved forward without applying any opposite rudder. We must drive home the lesson that the only way a spin can occur is by holding the stick back, and that above all we must not make that mistake.

Confusing though it may seem to have a different order of movements for incipient and full spins, going back to teaching "ease the stick forward and apply opposite rudder" for incipient spins would at least help to emphasise the importance of the stick movement. If in a time of stress the pilot remembered the incipient spin recovery action, this would be far better than if he remembered only the first half of the standard spin recovery.

MY POOR PERFORMANCE

A gloomy RHODA PARTRIDGE gives herself some good advice and restores her enthusiasm for gliding.

November 1974 I was fed up. A miserable expensive season. Flying badly. Sitting through two soaking Comps. Living 100 miles from a good soaring site means I can't sneak off for a quick fly. It has to be planned ahead and I'd got out of phase with the weather. Working when it was good. Sitting disconsolate on a rain swept airfield when I managed to get off. Miserable. Fed up. So I'll sell Broomstick and give the rotten sport up. End of love affair.

But what about all that delight I'd be missing? Could I live through a perfect thermal day without a twinge? Could I look a lenticular in the eye knowing I'd never again be perched above and a little ahead of its leading edge? Now one thing I'm really good at is giving advice. I give it, often unsolicited, at the drop of a hat. Other people's problems are so delightfully simple, don't you think? OK then Rhoda, give yourself some.

MGA (Me Giving Advice). "Now what's your problem?".

MRA (Me Receiving Advice). "I'm flying ineptly and I'm scared into fits".

MGA "One thing at a time, what are you scared of?".

MRA "I'll be flying along and she'll start swooping uncontrollably about the sky, then with a terrific rending noise the wings will come off. After a terrible struggle I'll manage to get out and my parachute won't open".

MGA "Don't be silly, what are you really scared of?".

MRA "Making a fool of myself, like knocking off the CFI's hat as I come in to land".

MGA "That's more like it, an ignoble fear, you don't give gliding up because you're scared of making a fool of yourself. Anyway you should be used to it by now. What else?".

MRA "Finding I can't cope with an emergency. Panicking".

MGA "Emergencies don't only happen in gliding. You can't hide away from them. You have very few when you're gliding because you're so paralitically cautious, and those you have had you've dealt with perfectly adequately. No sign of panic".

MRA "True, true, but what about my miserable performance and being outsoared by early solo pilots flying Swallows?".

MGA "Certainly your performance is lamentable and shows no signs of improvement, what you need is some two-seatering".

MRA "Oh come on. Here's this instructor with his *ab-initio* patter all bright and shiny and along comes this crazy woman gross with hours and blazing with Diamonds and says she wants to improve her performance. What's the poor soul going to say? (No, don't tell me.) Anyhow I want to get more of all that beautiful performance that's built into my beloved Std Cirrus and there isn't a comparable two-seater".

MGA "Ah! but there is". So I phoned John Jeffries at Dunstable and he accepted the challenge.

We arrived, Broomstick and I, on April 27. Day 1. Thick and grey and grotty with very little lift. John flew me in the Calif and talked about where lift was and where it wasn't (and mostly it wasn't). We fell down at Cranfield after an hour. Got towed out and had another hour. Tell you about the Calif. Immense luxury. Italian style. Finished inside like an expensive sports car. Flying, you get a feeling of great weight allied to amazing buoyancy. Lots of feed back to hand and to bottom.

"This flight was a bit of a revelation – made me think hard"

Day 2. Flew Broomstick and tried to work lift the way John did. Marginal improvement but still hopeless. Day 3. John declared Hereford out-and-return and talked about planning a flight and maps and final glides. This flight was a bit of a revelation. Both as regards navigation and as regards working streets. Made me think hard. We got to Blenheim, but a front came in so after some cloud flying we came back and were home for lunch. Sat in the back of the Romanian IS-28B for 1½ hours in the afternoon while John tested it. The Calif had spoilt me and I resented the way my bottom went to sleep.

Day 4. no flying. Day 5 morning, John gave me a work out in the K-13 and this was one flight that I did not enjoy. I was flying and he was fault-spotting and if you think muffing thermals on your own is not much fun, try it with a critical audience in the back. But this was what I'd come for so I worked away for 1½ hours in rags of thermal and tried to do as he said. Afternoon I went up in Broomstick to practise the morning's lesson. In imagination I installed John's voice behind my left ear and tried to do as he said.

"Top rudder here, take it off now and press your wing down into the meaty bit." (I do relish John's phraseology. "Press your wing down into the meaty bit." Had Shakespeare been a glider pilot he couldn't have put it better.)

It was during this flight that the plastic buckets fell off. For the last few years I had had this idea that I was flying with one under each wing, rim towards leading edge. But at last I was free of them and up we soared, released.

Day 6. Saturday. John sent me on a 200km triangle but

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there was a northerly gale and I spent four hours punching into it, got nearly to Husbands Bosworth, drifted back and landed in a field. Day 7. Tried another cross-country but didn't feel fit so packed it in. 25kt NE.

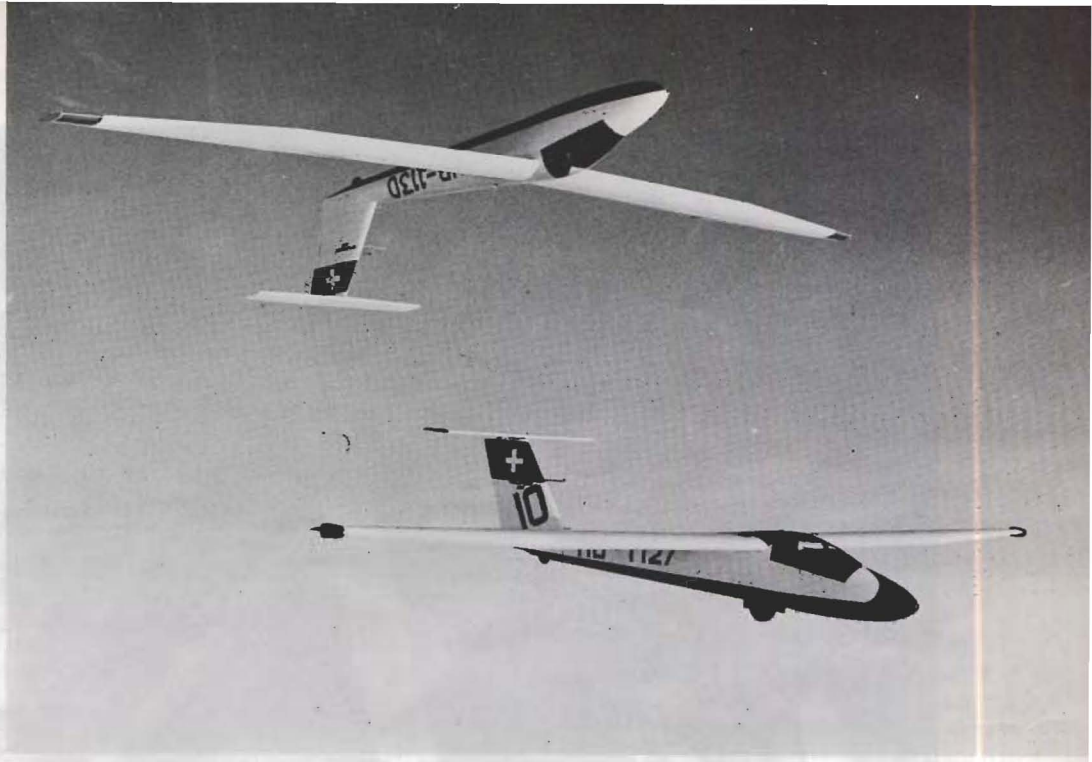
Day 8. A mad ENE gusting to 40kts. John had a Silver C course and set an out-and-return into wind. He would fly the Calif with a student and I was to follow him, do exactly as he did (prohibition on circles) in Broomstick. Found him at cloudbase and he hared off at 90kts, me rushing along behind, eyes glued to the receding dot. Not a glance at instruments or maps or the ground. His 22 meters lifted him away from poor little Broomstick, but still we followed. Finally, at 600ft I said to myself, "Hell to this for a caper". The pupil told me later that John had looked down his wing and said "Goodbye Rhoda, I'm sorry". But it wasn't goodbye, I clawed my way up again, he got down to 800ft and had to hang on a ridge. We both got home and I laughed a good deal. It was an absurd flight. Had another go in the afternoon on my own but didn't get all the way. Tried his system for letting Broomstick nose out invisible streets and was fascinated to find that it works.

Airways' torment

Day 9. Same crazy gale only stronger. In the afternoon a wave system set up and John took me up in the Calif to play with it. A tow to 2500ft. Very difficult to contact but, at last, the Calif went quiet and still and we found a nice edge with 2kts on it and we spent two hours around 5500. This was the only flight that made one cross with the airways. Mostly the SRZ and TMA don't trip you up, but not to be able to work a wave system the way it's formed is a torment. There was not much depth to the clouds, but why should there be? The system was set up by the flat lands of East Anglia. Day 10 no flying.

Day 11 John planned to shepherd three aspiring Silver C pilots in K-8s to Husband Bosworth and I could come in the K-13 to see the fun and to bring a K-8 back in low tow, dual. This was a hilarious flight and ended with the whole lot landing out. We made Cranfiled and were towed out and I had another work out for an hour. Day 11. Grotty but I had a hard working hour in Broomstick in the evening. Day 13, 2.30 hours in Broomstick in marginal conditions. Day 14 should have gone cross-country but it didn't work before four o'clock and by then I'd kind of given up the idea. That was my last day. As well as the flying I attended first class lectures and took copious notes.

And the end product? Somewhere along the way my inhibiting, palm sweating fear left me. There was too much to learn, it was such fun. John is specially fun to fly with because, by some miracle, he has retained the mad enthusiasm of an early solo pilot, and it's contagious. It will take many more flights to put into practice all I learnt. I have a few shocking ingrained habits to get rid of. I shall never be a pulled together competition pilot. Its not in my nature, but I arrived at Dunstable sad, facing a closed door, unable to improve. Now that door has been opened and I can go through and go on and improve and I'm happy about gliding again. And the price? No sense telling you because of inflation. But this I will tell you. There is absolutely nothing I'd rather spend money on. Gave myself some excellent advice, didn't I?



The Pilatus B-4 has been given complete certification for aerobatics including snap manoeuvres for those aircraft with rear fuselage modification. The strengthening is offered by Pilatus as a retrofit at minimal cost. Although aerobatics are allowed in many countries with the certification, Pilatus underwent a series of tests to get complete clearance

CLUNK-CLICK, every trip

P. J. LINNEY

I'm waiting for take-off in quite my most favourite glider, the Pilatus B-4. Mostly, I fly Skylarks and Pirats but I have a few hours of Pilatus flying now. I have already said to myself, "Small stick movements on take-off". This one is more sensitive than some that I fly.

A club-mate comes up with the tow rope. "Brakes closed and locked", say I. The lever gets another push for good measure. "Cable on, please." At Booker, you won't get the cable fixed unless you state "Brakes closed and locked," and the handler will look at your wings anyway. We check all clear above and behind. "Take up slack—All out."

The ground run seems a mite long for a Pilatus. Still there is hardly any wind to speak of. Remember *small* stick movements. We leave the ground. The tug leaves the ground. No trouble keeping position, but she feels a little sluggish. Why do we need so much rudder? Funny, she seems to be buffeting a bit. We're about 30ft up. "Great Grief!" the tug is turning right across the power boy's runway. Why? Look out the side. "Oh my Lord", the brakes are open!

I shut them. The tug levels off. I release at 1800ft and thermal for about half an hour. Best 360's I've ever done but no heart in it. I come back to the field, check the wheel is down, set 55kts on the ASI, trim to that speed, put hand on brake lever and look around. The landing is okay. We can still do something right it seems. My daughter comes out with the tractor. "Daddy, Dennis is flying just now, but will you wait for him at the launch point?" I know why the instructor wants me. She knows why, but with incredible tact refrains from telling me.

Dennis didn't have a great deal to say, but he did want to know why. The answer is simple. Brakes were closed but they were not locked. So why does this happen? I rarely fail to hear the "Brakes closed and locked," call to a cable handler. Yet, maybe once a year a glider rises from the ground with its brakes open. Why?

Well, it is still the pilot's responsibility to be sure the aircraft is properly prepared to fly, but it may be that locked airbrakes are one of the things you or a helper cannot be sure of with your eyes. Just about everything else can be seen to move as it should, or be where it ought to be. But with the over-centre lock system a brake lever may not display a noticeable difference between the locked and unlocked position. The Skylarks are fine in this respect, all of them. You have to latch that lever into a sizeable slot, and you can see very easily whether it is there or not.

To complicate the situation even more, the amount of force needed to go through the dead-centre varies greatly from type to type. I can recall an Olympia 2 that needed a fantastic push to lock the brakes. Pirats seem to need very little force to achieve the lock. So what happens when a pilot with lots of experience with gentle locking systems starts to fly something needing more effort? Maybe he thinks he has applied enough force to lock the brakes, but has he?

So, what do we do? The over-centre lock is a good mechanical system and it is going to stay with us. So is the variable amount of force needed to operate it as we move from type to type. I have no wish to teeter on this particular brink again, nor to offer an honest tug pilot the choice between a two knot margin of flying speed or ditching a doubtful risk over the motorway.

It's going to be "Clunk-Click, every trip." Clunk for shut, Click for locked. I'm also going to rest a couple of fingers on the brake lever during take-off, just in case!



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BILL SCULL, Senior National Coach, writes about

VALUE FOR MONEY

Learning or teaching gliding has more than its share of frustration. However, it's the frustration that I want to talk about rather than the system and some effects, both direct and indirect, that it has on the giving of instruction.

With a few notable exceptions most students meet their instructor of the day at random. At best a regular attender at the club may fly with the rostered instructor every third week or so and at worst, especially in the larger clubs, he may never fly with the same instructor twice. This naturally creates certain problems, not the least of which is the assessment of the student's capability, the setting of suitable tasks and imparting appropriate information. The assessment is made from the information to hand, a logbook, a training record and the student's impression of how well he is doing. Frequently we get the assessment wrong, which results in a student getting help that he does not need or attempting something that he cannot do. The latter occurs most often when there is a lack of recent practice or because he has forgotten (or never had a clear idea) of what it is he is trying to do.

I believe this state of affairs arises because a typical gliding instructor is strongly motivated to give value for money—a laudable aim. Carried to extremes, however, this results in an instructor who is reluctant to show a student how he wants it done, be it a turn or a circuit. The student is attempting to carry out an exercise of which he does not have a clear mental image. The remedy for this typical state of affairs rests with the instructor; be less reluctant to show your student how you want it done, ask him when he was last shown a particular exercise, especially critical ones. A student who is turning badly may have forgotten what a proper turn looks like and the more he practises the more thoroughly he consolidates on a bad, and potentially hazardous, technique. Another effect of the desire to give value for money is on the rate of progress through the basic exercises.

Rate of Progress

The rate at which a student should be progressed depends not only on the aptitude of the individual but also the frequency of practice. Obviously a student who flies every Saturday and Sunday will progress more quickly than one who flies once a fortnight. However, the common denominator frequently used is the number of launches carried out. The assumption is made that students who have done (say) 30 launches will be able to do certain exercises, but there will be wide variations in performance depending on how frequent and recent the practice.

For any individual there is obviously an optimum rate of progress and if you get it wrong then there are two ways—too rapid a rate or too slow. The most common mistake is progressing, or trying to progress, too quickly. The only experience that will convince one that "too slow" is the better alternative is an ideal instructing situation—one instructor with a group of students and the opportunity to experiment. This convinces one that consolidation on basic exercises, as achieved in all-aerotow or motor glider training, is the way. This experience refutes theories such as "we need the winch to get the circuit and landing practice." (No, I'm not advocating that you throw the winch away.)

Another personal experience which further convinces me is in instructor training. Three or four days (out of nine) are devoted to two basic exercises, effects of controls and turning. Most u/t instructors wonder how it is possible to fit all the other exercises into the remaining time. But having consolidated on the basic exercises, the remainder comes easily and the results are achieved by a slow rate of progress and consolidation. Ignore these two basic rules and the result is a pilot attempts everything but does nothing satisfactorily.

How often, having made your initial assessment of your student, do you say "It's all yours", only to find that the whole flight is a near disaster from swerving ground run to heavy landing. If the student cannot fly very well, *ie* basic handling, then it's not at all surprising. One thing that is very closely related to these factors is the confidence of the individual. Confidence will only increase when tasks are successfully accomplished and no amount of saying "that's all right" will bolster his confidence if the exercise is badly done—and he knows it.

An adequate level of confidence is vital for the first solo and progressively increasing confidence is desirable as this stage is approached. For some students a decline may be experienced once the average number of launches to first solo has been passed. Instructors may contribute to, or even cause, this loss of confidence because when asked the number of launches to solo they make no allowance for the other factors which influence it, aptitude, frequency of practice, weather etc, in some cases even whether an instructor authorised to send first solos is in regular attendance.

Fundamentally this is a club organisational problem and the student will benefit from only flying with two or three instructors if this is at all possible. If instruction in your club is not organised in this way then remember that there are two predominant instructional faults—a too rapid rate of progress and a reluctance to demonstrate (and re-demonstrate if necessary).

Both these factors are significant in limiting the level of skill and confidence of the student.

A symphony in sea breezes

CON DIVERTIMENTO

PHILIP WILLS

At the first sight of North Hill, as we rounded the last bend in the tortuous maze of Devonshire lanes which surround it, the horrors of plunging sterling and looming strikes, of quarrelsome politicians and squabbling petty tyrants, faded from my mind and stayed faded for nine blessed days. The pound had fallen to$2.27! So what? Ken Wilkinson had landed in a cut hayfield, opposite a three-star pub which had welcomed him and his team to a free meal and phoned a friendly farmer who welcomed his intrusion.

There was to be a railway strike on Monday week. Too bad, but the friendly Customs officer had given everyone their clearance forms, should they go abroad, and the only question was whether, now we were in EEC except for the Shetlands, would we have to exhibit it if we landed in Lerwick? Ian Pattison gave a ration of French francs to each pilot. Dear North Hill, look after it, you lucky and kindly club members, for you have a very precious heritage to hand on.

Last year's entry of 17 had grown to 23, within a whisker of the 25 maximum which the site can happily handle.

The newcomers arose because of our last year's expedition to Usk: Peter France and Ivor Shattock (from Caerphilly, who therefore became Ivor the Glide), tickled by our Usk day last year, came and flew. Ivor arrived only for the first weekend, but was trapped by the atmosphere, and stayed the whole week.

John Fielden, poet that he is, would have been a lost genius had he been born before gliding was discovered. At the first briefing he gave us the form. Two Classes of tasks, for Nails, and Glass Slippers. Anyone can fly in either Class on any day. Marking system of a beautiful simplicity:

Distance, 2pts per km x handicap
Goal bonus (if applicable) 50pts
Speed: $5 \times \frac{(S-20)}{\text{handicap}}$

The weather—ah! the weather. After last year's week of north-easterly rain and low cloud, we proceeded to have six consecutive north-easterly hot blue days. And so, whilst our ultimate aim of breaking every straight line record went by the board, instead we had an intensive course of instruction in the habits of sea breezes which was, even to old me, something entirely new. So we come to:

June 7

The task for Nails, out-and-returns to Yeovilton (100km), Sherborne Castle (110km) or Mere Castle (105km). No prior declaration, just fly as fast as you can, photograph the turning points and get back. For Slippers, out-and-returns to Old Sarum (216km) or Lasham (324km).

Mike Garrod said that the ground temperature might break through the inversion around 13.30hrs leading to blue thermals up to 4000ft. It didn't, but a few tiptoed away, Ken Wilkinson scoring 86pts by scraping to Yeovilton. By 20.30hrs the club fleet were soaring effortlessly over the site at 4000ft asl in an evening wave, to the embarrassment of all.

Next morning John Fielden pointed out that only six pilots had tried to go away, if everyone had been more enterprising there would have been more, possibly better, flights, which was why there was no X. On being asked how he had done it, Ken said he had simply done exactly what John had told everyone to do at briefing.

June 8

The same weather, but rather better, because Mike G said the critical ground temperatures would be reached rather earlier, after which blue thermals to 5000ft, with sea breezes to follow. It happened exactly like that.

The tasks for Nails, out-and-returns to Merryfield (50km), Yeovilton (100km) or Australia, landmark near Salisbury (200km). For Slippers, an out-and-return to Newbury racecourse (304km).

The pilot-selected start-board came out, everyone hung on their rings and at 13.30hrs off went Ken. Everyone followed, exactly on time (splendid tug organisation) and diminished off to the east, into cloudless blue.

For the Slippers, it turned out to be a race to get to Newbury and back to Somerton, where a beautiful sea breeze cumulus had built up by 16.00hrs, under which a final climb brought one safely and easily home. Tony Maitland (Diamant 18), Ken Wilkinson (Kestrel 19) and Mike Pope (Kestrel 19), pulled this off. Justin Wills (Std Libelle), had by now reached a point of confidence where he was tossing away 3kt lift, so flew through it into the dead sea air and landed six miles short at Culmhead. Very character-forming.

Tony Smallwood's Gull became head Nail, reaching Yeovilton and getting back to a Thomas Hardy village called Kingston Episcope. He landed in the middle of a hayfield round the perimeter of which the farmer was nibbling inwards with a hay-cutter. Tony had an idea that if, by the time he and his machine had reached the centre, the Gull was still there, it also would be cut and baled. So when a friendly visitor arrived and asked if he could help, Tony sent him off post-haste to phone Kitty Cooper and urge his team to the rescue.

Kitty's phone rang in Control and the following conversation took place:

Man: "Your glider has landed at Kingston Episcope, and the pilot is quite all right. Will you send his trailer?"
Kitty: "Fine. What is the machine's number?"
Man: "Number? What number? You needn't worry, the pilot is quite all right."

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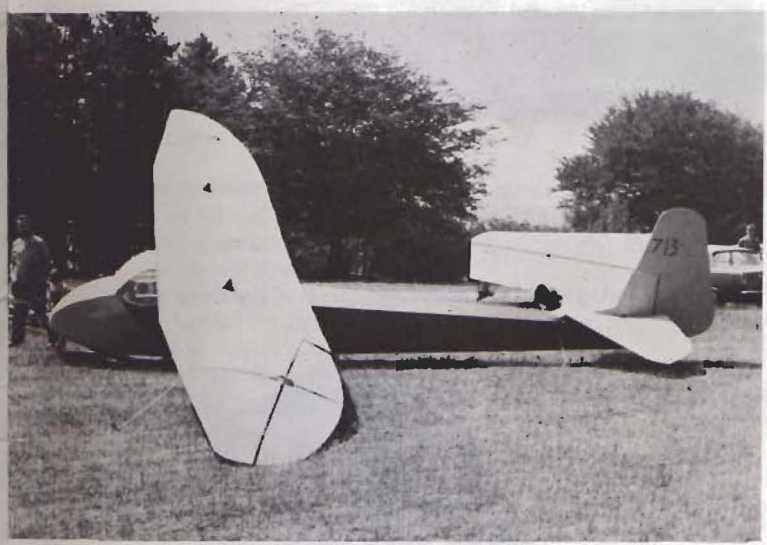
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Justin Wills, who came first. Photo: Tony Smallwood



"The effect of 40 years on aspect ratios." Photo: Philip Wills



Philip Wills and Ken Wilkinson—"two BGA past Chairmen pattering . . ." Photo: Tony Smallwood

Kitty: "But I've got lots of gliders to look after, and unless I know its number, or his name, I don't know who to send. Do you remember its colour?"

Man: "Oh dear. I don't know any of them. But please don't worry, he's quite unhurt."

Kitty: "Can you possibly go back and get his name and number?"

Man: "It's rather a long way to go, but all right, I will."

He plodded back to the field, just in time to see a beautiful young girl arriving with a tray of goodies to save Tony from starvation, so Kingston Episcope is to be marked as a centre of civilisation.

June 9

Same weather, but a fractional change in wind direction made this possibly the most interesting and instructive day. No cloud forecast, but the sea breezes in fact produced lots.

For Nails, it was a race to Bodmin airfield (100km) and for Slippers, a 300km triangle via Sutton Bingham and Davidstow Moor.

All ten Nails arrived at vast heights, including Rod Witter flying the Dart, who decided he was a Nail. (The next day his partner, Mike Osborn, decided he was a Slipper, so flew that task. A most satisfactory way to give a mixed team a fascinating competition.) Mike Russell, in his Petrel, was head Nail, in 2hrs 13mins, and achieved 1006pts, with Jones' T-21 on his tail with 911pts.

Of the Slippers, only the three 15m ships completed the task. Everyone flew easily to Sutton Bingham, and back past North Hill, then straight on with a southern sea breeze to near Davidstow Moor, where the northern sea breeze took over easily. They rounded it at up to 4000ft and set off on the return leg. But—trick. Whilst they had been away, the southern breeze up the Exe estuary had crept another ten miles north, and those who attempted to return the way they came flew into dead air near Okehampton, and landed short. The three little Slippers all spotted the catch in time, turned north of track, and crept round on the northern sea breeze till they were within final glide distance. The northern sea breeze was strongest at Bude, where Janis McGill reached 7800ft in her K-6E. Tony Maitland was just a bit too impatient, and arrived back 100ft below the edge of the airfield, so had to land at the bottom. Justin won in 3.45hrs for 1088pts, with John Cadman (Std Libelle) second and Ivor the Glide third in his Std Cirrus.

June 10

Weather same: blue thermals forecast to 4/5000ft, 3kts.

The task for the Nails was a gain of height, no handicapping with 10pts/100ft, while the Slippers were sent on a 178km out-and-return to Tarrant Rushton.

A fraction more north in the wind took the sea breeze out to sea, so on the way out Ivor the Glide, and on the way back Ken Wilkinson, experienced flying the lovely cloud street out to sea over Sidmouth and Seaton Bay which I flew in the Minimoa in 1938. Seven finished, Tony Maitland first, then Justin followed by Ken, Mike Carlton coming fourth.

The highest Nail was the T-21 (No.621), with 320pts. Slight complaint from Slipper department, which continually encountered Nails looking so improbable and lovely that they used up their films and nearly didn't have enough left to photograph their turning points.

The field flew just on 4000km this day, in 76hrs 20mins.

June 11

Mike Garrod somewhat more enthusiastic about surface temperatures and ceilings, so John Fielden let himself go.

For both Classes it was a 570km (record attempt) out-and-return to Cambridge, plus various shorter tasks.

Launches up to 12.00hrs to 3000ft.

Alas! The weather failed us. "Pooltroon" Pope pipped the

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Kitty Cooper— "Mum." Photo: Tony Smallwood

post, by completing the lowliest task in his Kestrel 19 for 284pts. Others set off and flew for hours, landing at places like Devizes, but didn't score as much.

They said it couldn't be done
But he set out to do it
He tackled the job that couldn't be done.
And he couldn't do it.

Rhoda Partridge had to go home today, and we sadly missed her, but kept giving her beautiful specially designed mugs for daily prizes.

June 12

Hotter than ever, bluer than ever, but no lift.

Nails: Combe Raleigh reservoir, score 1000pts per whale. Slippers: an out-and-return to Sidmouth, score 1pt per mackerel.

So we went again to Beer, basked on its beach, puttered around in its boats, best score 12 mackerel. Evening party eating mackerel, crab, drinking champagne. Exactly what everyone needed.

June 13

The *Divertimento*. At 09.30 briefing, John deferred second briefing to 17.00hrs! There was to be little or no thermal, but prospects of an evening wave.

By 18.00hrs thin lines of waves could be seen over Wales in the far north. Scoring: 5pts per 100ft above launch height. Distance 3pts/km between North Hill, Taunton, Glastonbury Tor, in any order desired. Final landing time 21.48hrs (½hr after sunset).

From 18.00hrs lots of launches, and gradually a light wave started wandering about, as per instructions. Finally beautiful classic little len clouds appeared briefly all over the place at no more than 4000ft, and there were 11 scorers.

John Cadman won, with 420pts. Five gliders landed in one field near Wellington, and the farmer loved it. Devonshire for me—or is it Somerset?

When John first totted up the marks, Justin and John Cadman were exactly equal, but then he found Justin had scored 80pts height gain, so he became overall winner by this narrow margin—2803pts to 2723.

June 14

The last Saturday was no good. An approaching cold front gave some hope of the Day of Days on Sunday—France and points south-east, so we had our final dinner and prizegiving, after which the Fielden band (six members of the family, ages ten upwards) amazed and delighted all with their professionalism.

Peter Longstaff had had to withdraw at the last moment, but he made a most beautiful pair of silver cuff-links, which were awarded to Maurice Clark for being top wood in his K-6E.

Everyone begged North Hill to do it again next year, and they said they would be delighted.

June 15

Coda. The cold front had passed through, but stuck at Dover. So various people declared for record goal races, 400kms to Great Yarmouth and 300kms to Swanton Morley. Others simply flew home to Booker and such like. Justin, going for Gt Yarmouth, covered half the course in under two hours, then ran into the back of a line of thunderstorms and had to return to land at his home field at Weston-on-the-Green. Ken persisted into the rain until his wheel met Marshalls airfield at Cambridge.

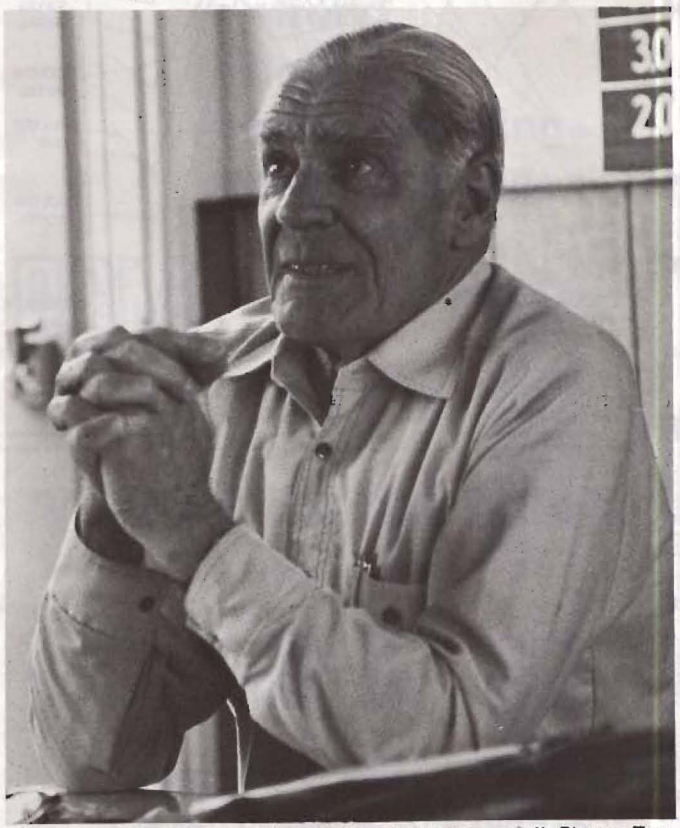
So all these great things remain to be done next year. Good.

At the final de-briefing, all contestants unanimously asked the BGA to retain straight-line speed records, to continue to act as challenges for future attempts, particularly during Competition Enterprise.

The leading results: 1 Justin Wills (Std Libelle), 2803pts; 2 John Cadman (Std Libelle), 2723pts; 3 Tony Maitland (Diamant 18), 2291pts.

Enterprising Blunt Nails category (handicap less than 90), 1 Tony Smallwood (Gull 1), 1478pts; 2 Terry Jones and Roger Warren (T-21), 1368pts; 3 Bill May and Ben Rood (T-21), 1231pts.

The prizewinners were as follows: *Daily Telegraph* plate and first prize, Justin Wills; special second prize, John Cadman; special award for top wooden ship (presented by Bill Longstaff), Maurice Clarke (K-6E); Sharpest Nail prize, Tony Smallwood and top two-seater prize, Terry Jones and Roger Warren.



"Ian Patterson gave a ration of French francs . . ." Photo: Tony Smallwood

THE UK GLIDER MARKET 1957—1975

J. L. SELLARS

That the UK glider market has been in a state of flux for the last decade is common knowledge. Less obvious is the exact nature of these changes. In an effort to shed a little light, the additions to the BGA Register since 1957 have been grouped under various headings in table 1.

TABLE 1 NUMBERS OF EACH HUNDRED BGA REGISTRATIONS FALLING INTO VARIOUS CATEGORIES

BGA No.	Approx. Date	UK Wood	UK Metal	UK GRP	German Wood & St. Tube	German GRP	Polish Wood	Polish GRP	Czech Metal (Blanik)	Swiss GRP (Diamant)	Swiss Metal (Pilatus)	Other Wood	Other Metal
701 – 800	end 1957	99	–	–	1	–	–	–	–	–	–	–	–
801 – 900	end 1959	98	–	–	2	–	–	–	–	–	–	–	–
901 – 1000	end 1961	90	–	–	6	–	4	–	–	–	–	–	–
1001 – 1100	end 1963	83	–	–	14	–	3	–	–	–	–	–	–
1101 – 1200	end 1964	91	–	–	7	–	–	–	–	–	–	2	–
1201 – 1300	mid 1966	78	–	–	20	–	1	–	1	–	–	–	–
1301 – 1400	end 1967	59	–	–	20	–	4	–	13	–	–	2	1
1401 – 1500	end 1968	12	2	–	54	4	6	–	2	9	–	2	–
1501 – 1600	end 1970	13	3	2	46	22	7	–	2	2	–	2	–
1601 – 1700	end 1971	9	–	9	32	42	7	–	–	–	–	1	–
1701 – 1800	end 1972	10	2	24	16	22	12	–	4	–	7	–	–
1801 – 1900	end 1973	2	7	10	10	24	18	–	10	–	10	1	–
1901 – 2000	end 1974	8	3	17	15	11	22	1	8	–	7	1	3

The same information is presented graphically in Fig 1 which shows, for example, how the number of UK manufactured wooden gliders in each 100 registrations has fallen as the Register

FIG 1 NUMBERS OF EACH HUNDRED BGA REGISTRATIONS FALLING INTO VARIOUS CATEGORIES

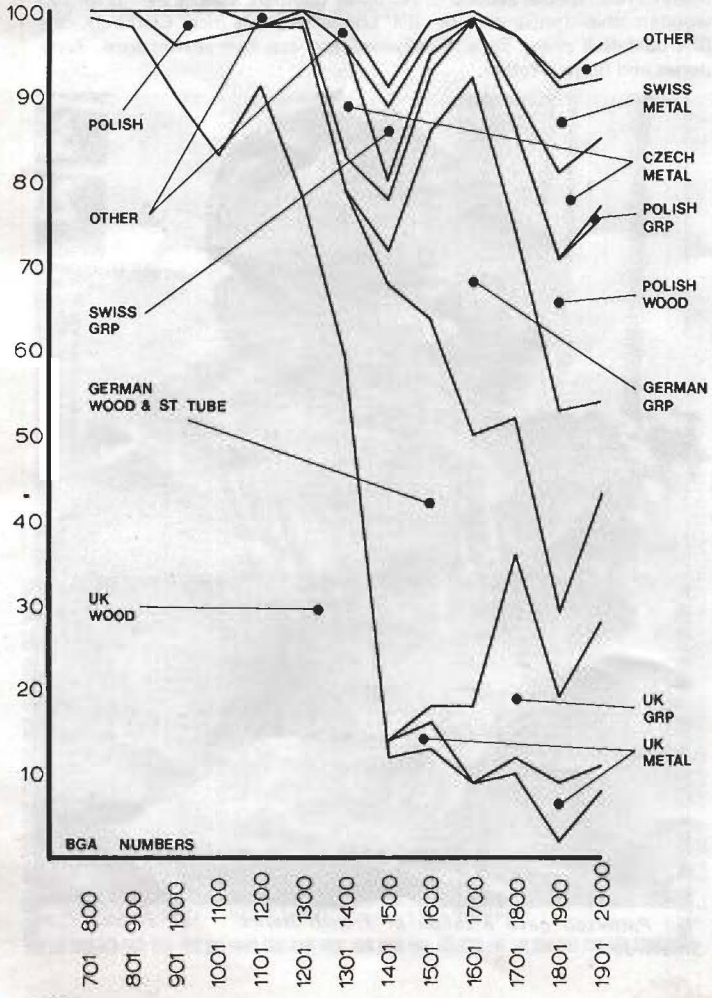
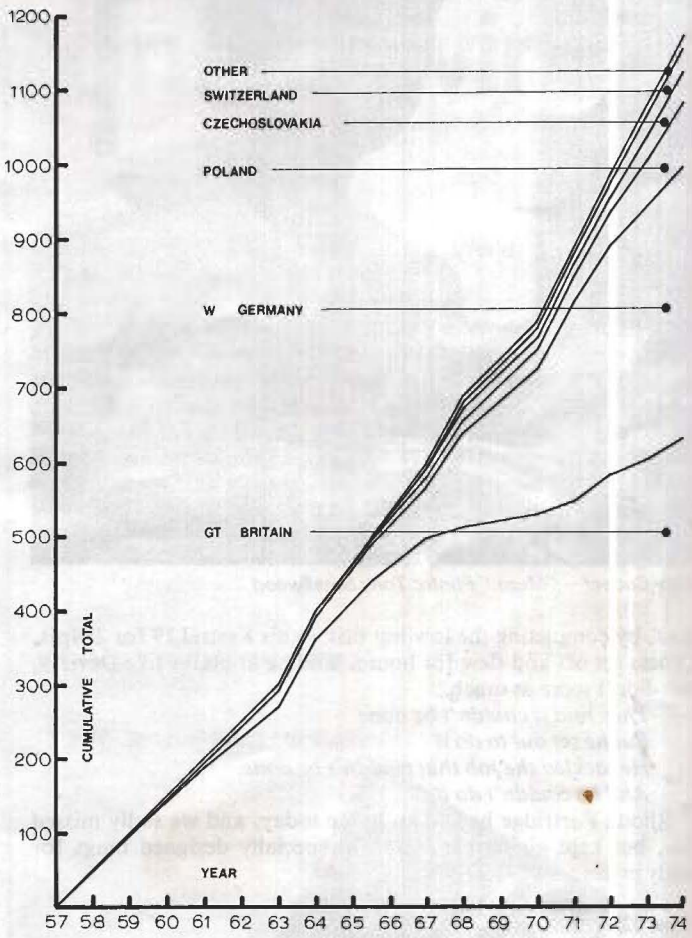


FIG 2 ADDITIONS TO BRITISH REGISTER BY COUNTRY OF ORIGIN



progressed. (Recent "UK wood" registrations are largely second-hand gliders brought back from abroad, or sold by the RAFGSA etc.) Note that the horizontal scale is *not* on a time or annual basis, except indirectly, and the total does not always quite reach 100 because of numbers taken out but not used.

Readers will make what they wish of these statistics, especially readers who were involved with the UK industry over this period (and those who were not and think they could have done better!). At least the historical progression is not in doubt;

ie	up to 1965	British wood
	1965—1970	German wood/steel tube
	1970—1975	German GRP
	1975 onwards	Polish wood?

In Figs 2 and 3 an attempt is made to present the same information on an annual timescale. This is somewhat inexact because numbers are often allocated well in advance of sales.

The Rise of Imports

Fig 2 shows the increasing total of UK registrations since the end of 1957 by country of origin, and *roughly* represents the contemporary UK fleet as most of these gliders are still with us. It is apparent that the size of the UK market has steadily expanded despite economic crises, from about 50 units a year in the early sixties to a current figure of 100 units, worth upwards of half a million pounds per annum.

The buoyancy of the market is shown by the fact that this expansion occurred inspite of the stagnation of the British industry from 1965 onwards, to which the following events may have been relevant;

1964 Retirement of Fred Slingsby from active management of Slingsby Sailplanes.

1964/65 Death of Horace Buckingham, managing director of Elliots of Newbury, followed by cessation of production.

1968/69 Fire at Kirbymoorside, followed by bankruptcy of Slingsby Aircraft Company.

Since 1970 the British contribution has recovered somewhat, but is still much below its former level. It should also be noted that many of the latest "British" gliders are in fact German designs. Actual German imports seem currently to be stagnating (high prices and long waiting lists?) and other countries, particularly Poland, are now providing the expansion.

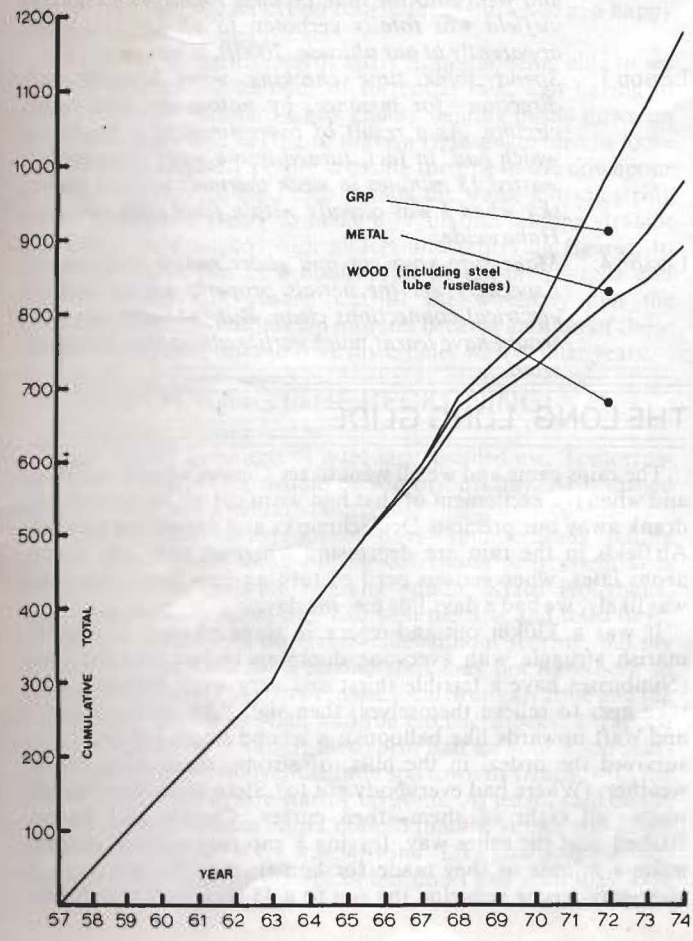
The New Materials

In Fig 3 the UK registrations are sub-divided by material of construction. It is most striking that the vast majority of gliders registered in this period were of traditional construction (*ie* wooden, or wood plus steel tube). Table I also confirms that wood is still the most prevalent material in new registrations.

Metal gliders have been available for a decade but never really caught on, although Pilatus have recently made some headway. On the other hand GRP enjoyed a rapid expansion from 1970, but is now showing signs of decline (cost, availability and insurance?).

It is noticeable that the introduction of these new materials corresponded with the period of decline of the British industry, which might thus be suspected of dragging its heels. This accusation is refuted by the fact that British designed metal and GRP prototypes were flown in 1967 and 1971 respectively, quite soon after these materials were used in foreign gliders. However, unlike wood, the new materials need long production runs to be economic, and we have been conspicuously less successful than other countries in obtaining these.

FIG 3 ADDITIONS TO BRITISH REGISTER BY MATERIAL OF CONSTRUCTION

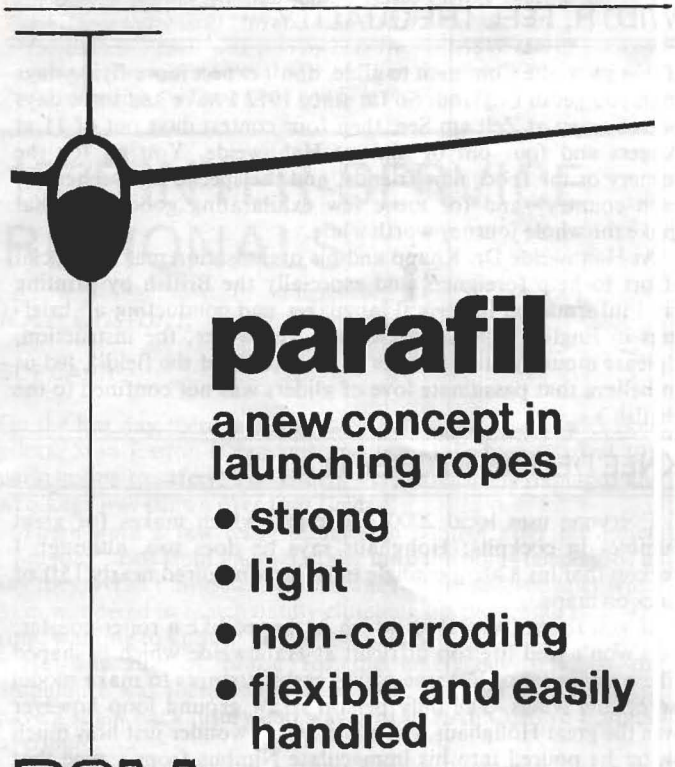


With hindsight (which is always easiest) one might argue that Britain should have eschewed the new materials completely. Had we continued to produce traditional but improved wooden gliders, our industry would have suffered a temporary setback during the age of German glass from 1970—75, but *not* the major upheavals caused by changing materials (twice at that!). British wood might now have been coming back into its own, with Skylark 5's instead of Polish Pirats!

Acknowledgement

I am indebted to Norman Ellison for supplying the statistics from his excellent book "British Gliders and Sailplanes" published by A & C Black Ltd, and updating them for this article.

The opinions expressed, however, are entirely my own.



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MIKE BIRD

A highly (and sometimes lowly) personal impression of the Hahnweide International Contest, May 1975

CONTINENTAL WEATHER: NEVER MIND THE WIDTH, FEEL THE QUALITY

If you go to the Continent to glide, don't expect more flying days than you get in England. So far since 1972 I have had three days out of seven at Zell am See, then four contest days out of 11 at Angers and four out of nine at Hahnweide. You go for the scenery or the food, new friends, and the special atmosphere of each country—and for those few exhilarating good days that make the whole journey worth while.

At Hahnweide Dr. Knapp and his organisation make a special effort to help foreigners and especially the British by printing vital information in several languages and conducting all briefings in English as well as German. (However, the instruction, "please mount your machines in the middle of the field", led us to believe that passionate love of gliders was not confined to the British.)

KNEE DEEP IN MICHELIN

Everyone uses local 200000:1 maps, which makes for great fumbles in cockpits; Holighaus says he does too, although I reckon that his 820km triangle must have required nearly 15ft of lines on maps.

If you fly at Dunstable, which is shaped like a roller-coaster, you won't find life too difficult at Hahnweide which is shaped like a propeller or like one of my early attempts to make model aeroplane wings. The only person I saw ground loop however was the great Holighaus, twice in a row; I wonder just how much water he poured into his immaculate Nimbus from a pipe that clearly was connected to a mountain lake several thousand feet higher, so loudly did it roar into his ballast tanks—and for such a long time too . . .

MAYDAY! (No thanks, I'm not yelling for help. Not yet anyway.) On May Day, the day before the contest opens, all citizens tog up in knickerbockers or peasant dresses and stroll around in the middle of the local roads, while cars—and trailers—meekly give way and try to avoid treading on anybody. (This custom, as you can guess, does not extend to the autobahn, which, surpassing Le Mans, is a 365 day race sponsored by Mercedes and BMW.) Today Hahnweide itself is overrun with sightseers and whatever space is left on the field is handed back to the local clubs; sorry, but visiting pilots are asked to up-sticks and find a welcome and a winch launch at one of the myriad local sites. We chose Grabenstetten, only eight miles away.

Never having been winched before in any glass ship, especially downwind, I was pondering cable break procedure, not to mention ground loops, and admonishing the crew to run niftily with the wing tip, when I quite abruptly found myself at 300ft, pointing at the sun and accelerating smartly towards escape velocity, to back release with a bang and a radioed apology at 1000ft. When three hours later we all land for a little something, it being nigh on schnapps-time, Klaus Holighaus had gone round 820km, having started early that morning at Hahnweide, and his Nimbus was long since back in the hangar. The thermals went on for two more hours; in retrospect it was a 1000km day and all we had done was float around admiring the view. Rodney Tibbs would have been proud of us.

MISTAKES MISTAKES MISTAKES

The first contest day was a very simple 366km triangle for the Open Class, slightly less for the Standard, which almost everyone whizzed round at speeds which, before May 31 at Husbands Bosworth, would have impressed British pilots no end. For myself, I had two minor fumbles which cost me about ten places.

Lesson 1: *Don't charge off into large blue areas on your first race in a new area when you can't see anyone else doing it.*

Lesson 2: *Get* **precise** *information about prohibited areas, control zones etc. I skirted an area of healthy cumulus and went into the blue because I thought a military airfield was totally* verboten *to all heights, when apparently at our altitude, 7000ft, it was quite OK.*

Lesson 3: *Spend some time checking wind strength and direction—for instance, by noting the drift when circling. As a result of overestimating a headwind which had, in fact, turned into a weak crosswind, I wasted 15 minutes in weak thermals under a leaden sky when I was already within final glide range of Hahnweide.*

Lesson 4: *Make sure your car and glider radios really work! Especially get the aerials properly set up and all electrical connections clean. But for radio fumble I would have learnt much earlier about that change of wind.*

THE LONG, LONG GLIDE

The rains came and we all went to see George's fossil-museum, and when the excitement of that had worn off we sat around and drank away our precious Deutschmarks and cursed the weather. Airfields in the rain are depressing wherever they are. A few aeons later, when serious peril of turning into fossils ourselves was likely, we had a day. For me, *the* day.

It was a 330km out-and-return in three phases: first nightmarish struggle with everyone dumping ballast into the trees (Nimbusses have a terrible thirst and very weak bladders; they take *ages* to relieve themselves, then sigh "Ah, that's better!" and waft upwards like balloons): a second stage, for those who survived the ordeal in the hills, of strong, clear, high, classic weather. (Where had everybody got to? Stern consultations with maps—all eight of them—then curses, Carrow and Burton flashed past the other way, leaving a gap that widened at three miles a minute as they made for home): then the last stage, a slate-grey wedge reducing the sun to a 15 watt bulb then finally

extinguishing it. From a carefully-hoarded 6000ft above ground I covered 54 nautical miles, flying with two fingers into a hazy land of little churches and castles on pinnacles, with even a gliding club looking down on me, till running out of sky and landing with unerring judgment across the furrows, I shook the fillings out of my teeth and produced the usual hair line cracks in the gel coat. The skies opened up and turned the plough into a quagmire, just as my devoted crew Ruth and Murray Hayes, whom God preserve, hove in sight. I could see Hahnweide's home slope barely seven miles distant. Sigi Baumgartl alone of the Open Class had arrived back at Hahnweide, but I was second and, as David Carrow said, looked like the cat that had been at the cream.

The real hero that day was Terry Slater of RAF Hildenrath who won the Standard Class by a vast margin, in spite of being ill shortly before. All round a bit of Union-Jack waving was called for.

TEN MINUTES

On the penultimate day cu-nims brooded over the plateaux and the originally-set tasks were cut down to a dash to the Klipperneck (a spectacularly-sited gliding club on top of a small Alp) and back, for both Classes, 146km. Clearly it must be a day for completely eliminating any form of hesitation or doubt, since half a dozen bad circles could cost a hundred points. A more abrupt change from the previous day's tactics could not be imagined; I must learn to act out of character.

An iron policy of not circling above 3000ft nearly did for me on the return leg: through a cataract of sink I sped along a dead-end valley towards a rock face which towered overhead, the small sloping wire-strewn fields only 600ft below. The sun, and the wind that made cloud-shadows race over the fields and up the cliff, would surely help. Please? A surge that rivalled the Grabenstetten winch plucked me out of the hole and three minutes later No. 800 set off on course for Hahnweide at a happy 100kts with 3000ft under the keel.

The rest was straightforward, apart from not being able to see the field through the curtains of torrential rain, and having to avoid swarms of Standard Class gliders slanting busily down on an invisible goal, and having to make a right-angle turn in loose formation immediately before crossing the line in the downpour at 120kts and nought feet, then pulling the water-jettison string much too late and trying to make a regulation landing straight ahead on a field packed with gliders and scurrying figures, to arrive heavy and fast in a hollow full of tail-high weeds and bracken. Water still gushed out of the wheelbay and the adrenalin subsided. The last ten minutes became another of those indelible flying memories to bore my cronies with in later years.

der ABRECHNUNG (THE RECKONING)

Second again! Delusions of adequacy assailed me. Tomorrow the world! The final day would be win-or-bust day. As it turned out it was bust. Not a solitary point.

It was the most dangerous of days—thunderheads getting steadily more violent locally as the afternoon progressed. It is small consolation that the reigning pundit, Klaus Holighaus, king of the Swabian Alps, who had won the first and third days, landed back three times on Hahnweide without scoring; but my decision to come back for a second start may not have been so dumb after all. Squeezed between the local Stuttgart zone and the high ground, fleeing the hail and the electric shocks, I trapped myself in a precipitous valley, then spent half an hour slope-soaring in fine drizzle 500ft over the little spa town of Urach, with the citizens in the main square staring up at me. At least I said on the radio I was slope-soaring until I noticed that the smoke was going up vertically and that there was no wind. Like characters in cartoon films who step off precipices but don't fall until they look down, I only began to sink when I realised that slope-soaring was impossible. After landing (not in *a* field at Urach, but in *the* field) I walked up to a little signpost on the corner of the field. It pointed towards the escarpment with the message *THERMALBAD...*

The triumph of that day was George Burton's; in his usual masochistic way he had turned up with a three-quarter-finished prototype and worked his way up the listing in spite of it and came fourth in the contest. I can't tell you much else about the task, since I couldn't bear to hear him and David and Ralph Jones going on about the lovely view of the Swiss Alps. After all, if you've got the making of a champion, one has to be a rotten loser—and I qualify on that if nothing else.

THE WINNERS

The Open Class winner was Sigi Baumgartl (Nimbus 2) of Germany with George Burton (Kestrel) fourth; David Carrow (Kestrel 19) sixth; Ralph Jones (Nimbus 2) 11th and Mike Bird (Kestrel 19) 14th.

The Standard Class was won by Fritz Henkel (ASW-15B) of Germany with Terry Slater (Std Libelle) 37th and Ron Sandford (Std Cirrus) 41st. There were 21 in the Open Class and 52 in the Standard.

1975 INTER-SERVICE REGIONALS

RAF Cosford, April 30—May 10

SUE CARR

On the last day there was a mid-air collision in cloud with both pilots, Stan Easton (Diamant) and Ian McFadyen (Kestrel 19), parachuting to safety. The gliders were extensively damaged and wreckage was strewn over four fields.

There were a few tense minutes in control after the initial "Mayday" call from another glider until the pilots telephoned to say they weren't injured. Tension was further relieved later when Stan wandered in nonchalantly clutching his parachute and "D" ring, wanting to know if he had got past X.

He was full of praise for the emergency services—the ambulance was there before he landed. Ian was later found to have a slight back injury and was kept in RAF Cosford hospital overnight.

This was the largest ever Inter-Service Regionals, under the directorship of Doc Saundby and Roy Gaunt as task setter, with 60 competitors, five Royal Navy, seven Army, 42 RAF and six guest civilians. Although the weather, particularly strong winds, had an adverse effect, the Open Class had six contest days and the Sport and Club Class five.

The best days were Saturday, May 3, when more than half the Open Class completed a 265km triangle and on Sunday, May 4, when four in the Open Class completed a 307km triangle.

The majority of tasks were set to the south and west with the exception of a 300km triangle around the Birmingham Control Zone. Tenbury Wells, Ludlow Castle and the M5 motorway junctions became favourite turning points but, as a few pilots found to their cost, Cleobury Mortimer has a distinct resemblance to Tenbury Wells and two pilots managed to find bridges not marked on the map.

The cup awarded to the RAF Regionals Champion and the trophy for the Inter-Service Regionals Champion were both won by Flt Lt A. Miller, a Canberra pilot from RAF Cottesmore. The Inter-Service team trophy, computed from the best three scores, was won by the RAF and the RAF Inter-Command results, computed in the same way, meant Strike Command gained the trophy for the leading team.

FINAL RESULTS (HANDICAPPED)

Open Class

No.	Pilot	Sailplane	H'cap	30.4 1	3.5 2	4.5 3	5.5 4	6.5 5	9.5 6	Tot pts
1	Miller, A. S.	Std Cirrus	100	94	938	919	624	83	913	3567
2	Kiely, K.	Std Cirrus	100	394	397	677	986	358	661	3473
3	MacFadyen, I.	Kestrel 19	116	291	814	929	1000	366	0	3400
4	Spreckley, B.T.	Kestrel 19	116	0	901	1000	715	375	388	3379
5	Murgatroyd, B. W.	Std Libelle	98	99	1000	680	820	171	449	3219
6	Gorely, T.	Kestrel 19	116	58	810	935	609	336	406	3154
7	Sharman, R. C.	Std Cirrus	100	81	967	593	601	0	897	3139
8	Marriott, S. H. C.	Nimbus 2	120	202	703	629	803	0	646	2983
9	Hogg, A. J.	Kestrel 19	116	271	726	626	617	0	488	2728
10	Cole, P. G.	Std Cirrus	100	200	471	545	810	181	503	2710
11	Stevenson, J. N.	Std Libelle	98	0	537	680	647	0	449	2313
12	Richards, R.	Std Cirrus	100	441	167	349	219	89	1000	2265
13	Wray, A. J.	Cobra 15	96	139	473	661	140	0	577	1990
14	Hart, S.	Kestrel 19	116	60	130	569	177	361	595	1892
15	Wynch, J. W.	Kestrel 19	116	35	772	569	85	67	327	1855
16	Easton, S. J.	Diamant 18	108	278	456	586	60	0	0	1380
17	Brindle, G. F.	Std Cirrus	100	123	DNF	DNF	DNF	DNF	DNF	123

Sport Class

No.	Pilot	Sailplane	H'cap	30.4 1	3.5 2	4.5 3	5.5 4	6.5 5	Tot pts
1	Wheeler, J.	K-6CR	84	463	998	966	654	1000	4081
2	Hartley, K. J.	K-6E	90	332	670	1000	249	904	3155
3	Sheffield, R.	K-6E	90	64	676	941	396	984	3061
4	Mitchell, J.	K-6E	90	171	742	902	335	826	2976
5	Norris, M.	K-6E	90	111	782	555	615	746	2789
6	Lyndon, R. J.	Pilatus B-4	92	56	649	916	611	373	2605
7	Beck, R. J.	Pilatus B-4	92	127	961	694	100	714	2596
8	Dransfield, J. R.	Skylark 4	86	224	627	695	265	774	2585
9	White, D. P.	K-6E	90	189	485	993	107	724	2498
10	Walker, S.	Pilatus B-4	92	145	675	629	105	752	2306
11	Jury, A. J.	Pilatus B-4	92	27	607	647	197	817	2295
12	Oxberry, J. A. G.	K-6CR	84	173	696	593	152	659	2273
13	Clemo, R.	Olympia 463	82	102	672	543	0	953	2270
14	Clarke, M.	K-6E	90	137	506	663	212	708	2226
15	Walsh, T.	Skylark 3	84	300	723	574	202	404	2203
16	Arnold, A. V.	Pilatus B-4	92	116	438	571	245	790	2160
17	Goozee, P. K.	Dart 17R	94	100	394	608	67	777	1946
18	Best, E.	Foka 5	94	161	698	633	121	327	1940
19	Wilson, I.	Dart 17R	94	72	554	509	216	581	1932
20	Britton, D.	Pilatus B-4	92	101	1000	723	53	0	1877
21	Hyett, A. R.	Pirat	82	0	464	674	139	495	1772
22	Dean, M.	Olympia 419	88	67	707	610	78	182	1644
23	Edmunds, E.	K-6E	90	12	490	611	86	354	1553
24	Tootell, W.	Pilatus B-4	92	98	457	523	274	160	1512
25	Reed, I. B.	Pirat	82	164	221	147	348	457	1337
26	Richie, P. J.	Olympia 463	82	169	68	0	DNF	DNF	237
27	Staines, R.	K-6E	90	144	DNF	DNF	DNF	DNF	144

Club Class

No.	Pilot	Sailplane	H'cap	30.4 1	3.5 2	4.5 3	5.5 4	6.5 5	Tot pts
1	Wallace, J.	K-8	78	0	862	1000	1000	764	3626
2	Wright, E.	K-8	78	101	1000	960	785	693	3539
3	Joslin, C. I.	K-8	78	310	972	729	948	417	3376
4	Fox, J. A.	K-8	78	166	332	948	873	1000	3319
5	Purvis, M.	K-8	78	106	800	755	373	588	2622
6	Williams, D. E.	K-8	78	57	532	690	648	607	2517
7	Thompson, A.	Olympia 2B	70	122	560	809	697	236	2424
8	Bolton, P.	K-8	78	371	547	683	600	125	2326
9	Webb, M.	K-8	78	272	570	47	570	762	2221
10	Dash, D.	K-8	78	500	0	640	570	367	2077
11	Wells, P.	K-8	78	310	641	596	0	468	2015
12	Bramwells, W.	K-8	78	57	568	355	535	51	1566
13	Argent, J.	K-8	78	108	518	325	0	591	1542
14	Goddard, P.	SF-26	78	56	0	550	387	51	1044
15	Rooke, C.	K-8	78	371	DNF	DNF	DNF	DNF	371
16	Lloyd, R.	K-8	78	183	DNF	DNF	DNF	DNF	183

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JOHN MURRAY

Clubs are for using...

ANN WELCH
looks at ways the whole family can enjoy a visit to the airfield

The idea of polluting a gliding club with some additional activity has always seemed a form of heresy. Every excuse has been found—it will divert people from their proper place at the launch point, frustrate the flying, and even worse, it might attract people to the club who were not interested in gliding. But is the idea of trying to improve income to the club heresy any longer, when it is now too expensive even to burn anyone at the stake?

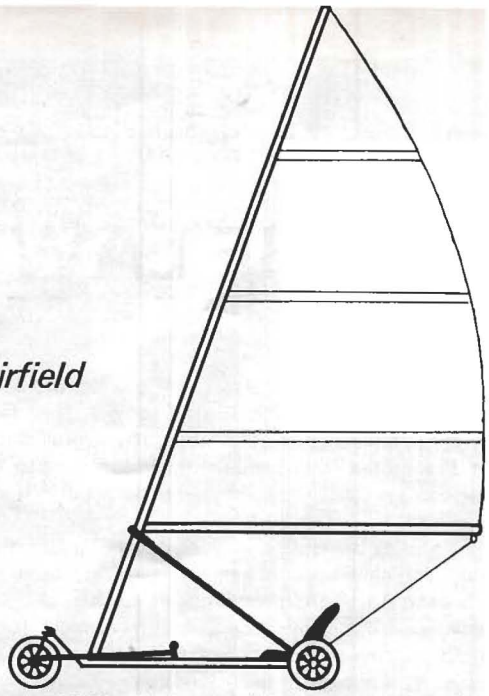
For most clubs, and particularly those with permanent staff, the problem is, and increasingly will be, to get enough members to come frequently enough to the club. Customers are essential if books are to be balanced, but the customer has increasingly conflicting difficulties, not the least of which is petrol approaching £1 a gallon for the benefit, often, of only one member of the family. All this has been written before, but vast acres are still kept sacrosanct for gliding only; even motor gliders as well as light aeroplanes being sometimes actively discouraged, and not even by conditions of the lease.

Making the club more attractive for everyone

This is not to say that there is an easy solution—the site may be unsuitable or too restricted, the club may be too small to have spare people to organise other things, or possible additional activities may be too noisy; such as go-karting, or consume non-existent capital, like swimming pools. The customer problem may be one of attracting more full, as against course, members, reducing fall out of existing members, or simply one of making the club more attractive to the whole family. For older children the club may have become less interesting than formerly because there is less retrieve crewing.

If the intention is to encourage the family to come regularly and frequently, preferably bringing friends, then there does need to be some additional activity in addition to the more obvious needs of eating and drinking. On this score food should be good value for money, but if not available then, depending on the weather, an attractive picnic place with seats and table or a warm room should be available. Forcing members to picnic at their car boots has only limited appeal. If there is a bar it should be open at the stated times, so as not to cause members to make a double journey to the pub to refresh any friends that they have with them. Club caravan sites are fine if the occupants support the club commisariat, and help to get flying started in the early morning, but unfortunately it dose not always seem to to be the British habit to view the dawn.

Having done everything possible to make basic living at the club attractive, what can be done for those who do not fly because they are too young, too old, too poor if only temporarily, or who feel that one lunatic in the family is enough? First, to accept that it is not heresy for gliding club members to do other things. Once this is accepted, arrangements can either be made with local horse riding, fishing, or other sports organisations, perhaps with some interchange of facilities like use of the gliding club bar or restaurant, or the club can itself organise or encourage some activity which is suited to the site and does not interfere with flying—such as mini land sailing.



The Mini Landsailer; length between wheel centres 6ft, mast height 15ft.

Ordinary land yachts are large and quite expensive, consume both airfield and hangar space, and divert the customers' money. The mini land sailer, of some 40sq/ft sail area, can be operated well on a length of peritrack or out of use runway—they don't want the into wind runway—and they can be hung on a wall for storage or car topped on the other sort of Mini. They make no noise, can be constructed at home and are cheap. On a scrounging secondhand basis with a professionally made sail and new wheels and tyres, the cost is about £65-70. They weigh 50-70lbs depending on the method of construction.

A prototype has been built at Lasham and is proving itself highly manoeuvrable and fun to drive—if that is the word. Construction details will be made available to members in the hope that several will be built to sail and race on part of the out of use runway, particulary in winter. There is no intention to divert people from flying, and it is not expected that there will be any risk of this, but there are low cloud and other days when flying is impossible or very restricted, there are those in the 12-15 age bracket who would like something exciting to do, and there are other members who for one reason or another do little or no flying, but wish to keep a link with the club. Making a mini land sailer is not difficult for any family with a modicum of DIY skill. Square section steel tube, aluminium tube or even dexion could be used.

With only the prototype being test flown it is too early to say whether the mini land sailer will help to make the gliding club more interesting for the whole family. But it is something which requires no capital outlay from the club, and only a very small outlay from the member. It is quiet and needs no fuel, it demands the development of skill and quick thinking and, above all, it is fun.

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We don't want to throw gloom over cross-country flights, but if you run out of thermals you could become a law-breaker. CRISPIN MASTERMAN, a barrister and glider pilot, gives the facts on

THE LAW OF LANDING OUT

I wonder how many pilots, as they unlatch the canopy and climb out after being obliged to land in some strange field, realise that they are committing an actionable civil wrong. Such is in fact the case. Few on the other hand would be surprised to learn that if they cause damage on landing they are strictly liable to recompense the landowner.

The gliding movement in this country has surely been very fortunate that landowners in general have taken no exception to uninvited aircraft arriving unannounced on their property. To keep it that way, and to engender a healthy respect for this privilege, perhaps soaring pilots should have some knowledge of the law of trespass as it applies to away landings.

Any unjustifiable intrusion

A trespass is, technically, any unjustifiable intrusion by one person upon land in the possession of another. The law sees every man's land as "enclosed and set apart from his neighbour's; and that either by a visible and material fence ... or by an ideal visible boundary". (Glider pilots might wryly add "with invisible telephone wires"). It does not matter that the pilot has landed without causing any damage.

The trifling nature of the trespass is no defence; that is why, simply by landing uninvited, one is automatically committing the civil wrong of trespass. The rational behind the principle that damage does not have to result from the trespass to make it actionable, seems to be that acts of direct interference with another's possession of property are likely to lead to "breaches of the peace" and the policy of the law therefore demands that the plaintiff be relieved from the requirement of proving damage. Nevertheless, the measure of damages a landowner could recover would be limited to the price a reasonable man would be willing to pay for the right of landing in the field.

Exemplary (or punitive) damages may not be awarded: it is not permissible to punish a trespasser by awarding damages as a mark of retribution for, say, his malice or ill-manners. As in fox-hunting, it is not open to the trespasser to plead the demands of his sport as justification for the trespass. On the other hand, it is difficult to envisage a landowner suing where there has been no damage; even more difficult if the pilot has offered a reasonable sum as a landing fee.

Where, however, the landing has caused damage, section 40(2) of the Civil Aviation Act 1949 applies. This sub-section reads: "Where material loss or damage is caused to any person or property on land or water by, or by a person in..., an aircraft while...landing, then...damages in respect of the loss and damage shall be recoverable without proof of negligence or intention...as if the loss or damage had been caused by the wilful act, neglect or default of the owner of the aircraft".

And there is no defence to this unless the landing was "wholly inadvertent and involuntary". Few, since Cayley's coachman, can realistically argue that point, although the description might have been made for an irritated instructor to use in relation to his pupil pilot's efforts. Similarly, where damage has been done not by the landing but, say, by the retrieve crew, again the landowner can recover damages, but in both these cases the damages will depend largely upon the actual damage suffered. This can be very important.

Some years ago when I was involved in operating helicopters for hire, we received regular demands for compensation from a wily farmer whose land adjoined a large Midlands factory we visited regularly. Our landing approaches were apparently upsetting his heifers' breeding potential. Observations were kept and careful cross-checking of the next complaint revealed that, if he were right, he had a field of young bullocks capable of gestation.

May not confiscate glider

What of the landowner's powers when he finds you languishing in his meadow? He may expel a trespasser by force, but not until he has first asked him to leave and must then use no more force than the occasion requires. He may not, however, confiscate or "detain" the aircraft. If he refused to let it be taken away, for example if he claims to impound it as some kind of security for damage caused, he is almost certainly guilty of a form of theft. He has his remedy in the courts and may not take the law into his own hands.

One other thing: contrary to popular belief perpetuated by generations of signwriters, trespassers may *not* be prosecuted. That implies a criminal offence, which trespassing is not. The notices should really read "Trespassers will be sued".

Clearly every pilot who lands out should, conscious that he is technically in the wrong, extend to the landowner as much courtesy and co-operation as the situation demands. This point is very properly made in the leading textbooks on gliding techniques. Again, it arises frequently in helicopter charter work. On one occasion we were to pick up a customer from the field behind his house. He wrongly directed us to land in his neighbour's standing hay, resulting in a very irate neighbour appearing and only being fully pacified when, a few days later, he and his wife were given a free flight around half of Sussex.

Perhaps, on this analogy, the trespassing pilot's best remedy for an irate landowner is to invite him to the club site for a passenger flight and the opportunity to discover what causes us to drop uninvited from the skies.

N.B. The law as described here applies to England and Wales.

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FLYING THE DG-100



DON AUSTIN

During a recent visit to Germany I was offered the opportunity to fly the prototype DG—100 sailplane, an aircraft of late featured in both *Aerokourier* and *Soaring*. It is a 15m span GRP (glass reinforced plastic) machine, and although the current version does not incorporate flaps, design is under way to to produce the DG—200, with flaps being the only difference between the two sailplanes. Both machines will be produced as long as there is a demand for them.

The Dirk-Glaser

The designer, W. Dirks, was a member of the Akaflieg Group, associated with the University of Darmstadt, where the precursor of the machine, the D—38 was developed. This aircraft exceeded its predicted performance and Dirks was able to combine his design talent with the business ability of Gerhard Glaser to produce a commercial version, renaming it the D(irk)-G(laser)—100.

First impressions were favourable. The design is pleasing to the eye, resembling a "mini" Kestrel, and the finish is to a high standard. Although the cockpit is quite spacious, there was little room to spare in my particular case—I should hasten to add that I am 6ft 3in; in addition, the parachute used was remarkably thick. An average size pilot using a British 'chute will have ample room.

The canopy—again resembling that of the Kestrel—gives superb all-round vision. This is further enhanced by the fact that the removeable section is smaller than usual with the pillar further aft and much less noticeable during flight. The controls fall readily to hand, the landing gear, airbrakes and trimmer control being operated by the left, leaving the right free to operate the control column. A paralellogram linkage is employed, enabling high speed flight with little risk of "pilot induced oscillations". The airbrake lever is situated above the base edge of the canopy—well clear of the undercarriage retracting lever. The operation is both smooth and unobstructive.

On tow, the glider was found to be effortless to fly. As the air was almost stable, I operated the undercarriage gear and was pleasantly surprised at the ease with which it retracted. I released at 5000ft and proceeded to put the machine through its paces. First, I reduced the airspeed to 38kts, applied full aileron to the left, and was forced to centre almost immediately as the machine had adopted an angle of bank of 45°. I levelled the wings, and tried the same manoeuvre in the opposite direction—with the same result. The rate of roll was impressive.

Still banked to the right, I reduced the airspeed until the ASI needle juddered at 35kts. There was no tendency to snap into a spin whatsoever, so I levelled the wings and decided to try speed flying. The tailplane on the prototype is of the all-moving variety, incorporating an anti-servo tab which is the size of a normal type elevator. Needless to say, it was remarkably effective, actually trimming "hands off" from speeds of 40 to 135kts. The standard production model will have a conventional tailplane/elevator system, the trim control of which will be integrated with the control column. The DG—200 will also be manufactured in this manner to standardise production.

The general all round flying characteristics can best be described as better than a K-6E and, I must confess, I never expected to find such a high standard of controllability. Another feature, drawn to my attention by its absence, was the almost total silence during flight; airflow noise itself was barely audible, as was the nose sited cockpit ventilator.

Engendered confidence

Although the air was stable during the test flight, several small "bumps" were encountered at the 500—800ft level, and in vain I tried to centre onto one of them as I made my way downwind to the airfield. However, the rapid rate of roll, coupled with good stability generally, engendered a confidence in the machine that most competition pilots would applaud. The latter part of the flight was quite uneventful. The approach, in nil-wind conditions, posed no problems for the top surface airbrakes, and the powerful wheel brake brought the machine to a rapid halt, in a little over three aircraft lengths from a fully stalled touchdown.

The wing loading is really flexible, from a minimum of 5.1lbs per square foot, acheived with a lightish pilot, to a maximum of just under 8lbs per square foot with full waterballast aboard (80 litres capacity). The capacity of the tanks and AUW is currently being increased to this figure. In conclusion, my overall impression of the machine was very favourable, and I was satisfied with it in every respect. In my opinion it compares favourably with all high performance GRP 15m sailplanes I have flown and I predict it will prove a success both in competitions and as part of the club fleet.



National

Husbands Bosworth, May 24

A. E. SLATER

Ralph Jones, winner of the Open Class, on final glide in his Nimbus 2. Photo: Crispin Masterman

Three threes are nine: three fair to good, three no-contest days, then three good to excellent with, to subdivide again, Britain's outstanding day of all time (so far) in the middle.

Tom Coyne of Nation Wide ITV provided an uproarious Opening Ceremony on May 24, coming round to gliding in a final sentence in which he declared the Championships open.

The most numerous sailplane type was the Kestrel 19 (13 of them plus George Burton's plain Kestrel and John Delafield's Kestrel 20); also in the Open Class were four Nimbus 2s (one flown by Anne Burns, the only feminine competitor), one ASW-17, two Polish Jantars (one lent to Steve White to replace his recently burnt Kestrel) and the only two-seater, the Calif A-21 of John Jeffries, with passenger rather than co-pilot, making 23 in all.

Among 20 in the Standard Class, the Std Cirrus was most numerous with nine; then came six Std Libelles, two K-6Es, a single Dart 17R, and two interesting foreigners, an efficient-looking Romanian IS-29D, and a Finnish PIK-20, universally admired except for its overall green colour which clashed horribly with the chlorophyll of the landscape: but before the meeting ended, the wings and elevator had been re-painted a pretty orange—a more useful colour in case of an aerial search.

Saturday, May 24

A grey overcast, officially described as strato-cumulus but looking more like alto-stratus, damped the spirits of competitors as they emerged from the cheerful opening ceremony in the marquee. When cumulus clouds began, they looked grey and rather formless and, as Tom Zealley agreed after his flight, it becomes more difficult to distinguish a useful cumulus from the other sort when none of them are lit by the sun.

Nevertheless, the Open Class succeeded in making it a contest day, though none got all the way round their 220km triangle, which took them SSW to Oxford, then NW towards Winchcombe, but refused to take them ENE back home.

There was much luck, good and bad. George Burton joined a gaggle in a thermal near Oxford, but must have fallen through its bottom, as it went on taking the others up but left him to descend to earth. Dave Robertson confirmed that the first leg was good, with two to four knot thermals to 3000ft, but better weather could only be seen in the wrong direction to the NE.

Steve White in his Jantar was the only one to reach the second turning point with 160km. Following him in order were George Lee (Kestrel 19), 147.5km, John Delafield (Kestrel 20), 145.5km, and Ralph Jones (Nimbus 2), 135.5km.

After them came the turn of the Standard Class who also made it a contest day, setting out for Dunstable and return. Many got there but none got back, and Richard Aldous (Std Libelle) won the day with 95km, for which he earned 800pts. Second best was Terry Cawthorne (Std Cirrus) with 93km.

The day was marred by a fatality: Barrie Goldsbrough was found with the wreckage of his Kestrel at Kingham, near Chipping Norton. It had evidently dived to earth, and the underside of its fuselage bore evidence of having scraped through the top of a tree. We heard a few days later that post-mortem evidence showed that he must have died of a heart attack while still in the air. (See Obituary p173).

There had been no fatality at a national contest since 1939, when Frank Charles, a professional dirt-track racer, failed to release the winch cable after a faulty launch. By coincidence one of his sons, who was a little boy then, turned up at Husbands Bosworth with a wife and young son, bringing a balloon heater trolley. He took up ballooning after getting a Bronze C for gliding.

Three briefings but no flying

Sunday, May 25

The same overcast as yesterday was still there, but by 9am (BST) dark cumulus lumps of various sizes were already forming below it. They were at 2000ft according to the Met briefing, and "occasional two knot thermals" were expected. However, there were three briefings but no flying.

This was the first public day of the Steam Traction Engine Rally covering the western half of the airfield. A crowd estimated at 12000 turned up, of whom 10000 were known to have paid and the rest were presumed to have climbed in over the fence—theirs, not ours.

Monday, May 26

The overcast of the last two days, though still thinly present at 7am, had nearly all moved off southwards by 9.15, when the first cumulus appeared. The prospects looked good, and at briefing both Classes were given the same ambitious task—a 221.5km triangle race via Stratford-on-Avon and Dunstable. Ambitious because the light NE wind of the last two days had suddenly picked up and was blowing quite briskly.

This helpful wind blew everybody nicely to Stratford without letting anyone down. But after that they had it, first on the port tack, and then on the starboard tack. This sidewind brought down only six of the Open Class, but the whole Standard Class with four exceptions; though it was launched first. General opinion attributed this to lack of waterballast for penetrating against the wind.

John Williamson said the most awkward part of the course—and several others found it so too—was a point on the second leg which he later realised, on consulting a map, was directly to leeward of The Wash, where the wind had a run over dry land of only 40 miles, instead of about 80 miles from the east coasts of Norfolk and Lincolnshire on either side of it.

But the outstanding flight of all was by George Burton, who wiped out Saturday's misfortune by going round the 221km course in an estimated 136 minutes. His official speed was

Championships 1975

24-June1



The PIK-20 on a test flight, flown in the Nationals by Ron Sandford to win the Standard Class. Photo: David Evans

97.78km/h—not quite a metric "Tonne-up" but just a fraction over the traditional 60mph of express steam trains. (An aviation writer about 1910 boldly prophesied that aeroplanes would one day fly "as fast as an express train!"—note the exclamation mark.) George said at briefing next day that he had used mostly cloud streets; and, in fact, at Hus Bos most of the clouds were lined up in streets all day.

Next to George Burton came John Delafield with 83.65km/h and John Williamson 83.43km/h. Con Greaves made 80.29km/h. Overall, Delafield and White shared the lead with 1725pts each.

In the Standard Class Simon Redman (Std Cirrus) won at 69.15km/h, raising himself from eighth to first place overall. Others to finish were Fred Knipe (Std Libelle) at 61.40km/h, Ron Sandford (PIK-20) 60.05km/h, and Andy Gough (Std Cirrus) 52.42km/h. Tony Simms missed the finish by 4km, Gordon Camp by 5½km, and Paul Sears and Jock Wishart by 6km.

LEADING TOTALS

Open Class			pts	Standard Class			pts
1=	Delafield	Kestrel 20	1725	1	Redman	Std Cirrus	1682
1=	White	Jantar 1	1725	2	Sandford	PIK-20	1658
3	Williamson	Kestrel 19	1594	3	Camp	Std Cirrus	1548
4	Jones	Nimbus 2	1543	4	Cawthorne	Std Cirrus	1537
5	Glossop	Kestrel 19	1432	5	Sears	Dart 17R	1481
6	Burton	Kestrel	1417	6	Rollings	K-6E	1477

Tuesday, May 27

The trouble today was the wind. Notably stronger than yesterday, it blew from ENE directly at right angles to the runway. The Met report said 35kts at 3000ft; but it felt like that on the ground. So it was obviously too risky to take-off in either direction.

The wind refused to abate

Some tasks were tentatively set, with shorter ones if pilots couldn't get away early enough, but the wind refused to abate and no one even tried to get away at all. Our old friend the thin strato-cumulus layer reappeared at 9.15am, only to be blown away rapidly out of sight. Some small but sparse cumulus clouds appeared, but even with an alternative method of launching, the only possible task would have been maximum distance down wind, followed by an all-night retrieve.

When, at 3.45pm, an enthusiastic sky-watcher in the clubhouse glimpsed some wave clouds on the far western horizon, there was a surprisingly ardent rush to the window. Could they have been used for a crosswind leg? However, most people were watching, not the sky, but a James Bond film in the back room.

Wednesday, May 28

This was a most odd day. In spite of its turning out a no-contest day, there was more talk and comparing of notes in the clubhouse that evening than on any other flying day in the competition. The reason was the weakness of the thermals: so much effort had to be expended in keeping up at all that little was left over for making progress on course. What with a fair wind still left over from yesterday's gale, one's angle of ascent in a drifting thermal was hardly steeper than one's angle of descent to where one started from—so Richard Aldous found.

Another odd feature was the clouds, or rather, their absence. The Met man, relying on information sent him, drew an inspiring diagram showing cumulus clouds starting about 11am, reaching 8000ft by noon, 9500ft by 13.00hrs, and "isolated" ones reaching nearly 12000ft by 15.00hrs. Yet the only signs of cumulus all day were three little wisps soon after the clearing of an early overcast. Moreover, to add to the fantasy, those drawn on the blackboard had dome-shaped bobbles not only on top, but all along the base and up the sides too. Do meteorologists have to attend an art school nowadays? Ruskin used to complain of the way the great artists of the past would put just such clouds into their paintings.

The task for the Open Class was 53km north to near Langar airfield, then 30km on to the NNW and back along the same route, photographing the Langar turning point a second time to show they had not cut the corner. The Standard Class task was just to Langar and back, and, after much milling around, five of them reached that turning point and one of these, Chris Rollings, actually made part of the way back, though apparently no part of his reverse journey would have counted if it had been a contest day. Describing his flight at next day's briefing when the long applause had subsided, Rollings said the thermals went to 2000ft, and he had the impression he had gone round the turning point at 50ft (laughter).

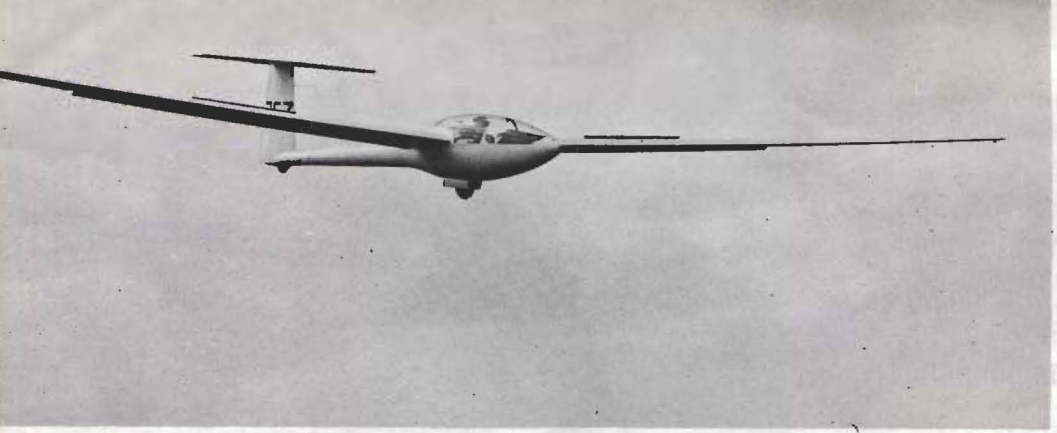
George Lee, who did best in the Open Class, said he was already round the turning point when at 6pm, he "ran out of day".

Dr Gregg, in his capacity as steward, jumped into a Motor Falke and set off towards the turning point. Before getting there, he reached an area where, all around him (he might have said "as far as the eye could see") were small gaggles of gliders desperately trying to keep airborne; in addition, the ominous sight of the murky air of the sea breeze, correctly forecast at briefing, met his eye.

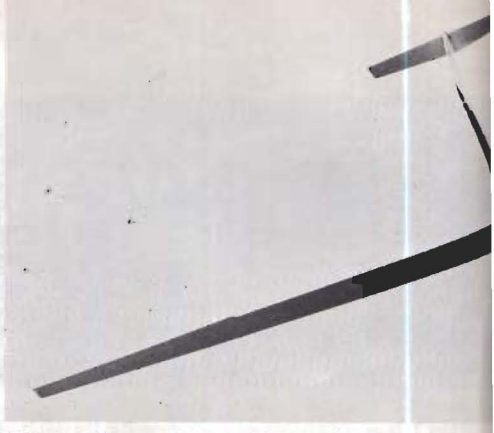
What had gone wrong? John Williamson had no doubt of the answer: that monstrous inlet, The Wash, once again lay directly upwind.

Thursday, May 29

A thick, high overcast covered the sky at dawn and went on covering it, hour after hour, because a cold front from the North Sea took all day to come and clear it away. It was a most depressing sight; but you can't keep a good Contest Director down. As teams arrived at the briefing tent after collecting a few spots of rain on the way, they found tasks already set: out-and-return to Didcot for the Standard, and I didn't catch the name for the Open. Reminiscences of yesterday provided a bit of cheer,



Mike Fairman (Kestrel 19) on approach



108, Chris Simpson's Kestrel 19, overhead

including the news of a record number of launches in the day—86. It looked more like being zero today.

The company reassembled at 11am to be told to get their machines on the grid and return at noon for another briefing. By then the tasks had been changed to 246km Ludlow Castle and back for the Open, and a 218km triangle for the Standard, while a promising diagram on the blackboard showed convection starting at noon and going up over 2000ft between 14.00 and 18.00hrs, with "maximum thermal" to nearly 5000ft at 14.30. Another re-briefing at 1.30 brought the news that the cold front had reached the Norfolk coast; but eventually everyone packed up and an excellent film about the PIK-20 was shown in the clubhouse.

Friday, May 30

At last another contest day, and a very cold one, getting colder. Yesterday's cold front had gone away beyond Cornwall; yet the day started again with an almost uniform overcast; but just before briefing it transformed itself into strato-cumulus with gaps, and small cumulus started to form below it.

The task for both Classes was a 304km triangle with a course designed to avoid a showery area to the north. It went SW by W to Honeybourne, then NNW to Whitchurch (the Shropshire one), then ESE back home, with the Standard Class launching first. They started about 12.15, and in 47 minutes the whole 43 were in the air, with no one wanting a relight.

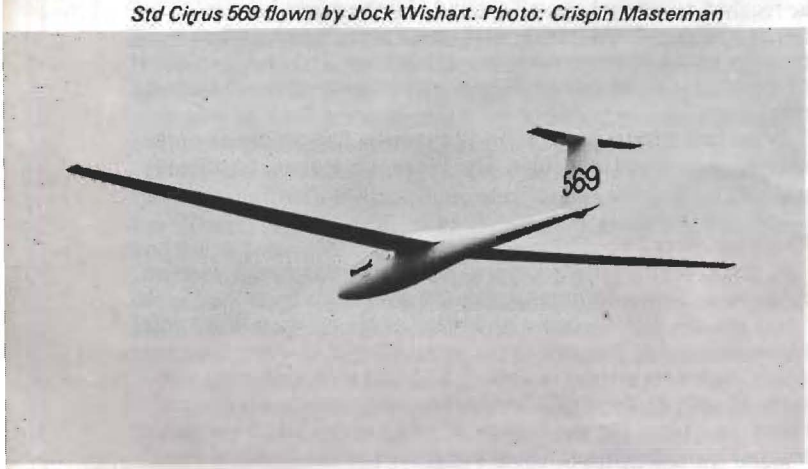
Cumulus clouds were irregular in both size and distribution, and the biggest gaggle at the start was under a large dark one to the NE. The clouds were expected to go up higher as colder and more unstable air came down from the north, bringing the freezing level finally right down to 2000ft.

Unfortunately the cumulus clouds, in their efforts to grow higher and higher as they came from further north, overdid it at a point some way along the last leg and produced a shower which temporarily held up John Williamson just when he had been making very good time with a prospect of winning; nevertheless he finished in fourth place with an average of 79.18km/h. Those who beat him were Ralph Jones with 87.01km/h, Steve White with 87.53, and the winner, George Lee, with 90.44km/h, an achievement which he began describing at next day's briefing as "Very simple really . . ."

But worse befell John Delafield: that shower on the last leg not only held him back but brought him down, 20km from the finish. This was really sad, as he had been lying in first place overall jointly with Steve White. It brought him down to fifth place overall, and two more contest days were not enough to climb back against fierce opposition.

Ralph Jones, after crossing the finishing line, picked up some lift and circled up and away again. People could hardly believe that he was going to try and beat his own time round the course at that late hour, even though he was Ralph Jones; and it turned out that he only wanted to enjoy some local soaring.

Std Cirrus 569 flown by Jock Wishart. Photo: Crispin Masterman



Power station promotion from second to top place

In the Standard Class Ron Sandford (PIK-20) was the only one to get round the course. Thirteen of the Open Class had done it, and he managed to beat the slowest two of them, a Jantar and a Kestrel 19, with an average of 52.75km/h. At next briefing he said he had not had a very good run on the first leg, but made up for it on the second leg which was good. On the last leg, he thought he was high enough at Litchfield to reach Nuneaton, but had to use "another power station". This raised him from second to top place overall. Chris Rollings narrowly missed the finish with 295.5km, and Gordon Camp with 282.5km and Ted Shephard with 281km less narrowly.

LEADING TOTALS

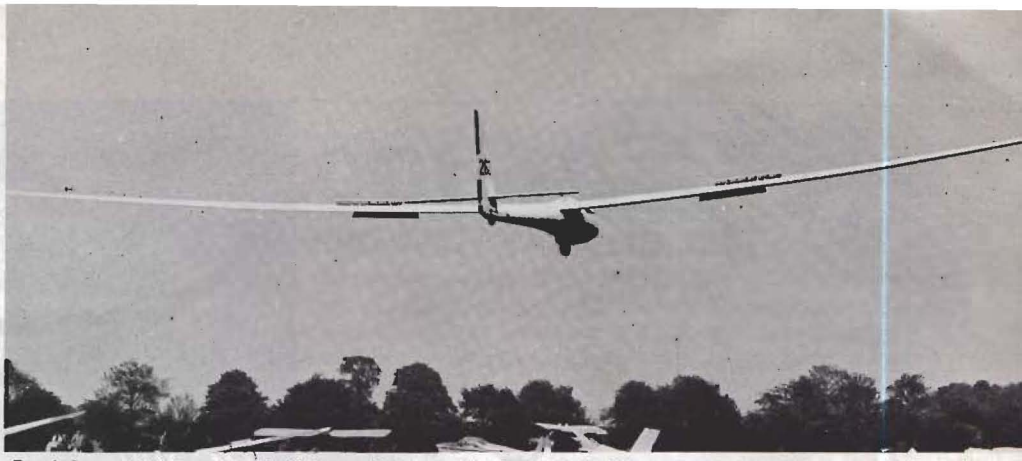
Open Class			pts	Standard Class			pts
1	White	Jantar 1	2698	1	Sandford	PIK-20	2658
2	Jones	Nimbus 2	2511	2	Redman	Std Cirrus	2502
3	Williamson	Kestrel 19	2428	3	Camp	Std Cirrus	2434
4	Burton	Kestrel	2296	4	Rollings	Std Cirrus	2410
5	Delafield	Kestrel 20	2170	5	Sears	Dart 17R	2314
6	Glossop	Kestrel 19	2111	6	Cawthorne	Std Cirrus	2210

Saturday, May 31

A fantastic and spectacular day, but not an incredible day because it really happened. A 500km triangle for the Open Class, a 400km triangle for the Standard; everyone got round in both Classes, and 21 of the 23 in the Open Class beat the UK record for speed round a 500km triangle, 77.4km/h set up by Steve White on April 28, 1971 in a Std Cirrus. Six people exceeded 100km/h; they were, in order: Ralph Jones, 108.42 (winner); John Williamson, 103.48; George Lee, 102.54; Con Greaves, 101.87; George Burton, 101.53 and Ted Lysakowski, 101.29. Next in order, at 96.99, was John Delafield, holder of the British National 500km record of 121.3km/h set up in South Africa in 1972.

Anne Burns, at 77.20km/h, beat her own previous record for





Frank Pozerskis brings his ASW-17 back to base. Photos: Crispin Masterman

the same feat, 67.9km/h, set up in 1971; and John Jeffries, with Gillian Case, set up the first multi-seater British National *and* UK records for the 500km triangle at 89.59km/h. (The figures are subject to confirmation.)

A fantastic day with records beaten

In the Standard Class, 19 flew and all got round. Ron Sandford in PIK-20 won at 91.85km/h, beating the UK record for the 400km triangle, 90km/h, set up by George Lee in a Kestrel 19 on May 19 last year; Simon Redman also beat it with 91.70km/h.

How did they all do it? It was no use asking: like the happy country that has no history, they had no stories to tell. An occasional phrase like "no problems" or "no difficulties" would occasionally come out, but that was all. One slight exception, however, was Paul Sears, who had to back-track a short way to use a good cumulus, but he was soon going forwards again with the rest. At 4.45 slight panic was caused by a radio message from Steve White: "Possibly landing short"—but he didn't. And news of an out-landing near Rugby came from Bernard Fitchett, but he was flying *hors concours* and therefore had had the last launch.

The course was, first, to Alton in Hampshire, just beyond Lasham. From there the Open Class went across to Llandrindod Wells in Central Wales, then back home—but not straight back, because of the Birmingham Zone, so a southward deviation was needed to Stratford-on-Avon, which had to be photographed. This deviation made the whole course 515km, though for record purposes it had to be assumed that the third leg was straight and the Zone had been violated. This would make the course 507km and thus reduce the official speed below the real speed.

The Standard Class flew from Alton to Ross-on-Wye, just missing Wales, and their course was 407.5km.

Late in this account, corresponding to his lateness in time, comes the story of Humphry Dimock, veteran of the participants. His towline broke on the launch and he landed in a field outside. There was a concerted rush to bring him back; he had another tow, and it broke again. But this time he was at 1500ft, high enough to find some lift and be off.

Humphry's launch was at 12.45, long after everyone else had gone, and his landing was equally delayed; yet he reported "no trouble anywhere". From Alton to Nympsfield he flew along cloud streets at 6000ft without making a single turn. It had promised to be a "streety" day: small cumulus started at 8.10, and by 10.10 more than half were arranged in streets, though without amalgamating. Cloud distribution was irregular, but the gaps must have been filled in later. In fact, the Met man must have had inside information of the state of the atmosphere, for he was forecasting 6kt thermals, and everybody was ordered to get out on the grid "as soon as possible", so that they were all away by 11.25 (except for Humphry Dimock).

As for Humphry, he was equally late getting back, and when, at 6.20pm, he was reported on final glide, the clouds were nearly all gone. At 6.40 there were only two little ones, away to the east, and at 6.45pm he landed at Husbands Bosworth, having made 17th best speed at 86.10km/h. There had been no out-landings.

LEADING TOTALS

Open Class				Standard Class			pts
1	Jones	Nimbus 2	3511	1 Sandford	PIK-20		3656
2	White	Jantar	3475	2 Redman	Std Cirrus		3499
3	Williamson	Kestrel 19	3359	3 Camp	Std Cirrus		3310
4	Burton	Kestrel	3200	4 Rollings	K-6E		3475
5	Delafield	Kestrel 20	3012	5 Sears	Dart 17R		3074
6	Glossop	Kestrel 19	2877	6 Cawthorne	Std Cirrus		2807

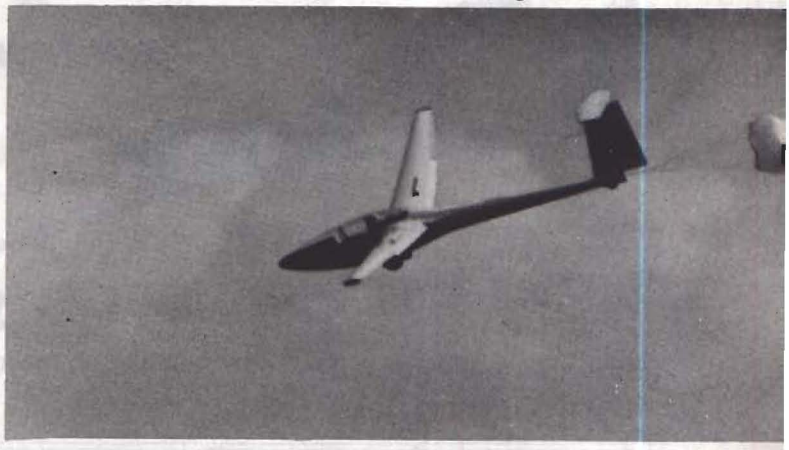
The club caterers laid on a sumptuous final supper on this last Saturday; the young generation danced to a local band, and the owner of a traction engine parked it just outside, with coloured lights round the canopy, its flywheel humming, and its engine puffing nostalgically away.

Sunday, June 1

Prizegiving day, but there had been only four contest days for each Class. The remedy was obvious: a short task designed to keep them within easy retrieving distance in case they landed out. This meant a 274km quadrilateral for the Open and a 232km triangle for the Standard, each course including Stratford-on-Avon and Caxton Gibbett (the Cambridge Club's former site). The alternative task for the Open was a smaller triangle of about 195km in the same area and an out-and-return of about 150km to Oxford for the Standard Class.

By 9.15 the sky was half covered with cumulus and their tops were soon looking very unstable. At briefing came a warning that a sheet of cirro-stratus was approaching us from the north at 30 to 40kts and would shortly arrive; but when it came, it proved to be our old friend, the strato-cumulus with a pattern of large but very thin cells.

John Delafield (Kestrel 20) coming in to land. Photo: Roger Alton

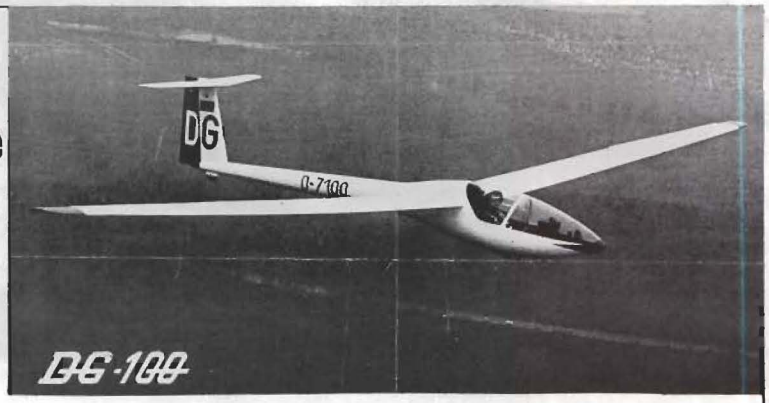


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pik 20

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STOP PRESS
Ron Sandford flying PIK-20 wins 1975 Standard Class at Husbands Bosworth

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So cumulus continued to grow and some gave a bit of rain. The alternative tasks were set and several pilots needed relights, but all were away. Some got back and some landed out, but in the short intervals between flying, prizegiving and hurried departures for home, it was not possible to get the hang of how everybody had been faring. Moreover, the scorers only had time to work out the figures for a few leading pilots to determine who deserved the trophies, and even this took more than an hour longer than anticipated—one can guess it was the usual turning point photograph trouble. The results they finally produced were:—

Open Class			Standard Class		
1	Jones	Nimbus 2	1	Sandford	PIK-20
2	White	Jantar	2	Redman	Std Cirrus
3	Williamson	Kestrel 19	3	Camp	Std Cirrus
4	Burton	Kestrel	4	Rollings	K-6E

The Championships were most efficiently run by the combined efforts of many people too numerous to mention, under a Championship Director, Claud Woodhouse, whose influence on the whole show can best be described as inspiring.

• • • •

The awards were presented to the following:— Londonderry cup (winner of the Open Class), Ralph Jones; Eon cup (winner of the Standard Class), Ron Sandford; Slingsby trophy (best Kestrel 19), John Williamson; Firth Vickers trophy (competitor in the Nationals for the first time who has the highest placing in the Open Class), Keith Aldridge; Schleicher trophy (best K-6E), Chris Rollings and Furlong trophy (winner of the Sport Class), Dart trophy (best Dart) and Centenary trophy (competitor in the Nationals for the first time who has the highest handicapped placing in either Sport or Standard Class), Paul Sears.

FINAL RESULTS OPEN CLASS

No.	Pilot	Sailplane	24.5 1	26.5 2	30.5 3	31.5 4	1.6 5	Tot pts
1	Jones, R.	Nimbus 2	796	747	968	1000	926	4437
2	White, S. A.	Jantar	1000	725	973	677	802	4177
3	Williamson, J. S.	Kestrel 19	750	*784	894	931	764	4123
4	Burton, G. E.	Kestrel	417	1000	879	904	842	4042
5	Lee, G.	Kestrel 19	896	32	1000	919	1000	3847
6	Delafield, J.	Kestrel 20	879	846	445	842	773	3785
7	Greaves, C. M.	Kestrel 19	383	810	651	951	865	3660
8	Glossop, J. D. J.	Kestrel 19	725	707	697	766	681	3576
9	Foot, R. A.	Nimbus 2	554	600	749	793	741	3437
10	Lysakowski, E. R.	Kestrel 19	417	795	509	901	723	3345
11=	Garrod, M. P.	Jantar	400	731	636	774	745	3286
11=	Robertson, D. J.	Kestrel 19	621	543	734	795	593	3286
13	Fairman, M.	Kestrel 19	367	590	509	744	564	2774
14	Pozerskis, P.	ASW-17	146	583	509	727	683	2648
15	Austin, D. C.	Kestrel 19	600	123	526	661	704	2614
16	Dimock, H. R.	Nimbus 2	383	553	532	691	297	2456
17	Tull, V. F. G.	Kestrel 19	550	375	661	*195	594	2375
18	Burns, Anne	Nimbus 2	208	633	457	568	504	2370
19	Simpson, C. R.	Kestrel 19	458	565	408	637	270	2338
20	Zealley, T. S.	Kestrel 19	583	420	398	589	293	2283
21	Jeffries, J. R.	Calif A-21	458	469	515	739	—	2181
22	Aldridge, K. R.	Kestrel 19	146	105	607	*644	606	2108
23	Pope, M. H. B.	Kestrel 19	458	393	469	360	*372	2052
HC	Fitchett, B.	ASW-17						

HC=Hors Concours; *photographic infringement

FINAL RESULTS STANDARD CLASS

No.	Pilot	Sailplane	24.5 1	26.5 2	30.5 3	31.5 4	1.6 5	Tot pts
1	Sandford, R. A.	PIK-20	698	960	1000	1000	896	4554
2	Redman, S. J.	Std Cirrus	662	1000	840	997	997	4496
3	Camp, G. W. G.	Std Cirrus	727	821	886	876	1000	4310
4	Rollings, C. C.	K-6E	727	750	933	765	829	4004
5	Sears, P. L.	Dart 17R	662	819	833	760	881	3955
6	Aldous, R. F.	Std Libelle	800	250	817	916	998	3781
7	Gaunt, T. R.	Std Libelle	393	797	785	735	953	3663
8	Buchanan, E.	Std Cirrus	320	677	729	907	992	3625
9	Stone, A. J.	Std Cirrus	727	224	805	792	939	3487
10	Cawthorne, T. R.	Std Cirrus	771	766	673	597	537	3344
11	Simms, J. A.	Std Libelle	393	829	770	537	725	3254
12	Carter, M. E.	K-6E	574	723	519	471	858	3145
13	Gough, A. W.	Std Cirrus	494	*867	†—	810	970	3141
14	Wishart, R.	Std Cirrus	567	*759	695	693	414	3127
15	Shephard, E. G.	Std Cirrus	727	182	880	792	368	2949
16	Harding, R. W.	Std Cirrus	—	286	734	907	753	2680
17	Watson, A. J.	Std Libelle	—	176	729	778	978	2661
18	Welsh, J. H.	IS-29D	—	682	805	612	423	2522
19	Burton, A. J.	Std Libelle	480	29	811	766	359	2445
20	Knipe, F. H.	Std Libelle	414	907	673	—	184	2178

*photographic infringement; †airspace infringement

BGA & general news

A SILVER MEDAL FOR JOHN

Our congratulations to John Williamson, British team member in the 1963 and 1974 World Championships and British National Champion in 1961 and 1970, who has been awarded the Silver medal by the United Service and Royal Aero Club's Aviation Council.

It is in recognition of a long and outstanding career in gliding, in competition work since 1957, as CFI of a large RAFGSA club, as an executive of the RAFGSA and for technical contributions. On the technical side, his work in assessing radio equipment was largely responsible for the rapid and widespread development of radio in gliders in the UK.

GLIDING CERTIFICATE ENDORSEMENTS

Clubs are reminded of the new BGA charges for endorsements to gliding certificates, introduced on July 1:—

A and B, C and Bronze C—£1.00 each

Silver, Gold and Diamond—£1.50 per leg.

New application forms are available from the BGA office and all previous issues should be destroyed. Please help to speed up the processing of applications by sending the right money.

A CAMPAIGN TO REDUCE VAT

A firm of public relations consultants is directing a campaign on behalf of sporting aviation to reduce the 25% rate of VAT.

The BGA Chairman, Chris Simpson, has sent a letter to club Chairmen explaining that the British Light Aviation and Gliding Foundation has taken this decision and at a meeting of the Conference of General Aviation in May it was unanimously decided to give the campaign every support.

He reported that there has already been quite a lot of activity but it is now up to clubs and individuals to take the fullest possible action without delay to ensure that their own MPs can urge members of the Finance Bill Committee to vote in favour of amendments which will alleviate the situation.

It is thought unlikely that the Government will lift the 25% rate on new aircraft but, our Chairman writes, it is hoped that the hire of an aircraft for a day or part of the day, all spare parts for aircraft, solo flying as part of an educational course and radio equipment for aircraft will be rated at eight per cent.

MORE INSTRUMENTS STOLEN

The following instruments were stolen from a Kestrel 19 at Booker in May:

PZL ASI type PR 2505, No. 0387068; PZL Vario type WRS 5D, No. 6812008; Ferranti artificial horizon 7H, No. 98868; Jessop inverter, No. 061; Piep audio, No. 0797; Kelvin turn and slip indicator; Field 360 radio, No. 130 and a Cook compass, No. 1456.

GLIDER RADIO COMMUNICATIONS

The BGA are implementing new procedures to improve the standard and effectiveness of radio communications on the gliding channels.

To maximise our R/T capacity and reduce the congestion on the cross-country/cloud flying frequency of 130.4 Mcs, we are asking clubs to implement a change to the new site frequency of 130.1 Mcs as soon as possible. This will give impetus to the more general use of 130.1 Mcs for local communications.

In addition we are asking clubs to appoint a suitable member as a Communications Officer, with the following duties:

(a) The provision of guidance and instruction on R/T techniques and procedures for newcomers to the sport.

(b) To improve and maintain good standards of R/T procedure and discipline within his club.

(c) Reporting to the BGA Airspace Committee any undue interference to the discreet gliding frequencies by unauthorised users.

On the question of discipline, we believe that this should be administered at club level through the CFI and Chairman. To assist in improving the facility of radio for the benefit of all sections of the gliding movement, we request your support.

Colin Street
Radio Communications, Airspace Committee

GLIDING AND HANG GLIDING

The British Gliding Association wishes to clarify the confusing situation which has arisen because of the similarity in name of the British Hang Gliding Association, a body recently formed to administer the new and emerging sport of hang gliding.

The BGA was formed in 1929 and is the governing body for administering the sport of gliding which, at present, covers some 9500 active participants through its 90 member clubs. It is affiliated to the Royal Aero Club, and through it to the Fédération Aéronautique Internationale. It is the controlling body in the United Kingdom for glider registration, certificates of airworthiness, pilot qualifications, standards of instruction, competitions and records of achievement.

Hang gliding is a form of aviation distinct from conventional gliding and it will undoubtedly widen opportunities for participation in aviation sport. It differs so widely in both objectives and character from conventional gliding that it should properly have its own governing body. The emergence of such a body for hang gliding is in line with the pattern being established in other countries.

Despite the similarity in name we hope you will note the important distinction between the two sports and their respective governing bodies.

Barry Rolfe
General Secretary

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TOP OF THE LADDERS

That famous Saturday, May 31, has boosted the entries for the National Ladders. Club stewards reported Gold Cs in Olympias, a K-2 and K-7, a rash of 500kms and Paul Löwenstein's 600km triangle.

Private Ladder

Leading pilot	Club	Pts	Flts
1 W. Kahn	Surrey/Hants	2911	2
2 L. Bleaken	Cotswold	2679	3
3 M. Throssel	Essex	2618	4

Club Ladder

Leading pilot	Club	Pts	Flts
1 P. Löwenstein	Surrey/Hants	4230	3
2 R. Brisbourne	Surrey/Hants	2827	2
3 C. C. Rollings	Airways	2277	3

NO CONTEST

The Wycombe Regionals at Booker, May 24—June 1, hit some worst of the season's weather and didn't have a single contest day.

GLIDING CERTIFICATES

DIAMOND HEIGHT

No.	Name	Club	1975
3/225	A. K. Mitchell	Southdown	24.3
3/226	R. B. M. Henderson	Deeside	1.4
3/227	V. Mallon	Two Rivers	16.4
3/228	R. A. Smith	Two Rivers	16.4
3/229	M. C. Mahon	Two Rivers	16.4
3/230	T. G. Parrott	Two Rivers	16.4
3/231	P. R. Andrews	Two Rivers	16.4

GOLD C COMPLETE

485	A. J. Adair	Clevelands	19.4

GOLD C HEIGHT

T. G. Cook	Bristol/Glos	1.4
M. K. Whitney	Herefordshire	24.3
J. F. Mills	in USA	26.1
N. W. Oakley	Ulster	21.3
G. S. Forsyth	Fulmar	21.5
B. Elliot	Fulmar	21.5
D. M. Hayes	Ouse	24.3
E. M. Lewis	Essex/Suffolk	21.3
R. T. Thompson	Two Rivers	10.4
D. A. Jordan	Two Rivers	13.4
V. Mallon	Two Rivers	16.4
R. A. Hackett	Two Rivers	16.4
T. G. Parrott	Two Rivers	16.4
P. R. Andrews	Two Rivers	16.4
Anne Andrews	Two Rivers	12.4
I. G. Garrick	SGU	1.4
A. J. Adair	Clevelands	19.4
G. M. Herringshaw	Herefordshire	12.4

GOLD C DISTANCE

E. J. B. Davern	Essex	30.12.74
I. D. MacFadyen	Cranwell	4.5.75

SILVER C

3903	D. Reid	E. Midlands	14.9 74
3904	L. N. Singleton	Doncaster	6.4.75
3905	P. N. Atkin	Southdown	20.4
3906	N. W. Oakley	Ulster	21.3
3907	P. M. Harmer	RAE	30.4
3908	G. D. N. Smith	London	12.4
3909	B. D. Curtis	Bristol/Glos	3.5
3910	A. J. Heys	Two Rivers	1.5
3911	R. Merry	Coventry	3.5
3912	A. Batters	Ouse	24.3
3913	L. R. Merritt	Southdown	3.5
3914	A. R. Vermot	Derby/Lancs	4.5
3915	S. A. Field	South Wales	4.5
3916	S. C. E. Spink	Yorkshire	2.5
3917	I. M. Badham	Swindon	4.5
3918	A. J. McLellan	Midland	1.5
3919	W. H. Bramwells	Mendips	3.5
3920	W. R. Foyle	Surrey	11.5
3921	D. F. Adams	London	4.5
3922	D. M. Hayes	Ouse	24.4
3923	M. Bond	S. Yorks	30.4
3924	A. J. Reed	Ouse	3.5
3925	R. G. Highfield	Thames Valley	24.4
3926	R. Penswick	Anglia	20.4
3927	Joan Cloke	Southdown	4.5
3928	N. G. Evans	South Wales	3.5

OBITUARY

Barrie Goldsbrough



On Saturday May 24, whilst flying in the National Championships, Barrie Goldsbrough suffered a fatal heart attack while approaching to land near Chipping Norton.

Barrie was well known throughout the gliding movement, particularly amongst competition pilots. He was a member of the British Team squad and last year won the Euroglide Competition.

He had been a member of the Yorkshire Gliding Club for 17 years and was probably the finest pilot ever produced by the club, being completely dedicated to soaring and cross-country flying. Indeed, it is probably due to his influence that the club has so many top class pilots. The finest tribute we can pay him is that it was the ambition of us all to beat him—few did.

Barrie leaves a wife Susan and son Robert, both well known to all at the Yorkshire Gliding Club and many more in the gliding world. We all offer them both our condolences in their sorrow.

Barrie will be missed by us all.

F.H.K.

Barrie Goldsbrough was a Yorkshireman — to another Yorkshireman this automatically means he was reliable: he had common sense; he was abrasive and he expressed his views strongly. He was the best glider pilot that Yorkshire has produced since the war and his callsign "Gold-Sky" will be sadly missed in the Nationals and at the Northerns.

I first got to know him well when I came to work in Yorkshire and he was a welcome visitor at Slingsbys where he often brought his common sense to bear on some of the Drawing Office designs with comments like "That won't bloddy work!" The drawing office lads will miss him.

He was a keen aeromodeller and an extremely good one. He joined the RAF as a boy recruit when he was 15 and was commissioned two years later. Unfortunately he contracted TB and missed the passing out parade. He had one lung removed as a result of the illness. His determination to succeed was already well in evidence. He had left school without A levels, so, realising that he could not stay in the RAF, he studied for them whilst in hospital, he got them and with them into Leeds University where he studied agriculture.

Whilst at Leeds he founded, with Nick Gaunt, the Leeds University Gliding Club. On graduating he went to work for the Ministry of Agriculture & Fisheries where he met his wife, Susan. He was an ardent individualist and soon formed a dislike for "officialdom" which was to strengthen through the rest of his life. He eventually became a top manager for Nitrovit Foods where his ability to sort out problems led to them using him to iron out the bugs in each new plant they set up. He had long had the idea of going into business on his own account and studied welding at night school with the object of buying a garage.

He bought Ripon Motors some five years ago and after getting the Volvo agency built it up into the thriving business it is today.

One of his ambitions was to reach the top in gliding. He was meticulous in the preparation of his gliders and spent many hours rebuilding and modifying them before competition. His first glider was the Sky, hence his callsign "Gold-Sky", and he spent over 800hrs flying it before entering his first competition, this was the 1967 Western Regional when he placed second. Afterwards he owned in succession a Dart 17, a Diamant and a Kestrel 19, he had a Kestrel 22 on order.

He was largely responsible for the way in which the Yorkshire Club is now competition orientated. He was a Director of the club and held the club height record of 23450ft gained in a wave from Sutton Bank which took him over the Pennines and the Lake District. He made the first Diamond distance flight from Sutton Bank with an out-and-return flight to Calvert Brickworks in 1973, and in the same year he broke the British 100km triangle record with a speed of 103km/h.

He reached his peak in competition flying when he won Euroglide in August 1974, was a worthy member of the seeded eight for the British Team and an inspiration to all who knew him.

G.E.B.

overseas news

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

FINLAND SHOWS ITS POSSIBILITIES WITH A 1010KMΔ FLOWN BY HANS-WERNER GROSSE

Hans-Werner Grosse of Germany has shown once again his skill in using the right weather conditions for long distances. He flew his ASW-17 around the first-ever completed 1000km triangle not in America, Australia or South Africa . . . but in Finland—a country one doesn't readily associate with flights of this calibre.

He took off at 08.28hrs on June 6, from Nummela (about 50km from the 1976 World Championship site) to Kauhäjarvi, Juuka and back to Nummela, a total distance of 1010km. He was airborne for 11½hrs and averaged about 88km/h (Subject to homologation).

Hans-Werner now holds three 1000km world records and his name will appear for the fourth time on the FAI 1000km Diploma List. *News received from Hans Gräwe, Editor of Luftsport.*

WORLD FEMININE RECORD

Babs Nutt from Etna, New Hampshire, USA, is claiming the world and national feminine multiplace soaring records for absolute altitude for a flight to 34200ft on March 5 in a Schweizer 2-32 at Colorado Springs, Colorado. A national feminine multiplace soaring record for gain of height of 23700ft is also claimed for this flight. Hannah Duncan of Colorado Springs was the passenger.

The flight took four hours. Both Babs and Hannah gained their Diamond height at last year's feminine wave camp.

NEW FRENCH RECORD

On May 4, in strong north-easterly winds, François Henri (World Champion at South Cerney, 1965) attempted a 760km triangle from Bailleau near Chartres, and landed 25km short.

He tried again on Friday, May 23, and made it. To celebrate this fine flight, he followed up with a 500km triangle on June 1 which, subject to homologation, will lift the French record to 111km/hr.

The same day Ragot did a 750km out-and-return to Aix-la-Chapelle (Aachen) from Buno-Bonnevaux, and Mazalerat did a 750km triangle from Bailleau. All these flights were made with Nimbus 2 gliders. Pilots at the British Nationals who completed the 400km and 500km triangles on May 31 will be happy to know that the air-mass which gave them such magnificent conditions for these flights, tracked slowly southwards and was sitting over northern France on June 1, giving 6—8kts lift and 6000ft cloudbase. *(Our Paris Correspondent.)*

PAGELA MAJEWSKA TO COMPETE IN EUROGLIDE

Pagela, who came second in both the Polish Nationals and the Ladies Internationals will take part in Euroglide in August. It is the first time that a European lady pilot has been entered for this event. She'll be flying in a Std Cirrus in the Standard Class.

POLISH NATIONALS

These were held as usual at Leszno from May 15—June 1. The 15 Open Class pilots flew Jantar 1s while in the Standard 20 pilots flew Foka 5s and seven Cobra 15s. The leaders were: Open Class, six days, 1. J. Ziobo, 5513pts; 2. H. Muszczynski, 5492; 3. S. Witek (son of Adam), 5378 and E. Makula with 5342pts. Standard Class, seven days, 1. S. Makne, 5637pts; 2. Pagela Majewska, 5603; 3. J. Makula, 5547 and Hanna Badura with 5300pts.

SECOND LADIES INTERNATIONALS AT LESZNO

From June 15—29 in indifferent weather 17 ladies from 12 countries competed against the four Polish lady entrants. All flew Cobra 15s. The honours stayed on home ground with Adele Dankowska winning, followed by Pagela Majewska.

GERMAN NATIONALS

These were held at Bindlacher Berg. Leading pilots were: Open Class: 1 Klaus Holighaus of Kirchheim/Teck (Nimbus 2); 2 Walter Neubert (ASW-17); 3 Bruno Gantenbrink (Nimbus 2). Hans-Werner Grosse (ASW-17s), the previous Champion, came ninth.

In the Standard Class, Ernst Gernot Peter, of Freiburg (H-203) won; Walter Schneider (LS-2) was second, and Helmut Reichmann, the previous Champion (LS-2), third. Each Class had eight contest days.

AUSTRIAN NATIONALS

These were held at Mariazell from May 17—31. Although only five contest days were achieved the tasks flown by the 40 participants (11 Open, 29 Standard) were of such a nature that they must be the dream of many World Championships Organisers. They were: Standard Class—two 528km Δ two ⇆ of 440 and 516km each and a 408km Δ. The Open Class—three 528km Δ; two ⇆ of 516 and 606km each. The total distance flown was 83.956km which gives an average of 419.7km per pilot each day. Alf Schubert won the Open Class with 4910pts; 2nd Othmar Fahrafellner 4051pts; both pilots flew Nimbi 2.

First Standard Class Harro Wödl, DG-100, 4775pts; 2nd Andreas Hämmerle, Std Cirrus, 4689 and Siegfried Puch, Std Libelle, 4305pts.

DUTCH NATIONALS

These were held at Terlet from May 26 to June 6, and consisted of two Classes; the Standard Class with 25 entries and the Club Class, for the first time, with 6 entries. During the 8/9 contest days 46052km were flown in 1149 hours.

The winners in the Standard Class were: Daan Paré, 6615pts; Cees Musters, 6527pts and Dick Réparon, 6509pts. All three flew Std. Cirri. Paul Schok won the Club Class with 8056pts flying a K-6E.

SWISS NATIONALS

These were held for the first time at Montricher which is situated near the foot of the Jura mountains. The 11 Open and 22 Standard Class pilots flew on eight contest days which were won in the Open by Herbert Frehner, Nimbus 2, and in the Standard Class by Hans Hedinger (glider not known).

MONTY PYTHON'S FLYING CIRCUS?

The pilot of a light aircraft towing a glider over Warren Hills, Salisbury, Rhodesia, had to think quickly when a snake crawled up his leg.

Mike McGeorge, a Salisbury photographer, was wearing shorts. He watched the snake crawl up his leg and waited until it reached his thigh, which was level with the cabin door.

Then he quickly opened the cabin door and threw the snake out at a height of 360m.

The pilot of the glider he was towing, Ted Pearson, thought it was a rope falling from the aircraft.

The snake first showed its head at an altitude of about 150m. It poked its head through a wing root into the cabin. Mike did not have a radio and so was unable to let anyone know about the snake.

He blocked the opening with a handkerchief, but the snake poked its head through another hole. He blocked this hole with a hat.

The snake was determined to find its way into the cabin, however, and the next time he saw it was when it started crawling up his leg.

Mike said he thought it was a boomslang—a poisonous snake. It was bright green, had big eyes and was about 75cm long.

"I had plenty of time to study it while it was crawling up my leg," he said.

Reprinted from the Salisbury Herald Reporter.

RHODESIAN CHAMPS

The Rhodesian National Championships are at the Salisbury Gliding Club, Warren Hills Airfield, from October 6—17 with the practice week starting on September 29. Full details from The Contest Director, Central African Soaring Association, PO box 390, Salisbury, Rhodesia.

NEW

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OBITUARY

JOSEPH C. LINCOLN

We announce with great regret that on May 19 Joe Lincoln died at the age of 52 after a short, serious illness.

Joe contributed a great deal to soaring and was the author of several well-known American books such as 'Soaring for Diamonds', 'Soaring on the Wind' and 'On Quiet Wings' and many of his articles and reports found their way into Soaring magazines.

Our sympathy goes to his wife, Dorothy, two young twin daughters, and four older children. R.H.

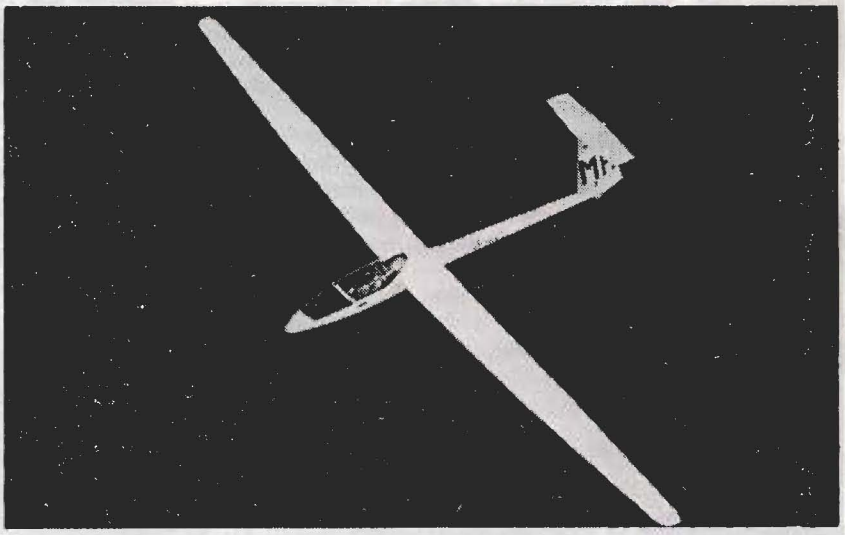
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Book Reviews

Beginning Gliding by Derek Piggott. Published by A & C Black Ltd London at £5.25. plus p&p. Available from the BGA.

Derek Piggott's first book *Gliding* was published in 1958 and has subsequently been produced in three editions and six reprints. Not surprisingly this highly successful book has become to be regarded as a standard text book for gliding, spanning as it does the whole range of gliding experience from first flight to advanced cross-country flying. *Gliding* is, however, essentially a technical and descriptive work which collates the whole range of skills and knowledge required of the competent sailplane pilot. By contrast this new book is devoted to a sympathetic examination of the problems faced by the newcomer to the sport—be he an experienced power pilot or the very attractive young lady who graces the outer cover of the book.

Appropriately enough the first chapter is entitled "Is Gliding For You?" In this chapter Derek thoughtfully and honestly sets out the physical and mental factors to be considered by a would-be glider pilot. Thereafter his chapters are headed:—

> "The Glider and Your First Flights," "Learning to Glide," "Help with Landings," "Spoiling the Glide Angle," "Using the Airbrakes," "Stalling and Spinning," "The Effects of the Wind," "Aero-Towing" and "Advice to Power Pilots Converting to Glider Flying."

Lest the more experienced pilots reading this review are already saying to themselves "All good basic stuff but not for me", I hasten to add that the subject matter contained within these modest headings is the most imaginative and comprehensive analysis that I have seen of the techniques required for handling both the modern and the older glider.

For instance in Chapter five, "Spoiling the Glide Angle", Derek not only deals with the use of spoilers and airbrakes, but exhaustively covers all other methods of increasing drag on the approach from sideslipping to tail parachutes; in doing so he positively disposes of several hoary myths including the use of airbrakes on the crosswind leg. His other chapters are similarly detailed and forthright and are clearly the product of his unrivalled experience as a professional gliding instructor.

Beginning Gliding is a most attractively produced and easy to read book, containing no less than 83 accurately figured diagrams. I confidently commend it to pilots at all experience levels, for I am sure all will benefit from the knowledge and experience it contains. I particularly recommend the book to gliding instructors for I have not read a better breakdown of the problems faced by student glider pilots at the early stages of their flying, nor a better resumé of instructional techniques designed to overcome these problems.

J. D. SPOTTISWOOD
(Chairman, Instructors Committee)

Advanced Soaring: a handbook for future Diamond pilots. Published by the Soaring Press. Obtainable from the BGA. Price £2.25 plus 25p p&p.

This is a collection of some of the best articles from *Soaring, S&G* and other sources, collected by John Joss and published as a hardback.

As an avid reader of every soaring magazine I can lay my hands on, I have somewhat mixed feelings about collections of articles which have already been published. It never seems quite the same to re-read them unless they are carefully edited and brought right up-to-date.

If you do not read *Soaring* there is no doubt that you will find the book interesting and inspiring, although I still find it hard to relate accounts of soaring at 10000ft or so with soaring as we know it in England.

There are some very good chapters on wave soaring but not so much of real help on thermalling or cruising techniques. I am constantly surprised to find how many writers make thermalling sound like a geometric puzzle and, while explaining what is virtually the ABC of thermalling, fail to point out the obvious pitfalls.

I suppose the fact is that magazine articles are seldom comprehensive and a collection like this, although interesting to read and containing useful information, does not constitute a text book on how to achieve Diamonds.

I enjoyed reading it, felt flattered to be associated as a contributor and am sure that, like Moffat's "Winning on the Wind," it will find its way onto most of your bookshelves.

DEREK PIGGOTT

Free as a Bird by Philip Wills. Published in German by Motorbuch Verlag, Stuttgart, entitled **Auf freien Schwingen.**

Philip's book *Free as a Bird* was published in 1973 by John Murray, Ltd, London. It is now available in German text and the translator Winfried Kassera is to be congratulated on his ability to convey Philip's words so accurately without losing its style which so often spoils a translation. The German version is well presented and reads well. No doubt it will be read avidly in German speaking countries, and will give an insight on Philip's philosophy and the history of British gliding.

RIKA HARWOOD

Airborne for Pleasure by Albert Morgan.

Published by David & Charles at £3.25.

Flying light aeroplanes, helicopters, balloons, gliders (both hang and legit.), plus sport parachuting and parascending—if it's facts you want here they are a'plenty: how much it costs and where you can learn, all the licensing rules and regs, syllabi for any exams you have to pass, and how to get insurance and finance. Facts as at 1974 that is, because although the book was only published in May this year it is already out-of-date in a number of respects. Quoting costs in a book on flying these days, with inflation at more than 20% as well as escalating fuel costs and changes in VAT makes the whole thing a bit of a nonsense.

Most of the details I know about—on gliding and ballooning—are correct, though the errors that have crept through suggest that the author has never flown either type of aircraft in earnest. And I suppose that's why this is a book which strangely misses the whole point about flying for fun. The blurb says Albert Morgan "outlines the special attractions of the various forms of aviation sport". I only wish he had because I have always been fascinated by *aficionados* talking about what specially attracts them to their particular way of aviating. I know the kind of fright I sometimes give myself in a hot-air balloon is quite different from that I (and my partners) occasionally get when I fly my Kestrel. And, for that matter, the very special moments of delight in a glider and in a balloon—when you feel you truly are in your element—are quite different too. That's what being Airborne for Pleasure is really all about, but I have a feeling Mr Morgan would not understand.

ROGER BARRETT

Soaring Cross-Country by E. Byars and W. Holbrook. Soaring Symposia, Maryland, USA. Price $6.95.

This short illustrated book is an attempt to cover the needs of the cross-country and competition pilot. There are eleven chapters, ranging from weather analysis to sailplane purchase. It is written in a refreshing no-nonsense style that verges on naivety, particularly in the lists of do's and don'ts at the end of some of the chapters: "Never turn downwind in a wave unless you want to come down;" "You can't go through a front;" "Always land uphill;" "Stop as soon as you land;" and, perhaps necessary advice in America, "Never land on an expressway right of way!"

There is some interesting advice for would-be hill-soarers: "Don't ridge soar on days of reported surface winds above 15kts and unstable air. This condition can cause turbulence of awe-some proportions." Even granting Bill Crease's famous dictum "The thermals are mucking up the hill lift," I am one of those for whom heaven is 20kts coming up a taut bungey, the sky filled with cumulus! The preceding instruction will also cause raised eye-brows at the Mynd, since it forbids the standard procedure for catching the wave: "Don't fly on the downwind side of a ridge."

But one can see what the authors *mean*. They have sought simplicity and lapsed into dogmatism. Their book is, however, full of useful advice and information (some of it specific to the United States), and few pilots will learn nothing from it, even if it is unlikely to become a standard text.

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STANDARD CLASS TEAM SELECTION

Dear Editor,

The Flying Committee announced at short notice last year a new method of British Team Selection which involved choosing a short list of eight pilots. Unfortunately no distinction was made between the Open Class and Standard Class teams and we now have the ridiculous situation of only one pilot on the list flying in Standard Class competitions this year.

I think it is now generally accepted that many pilots take time to find their best form when changing from one Class to another and, indeed, some people who are expert at flying one Class of glider never show the same competence in the other Class. Is it too much to expect, therefore, that pilots who wish to be considered for our Standard Class team should first demonstrate their ability in Standard Class gliders? Failing this, I feel selectors should not be compelled to choose from the existing short list.

I assume, of course, that separate teams will be chosen and we will not again make the mistake of awarding a Standard Class place, as a sort of consolation prize, to a frustrated Open Class pilot who has no real interest in flying this type of glider.

Hitchin, Herts. SIMON REDMAN

WHY SEPARATE RECORDS FOR WOMEN?

Dear Editor,

I note on reading reports of this year's Nationals that once again a woman glider pilot is claiming a "women's record" for a flight at a substantially lower speed than those of leading male pilots, even though flying a glider of comparable performance.

Surely this must bring into question whether as a sport we can justify separate records for women pilots in this day and age. We certainly do not tolerate a separate class for women in competitions.

It seems to me that we are preserving a relic of the age of the most blatant male chauvinistic superiority by continuing to offer second class citizenship to women glider pilots.

No excessive physical demands are placed on a glider pilot and questions of stamina, the ability to read the sky, to navigate, or to understand modern high-pressure soaring tactics are surely not issues on which any woman today would claim she is innately inferior.

Historically there may have been some justification for a separate category for female records. In the days of plywood very long flights meant very long times. And even allowing for the reputed greater bladder capacity of the female, the male by the very nature of his pubic anatomy is favourably handicapped in the jettisoning of biological waterballast from the restrained confines of a glider cockpit.

But today in the era of sub-five hour, 500km glass-fibre flights, we need no longer take into account what, I suppose , should have been referred to as "P-factor".

Few would dispute that it is not any of the learned skills that differentiate between good and great pilots. It is the "killer-instinct"—the imperative demand to force oneself to win—that establishes records.

And I do not believe that the lack of "Killer-instinct" is confined to women. I do not have too much of it myself. But I would not seriously suggest a separate class of records for bearded, blue-eyed 47 year-old instructors who have lived in Canterbury for the past three years.

As long as women glider pilots are categorised separately in the record books—and so can take refuge in the sanctuary of their own private mini-records—they are unlikely to exert that supreme effort of will that is needed to establish their true equality of superiority.

Canterbury, Kent. JOHN DICKINS

A MIRROR ON SOARING LIFE

Dear Editor,

The fascination of S&G is the mirror that is holds up to soaring life. In the June issue we have John Williamson telling us with fresh excitement of his discovery of soaring some 20 years ago, while the eminently sensible John Halford tells that any one can build a glider if they want one but it takes time and effort.

It is John Gibson's remarks, p130, on which I wish to comment from some 25 years of gliding. John's point is that gliders are too expensive and too good. If only they were cruder had less performance, would cost less and we would all have one. The material cost of a sailplane is a small proportion of purchase price. The majority of the cost is in wages and salaries for the design and construction. The design simplification of certain German sailplanes is excellent. This is only possible by considerable intellectual effort over a period of product development, and a significant number produced.

German gliders are expensive in cash terms, but cheap when compared with the cost of producing pre-war designs in today's industrial world. If produced today, the Olympia could hardly cost less than £10000 if a proper return were to be earned on the design and development costs.

As a tyro in the Cambridge Club, I remember with a great sense of achievement my first flight in the club's flagship—the Olympia 2B. Its glide angle of 1:27 was really something compared with the Prefect that I had been flying. So what price John Gibson's limitation of 1:35 for the Standard Class. In those days we asked: "Can gliders get any better?" They did; had we set an artificial limitation of 1:27 it would long since have been overtaken by technical progress and languished from neglect.

Rules do not produce successful gliders: demand does. The 2000 or so K-6s and 8s that have been built set up a new standard of performance. The Standard Class rules came along much later to reflect them.

With the development of sailplanes, so the techniques to fly them change, and thus the instruction of students must be sensitive to the changing needs. To suggest that a club glider designed for training purposes must be intrinsically different to which the student will progress is very dangerous. It suggests that the basic skills of the control of a sailplane are inadequately taught and therefore not fully understood before first solo takes place. If a first solo glider were to be designed with this philosophy in mind, then it would approximate to a large pneumatic cannon ball with provision for the first solo pilot at its centre, so that he be

adequately insulated from the consequencies of his inability to control the situation.

To say that the Libelle is not a club sailplane, when many are operated by clubs around the world, is to miss the point. This particular sailplane was designed to another man's rules, where the airbrake requirement was different. You should be aware of this before you fly it.

For a sport to be successful, it must give satisfaction and fulfilment to each and every person who takes part in it. Some may find their satisfaction in solitary flight, others in competition. It is arrogant to say that one should be diminished because of its effect on the other. I suspect that those who lament the presence of competition flying, are uneasy that, were they to fly in competition, their illusions of their proficiency would be shattered.

Wetherby, Yorks. J. C. RIDDELL

"THE STANDARD CLASS IS DEAD— LONG LIVE THE SUPER CLASS"

Dear Editor,

These words should have been pronounced from a balcony in Paris in March by the Chairman of CIVV when the Standard Class got its *coup de grace*—just like we used to let the Prime Ministers do in the nordic kingdoms when the king died.

The first Standard Class glider was the Olympia. Some people, not controlled by glider pilots, stopped the Olympia from being an Olympic glider.

In 1958 people, now controlled by the glider pilots in the world, said: "Long live the Standard Class"—but already in 1970 some of the super-top-pilots and super-top-manufacturers managed to disturb the unity of the members elected to work for the gliding movement in CIVV. That was when the hinged flaps were allowed.

And now again on March 7 the same people (almost) reduced to second class the thousands of gliders built to the 1958 standard and created a new Open/Limited Standard Class where the only restriction is the 15m span.

There is no doubt that this new unrestricted 15m Class will be the Class, replacing the old Standard Class. And it is here we will find the CHAMPIONS—here the manufacturers will use most of their know how and capacity. The second class pilots from the second class countries will meet in their second class gliders and make their own competition. In a few years this will be the Club Class—but still second class.

I am not against development—technical and human—but it looks as though the members of the CIVV who voted for this death sentence might have lost their connection with the gliding movement in the countries they represent, failing to consider the big new investments in gliders and education necessary after this change.

The rich countries and pilots will again win the race—just as in motor racing.

The decision is most unlikely to be changed, but for me the question now is: "Do the members of CIVV represent the glider pilots, the gliding clubs and the gliding authorities in the world's countries, or do they represent themselves?"

For the sake of new important decisions to be made in an organisation representing the gliding movement, I suggest every pilot, leading members of gliding clubs and national gliding associations should give this question some serious thought and ask their representative of CIVV for an answer.

Roskilde, Denmark. MOGENS BUCH PETERSEN
(Former Chairman of the Danish Gliding Union)

STALLING, SPINNING AND AEROTOW EXERCISES

Dear Editor,

After reading Bill Scull's article "After the Stall" (S&G April, p55), I feel it worth adding that if pilots need reminding of the functions of control in the normal sense, they certainly do require to be reminded, with adequate demonstration of the function and effect of controls, in the low speed/stall area.

If Bill feels there are deficiencies in the way our basic training prepares a student for solo and flying thereafter, then let's expand that area for discussion and attempt to establish something constructive.

In my experience as National Coach (January 1972—January 1974), there are three specific areas in which clubs and instructors in general seem unable to give full value—stalling, spinning and aerotow exercises. The reasons are various. No two-seater suitable for stalling and spinning. A launching system from which training gliders never achieve a satisfactory height to carry out safely the exercises in question. Weather conditions never conducive to aerobatics or unusual attitudes which, anyway, are often actively discouraged.

Most CFIs are reluctant to allow stalling, spinning and unusual attitudes to be conducted below 1500ft agl, in fact there are those who will not allow stalling and spinning below 2000ft agl. In an all-winch launch situation the above accent on safety must surely mean that several pilots, particularly those trained during the non-soaring season, are ill-equipped and ill-prepared, practically and psychologically, for the inadvertent stall or spin.

Most student instructors and assistant instructors I flew with on BGA courses and full category tests just dried up part way through stalling and spinning exercises. Debriefing after these exercises revealed they were too busy regaining a normal attitude and, as a consequence, failed to continue the patter describing control movements with relevant response. On many occasions students said they had never been placed in unusual attitudes of such magnitude, nor were they aware of so many symptoms associated with the manoeuvre in question.

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Have you noticed how one nearly always inadvertently stalls or spins at close proximity to the ground? This situation can be rather demanding to the experienced pilot who probably requires to supply a control input in opposition to instinct, consequently imagine our student pilot who possibly doesn't even realise that he is stalled or even spinning.

Consider a further implication. No matter how quick the pilot's reactions, nor the fact that the correct sequence of control was effected for recovery from the spin, if there isn't sufficient height available for recovery it is rather academic whether a pilot spins in still rotating or wings level, no yaw and beginning to pull out. The accident appears to lie with prevention as well as with cure, and one can only prevent a situation taking place when in a position to recognise symptoms as well as effect.

What of our instructors who may fly for several months in succession without briefing students on the stall and spin exercises? When called upon to instruct on the above, the briefings, if carried out at all, entail two minutes on the ground immediately prior to the flight or worse, during the strapping in and part way up the launch. This is generally with the qualifying remarks that provided a thermal is encountered and sufficient height obtained, the exercise will be carried out fully, otherwise it will be in a fairly low key, *ie* recovery initiated on recognition of the first couple of symptoms or at the incipient spin stage.

All good stuff no doubt, but if one considers that from 1500ft to say 1000ft, at which the circuit is commenced, there is only 500ft in which to get the message over, and that a glider will lose about 200ft during a student's entry and recovery from an incipient spin, then perhaps the magnitude of the problem is appreciated. Spinning off 500ft at 200ft per attempt gives at best 2½ turns, which probably means 15 to 20secs total instruction.

Consider my previous statement on the inability to give full value in stalling, spinning and aerotow situations; if one assumes 50% value, then 15 to 20secs becomes 7½ to 10secs. How many flights of this sort does a student require before he gets any real benefit or understanding of what is involved? The question should equally be asked of our out of practice instructor.

To my mind the aerotow exercises laid bare the same deficiencies. Most student instructors on BGA courses when put out of position and requested to recover, just didn't believe that they could get back. After several demonstrations and attempts, most confided that out of position towing had been a fear instilled at an early stage in their training. I found it gratifying to be told afterwards that they felt more equipped to deal with potential situations during their periods of early instruction, having gone through the mill on a BGA course. It appears that most students on aerotow are never allowed to deviate 6ft up or down or 6ft left or right of the tug because the instructor in question just won't have it.

My analysis on the aerotow situation established that as long as the student maintained an acceptable station behind the tug, then he was most times left to fend for himself. As soon as an out of position situation developed the instructor took over because he didn't feel comfortable and, worse, wasn't prepared to allow the student to attempt a recovery with suitable encouragement. Students must be allowed sufficient opportunity within safety to make mistakes, be allowed to recognise them as such and then attempt corrective measures.

Unusual attitudes require thought, anticipation, specific response (probably not instinctive), appreciation and practice. A student pilot who suddenly finds himself below the slipstream of the tug in a low tow situation, having never been there before, is liable to do the wrong thing and hazard the combination because of the stress situation he is now in.

Just what is the answer? Two-seater gliders suitable for stalling, spinning and semi-aerobatic manoeuvres are available, even if the CFI has to organise it with a neighbouring club. The same goes for the use of a tug to achieve sufficient height for prolonged manoeuvres and out of position towing during the climb out.

Would the above be enough? I think not because some CFIs, would you believe, not only don't stall and spin themselves but actually encourage others not to. I know of several CFIs and senior competition pilots in the UK who haven't stalled, spun nor conducted out of position towing with their Kestrels etc, so with this passive form of instructing what chance does the poor student have?

Alberton, Transvaal, RSA. JOHN HEATH

Bill Scull comments:

I am a little puzzled by John's letter in its context as a reply to "After the Stall" but it does point out a number of other problems equally relevant to the training situation. One or two statements are rather contentious and imply that things are somewhat worse than I believe them to be. For example; "*Most* student instructors and assistant instructors . . . on BGA courses and category tests just dried up part way through the stalling and spinning exercises". Most?—some yes! but not most. With regard to aerotowing, John did influence the philosophy of training significantly during his all-too-short stay as a National Coach.

COMMENTS ON S&G

Dear Editor,

I received a pleasant surprise on May 24 in the form of the June issue of S&G. I must say that in spite of the recent move to Leicester, the BGA has kept up its excellent service to the readers of S&G by ensuring that the magazine always arrives on time.

I have been taking S&G for about a year and I think the latest edition is one of the best. In recent issues there have been numerous articles on handicapping systems, tables of record winners and points awarded to pilots in every type of competition possible. These are probably of interest to a number of readers, in fact some of them interest me quite a bit, but I feel that there have been just too many. The latest edition has articles on cross-country techniques, landings and how to improve them, photography and, in general, far more to interest most pilots than pages of figures.

I hope this trend will continue. I am very inexperienced (near solo) and I find these articles are of greater benefit. I am sure many other pilots feel the same.

One other complaint is of the cover design. For a fairly large sized cover, the photographs of the actual gliders are not very large or clear. I would like to see more like the February cover. Those readers who wish to bind their copies probably remove the cover and they can make good pictures for framing.

Apart from these complaints, I think the magazine is of a very high standard and I hope it remains so.

Castle Douglas, Kirkcudbrightshire. IAN McKILLOP

[Thank you for your comments. We always contend that S&G needs to be judged over a year, rather than by an individual issue. We try and give a balanced range of articles spread over the six magazines but certain editions have to cover reports of annual gliding events. How I agree with you about the covers. Unfortunately our budget doesn't allow us to use full colour on each issue and there is a lamentable shortage of good black and white photographs. ED]

WHY NOT MORE MOTOR GLIDERS COMPETING?

Dear Editor,

Motor gliders have existed for more than 50 years and have been of practical use for more than ten years. There are probably more than 1000 flying today, being used mainly for training, pleasure soaring and power flying. However, there is a fourth purpose for which they were intended—sporting soaring.

Until now they have been used too little for real sporting soaring, even though some years ago FAI rules were changed in the direction wanted by the users of motor gliders.

Since it has been possible to have special records for motor gliders, only few of these flights have been recorded. And although they may be used for badges, this has only taken place on a small scale.

Competitions for motor gliders seem to have been more or less confined to the competitions at Burg Feuerstein, Germany, and even these have not attracted enough countries for the event to count as an official FAI contest. A World Championship was considered by CIVV several years ago but while there aren't more local competitions and no real international ones, this is impossible.

Therefore the CIVV has asked its Sub-committee to look into the matter and make proposals for sensible rules for performance soaring with motor gliders, as the present rules do not seem to attract enough attention.

The Sub-committee is starting by collecting opinions from motor glider enthusiasts. So:

1 Why don't we use motor gliders more for sporting purposes?
2 Are the owners of motor gliders content to use them for training, pleasure soaring and travelling and not interested in records, flying for badges and competitions?
3 Or is it the rules for sporting use of motor gliders that are wrong?
4 If so, in which way do you want them changed?
5 Do you want motor gliders used for sporting soaring exactly as normal sailplanes, that is without being allowed to use the engine after crossing the starting line?
6 Or do you want the engine to be used not only as ballast but in a certain amount also as part of a sporting performance?

The CIVV Motor Gliding Sub-committee is asking all users—and prospective users—of these sailplanes to help it in analysing the present situation and finding out in which direction future rules should go. Please let us hear from you.

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PER WEISHAUPT
(President, CIVV Motor Gliding Sub-Committee)

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FLYING BY STATISTICS

Dear Editor,

I have spent enough frustrating days at gliding sites resulting in 4min flights off a winch launch or 15min flights by aerotow to sympathise with those fledgling pilots who believe that long soaring sessions and cross-country trips are, for them, no more than a distant and unlikely possibility. Having examined the annual statistics in S&G I have heartening news to make them feel they are really in the mainstream of gliding and close to the mean average of gliding in the UK today.

Using the statistics of the number of launches, hours flown and cross-country kilometrage of pure gliders only (in the UK civilian and Service clubs, excluding the ATC) 1973/1974, the most recent available, shows that the average flight lasted just 17½mins and covered 1.2kms! Hardly a badge flight . . . And there is no excuse on the basis of aircraft non-availability: the statistics reveal that there are only 9.1 civilian glider pilots to every aircraft. Service clubs are less fortunate, the ratio there is 13.4 to 1.

For what they are worth (and we all know that statistics are often misleading and may be shaped to suit a purpose—I plead guilty to both) there is included below a simple table covering some of the years going back to 1967. Ignore the apparent conclusions if you wish, but despondent *ab-initios* may take heart from the fact that, on the figures, the 2000ft aerotow with a couple of minutes of Min sink is the "average" flight of the mid-seventies.

Year	*Average flight (minutes)*	*Kms per launch*	*Proportion a/c to members*	
			Civilian	*Service*
67/68	*14*	*0.66*	*10.9: 1*	*13.1: 1*
68/69	*13*	*0.61*	*10.4: 1*	*13.4: 1*
71/72	*14*	*0.35*	*9.4: 1*	*14.5: 1*
72/73	*16*	*0.80*	*9.3: 1*	*16.3: 1*
73/74	*17½*	*1.20*	*9.1: 1*	*13.4: 1*

Cardiff. CRISPIN MASTERMAN

AN OWNERS' ASSOCIATION?

Dear Editor,

One of the minor and unexpected delights of gliding is the immediate feeling of *camaraderie* you share with the owner of a machine the same model as your own. Since we bought our Pirat three years ago we have made many friends with whom we can not only compare the joys and delights of the machine, but also discuss our problems and difficulties.

I feel that an association of owners, loosely bound together by a regular circulation of letters, might have many advantages. I should like to know if other Pirat owners share my view and would be delighted to hear from anyone who feels this may be advantageous.

3a Leigh Park Road, Leigh on Sea, Essex. SHEILA CORBETT

Correction. A word was omitted from John Sellar's letter, Club Class Rules, p133, in the last issue. Under Hang glider requirements the sentence should have read "Surely the flying now being done is very *little* different from the average gliding operation circa 1948 . . ."



club news

A photographic session halts flying at the Cotswold Club

Copy and photographs for the October—November 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 August 7 and for the December—January issue to arrive not later than October 14. June 12, 1975

GILLIAN BRYCE-SMITH

BRISTOL & GLOUCESTERSHIRE

We were delighted with Ron Sandford's record breaking win in the National's Standard Class.

Seven pilots added to the cross-country list on May 31, including Ray Barrett, who flew a 307km Diamond goal triangle, Tony Pentelow, completing 437km in his Kestrel, Ralph Hindle 308km and Jim Webster 430km in his K-6E.

A new arrival, which should be with us by the time this is published, is Eric Martin's IS-29. There are signs of life in the 33 syndicate and everyone is waiting to see what colour it is when it finally emerges. Dennis Corrick has been slaving away over the Austria to have it ready for the Western Comps at Nympsfield.

The hard working band of instructors welcome Jim Findlay, a new assistant instructor, to their ranks.

B.S.

CORNISH

With the annual migration of Cornishmen to Inkpen now in full swing, our hangars are bare and flying lists short. However, to prove that it occasionally happens here too, Brian Penrose and Arnie Lambe have captured much vaunted Cornish Silver heights and John Smith has flown the season's first cross-country in attempting Silver distance.

Brian Spreckley, complete with clockwork mouse, visited us in April for an instructors' course. Dave Puttock and Brian Penrose emerged with assistant ratings and Terry Janson with a full rating. Bill Scull arrived at the weekend to give a talk on preventing accidents and to show us harrowing photographs of what happens if you don't. Phil Hawkly and Brian Bowden organised a most successful wine, cheese and boat race party, which rounded off the week with quite a splash.

T.L.J.

COTSWOLD

We have already comfortably exceeded last year's cross-country mileage. Particular congratulations to Larry Bleakin and Eric Burke on their Diamond goal 300km triangles and also to Tom Macfadyen who completed his third 300km triangle, but this time in the club K-7, complete with passenger.

Other achievements total five Silver distances, three Silver heights and two Silver durations. Mention should also be made of John Mardon who took the Pilatus for a 100km cross-country and picked up his height and duration on the way, completing his Silver in one flight. Three Bronze Cs have been completed and Daryl Tucker and Stewart Evans have gone solo.

The new diesel automatic tow car is a tremendous success with smooth progressive launches free of gear changes. The electronic strain gauge fitted is also a big help in some of the really high launches being achieved regularly these days. We demonstrated this recently by delivering by air two of the K-7s to Nympsfield for our joint task week. The 10km was covered in the evening in straight glides with 1500ft still in hand.

A Skylark 3F has been bought for our intermediate solo pilots and is very popular. Already in its first few weeks it has covered many kilometres, just missing a 300km triangle during the task week. The club fleet now comprises three K-7s, one Skylark 3F and one K-6E. Use of a syndicate K-4 is also available.

The annual Nympsfield task week was plagued by high winds so that tasks were set on two difficult days. However, Saturday more than made up for the poor week.

J.H.



DEESIDE

At our AGM in May, Innes Lovie was promoted from CFI to Chairman and Angus Paterson became our new CFI.

A 40ft workshop is slowly taking shape by the hangar to give us a proper maintenance base to cope with repairs and C's of A. A 3hr supply of oxygen is being squeezed into the club K-6E and to further encourage cross-country flying, a mini competition week for local club pilots is arranged for August at Aboyne.

R.H.

DONCASTER

A Skylark 2 is to join the club fleet to relieve the long queues for the Oly 460 and M-100s. Wendy Mills, CFI of the flying club who share our airfield, and Dave Siddall are the latest to go solo.

Harry Walker and Pete Young hope to complete their instructors' courses this summer and Glen Thompson is our newest tug pilot.

G.D.W.

DORSET

At the AGM in April, Major M. Pack-Davison was elected Chairman in succession to Ray Witheridge, and J. Squires took over as

Secretary from P. Tiley. Barry Thomas continues as Treasurer. The meeting accepted with regret the resignation of the President, Cdr Kidston for whom a successor has not yet been found. The Committee added J. Luck and C. Alner to serve in place of J. Adams and B. Stobart, otherwise remaining unaltered.

Presentation of the club awards were as follows: Joe and Terry Linee, jointly for the longest flights and best achievement; Ken Pemberton for the best gain of height; Bob Trotter for the best endeavour; Robin May for the best achievement in a club glider and John Luck for the best progress of an *ab-initio*.

The May task week had indifferent weather except for the two last days, though only one day was unflyable. The club's K-13, piloted mainly by Harry Wolf, was the top scoring aircraft. Harry's triumph was made complete on the Saturday when he exchanged the two-seater for his Olympia 2B and flew a 300km triangle, landing back just a few fields short of Tarrant Rushton after nearly 8hrs in the air. Two other 300km triangles were flown on that day from Tarrant Rushton, by Allen Palmer (Dart) and Terry Linee (Kestrel). The final results were:— 1, Harry Wolf and Tony Howard, (K-13), 300pts; 2, Allen Palmer, Barry Thomas, Maurice Pack-Davison and Fred Dunmore (Dart 17B), 259pts; 3, Robin May and Peter White (Skylark 4), 196pts.

Bob Little completed his Silver C with a distance flight and other pilots gained considerable heights, mostly, it seems, without barographs.

M.L.B.

DUBLIN

There's been a better beginning to the soaring season for our 60 odd members than for some years, but lack of readiness on the part of the syndicate pilots to get rigged, get launched and get going has kept the crop of cross-country kilometres down to a mere 150, representing two Silver distance flights by Tom Weymes and Peter Hynes. Peter had, what were by Irish standards, booming conditions, with thermals all the way to cloudbase at 5500ft. Thermal climbs in this country very seldom exceed 4100 or 4200ft.

We are preparing for a third attempt to stage an Irish Nationals from June 22 to July 4 at Kilkenny. Both the last attempt in 1973, and the previous one were no-contests due to dreadful weather.

Congratulations to the hard-working team of Dan Begley, Peter McHenry and Ken Reynolds who in the past few months have done a magnificent job of recovering the forward half of the K-13 and the entire K-7 fuselage.

T.A.W.

DUNKESWELL

We have been very fortunate with the weather lately, with most weekends providing soarable conditions. Ian Widger and Steve James have gone solo, and several new members are now flying the T-53 solo.

Peter Clements returned from Fayence with both Silver C height and duration legs to his credit and a strong recommendation for the French site.

The new tug, a Rallye 150, was delivered in the nick of time to launch our CFI, Dave Bindon, when he gave an entertaining aerobatic display in the Foka 4 at the Dunkeswell air show on Bank Holiday Monday.

Our courses so far have been enormously successful, and we are to run two extra in September.

B.H.F.

ENSTONE

Together with the Nationals, Enstone chose to have its task week during a very unseasonal Bank Holiday. As the week progressed we had a competition day on Monday, a race to Aston Down, and then strong winds until Friday when a triangle was flown. Then came the day of days when most of the field got round a triangle, Nympsfield and Long Marston. Phoebus 640 did a 300km to gain a Diamond, Std Libelle 1 went around a 300km triangle and Std Libelle 321 flew a 500km.

At the task week dance, prizes were awarded to B. Forrest, as overall winner in his Oly 2B (very well done for a pilot without Silver), and T. Watchorn in his Std Libelle for individual performance.

On the general club front we welcome Justin Wills as a member. The club now enjoy the sheer luxury of running hot water which was plumbed in by Paul Lees and Ron Dewhurst, who never stop even when not flying.

M.W.

ESSEX

April saw the implementation of the new London TMA regulations. This means keeping below 2200ft above the airfield and considerable difficulties, in the shape of Luton and Stansted SRZ, if you wish to do a cross-country to the north. However, with resilience typical of our members, many have gained Bronze and Silver C legs.

We have a new Motor Falke and this should prove a useful addition to the club training fleet.

There was an expedition to the Long Mynd by four syndicates in early May. Unfortunately we spent most of our time sheltering from a howling north-easterly.

Our thanks to our retiring Technical Officer, Tim Healey, for the many hours of work. His place is taken by Jim Riddoch.

C.W.L.M.

ESSEX & SUFFOLK

Our tug pilots have been grinding out circuits for conversion on to our newly arrived Condor. Our second Auster, Hotel Tango, has been bought by Tony Sutton and is being syndicated, so we won't lose an old friend.

On the flying side Eric Lewis flew his Silver C distance to Seething and "Ed" Sherwood took the club K-6 to Debden (not quite Silver C) having missed Duxford. Several attempts have been made on an out-and-return to Leicester, but so far without success, Elvin Hibbard getting as far as Waterbeach. Tony Langford completed his Bronze C.

Our open day at the end of May was a huge success; we gained several new recruits and introduced many new people to our sport. In blustery conditions the K-2 and K-7 were kept busy continuously until dusk. During the holiday weekend we also enjoyed a disco/barbecue organised by the ladies.

C.C.S.

HIGHLAND

In the nick of time the Highland Club has managed to acquire a site to replace Milltown Aerodrome, which is due to be closed in September. After months of uncertainty and negotiation, we have been granted permission to rent part of the disused airfield at Dallachy, on the east bank of the Spey; another coastal site, but sea breeze frustration is better than no flying at all! We shall have the use of one peritrack, with a 70 yard strip of land beside it, and a good deal of clearing will have to be done before we can fly.

With our future secure, we are reducing and redesigning our fleet and hope to start life at Dallachy with a K-6CR and a Bocian.

The flying has been disappointing this spring: all the best thermal days appear during the week, and our tug has not been available recently. However, Bill Meyer managed to scrape into a thermal before the sea breeze came in and did his Silver distance.

R.E.T.

IMPERIAL COLLEGE

No doubt these pages prove May 31 to have been a superb day, but for us it must have been the most successful for many a year. All the aircraft, apart from the K-8, went out on a 300km out-and-return to Hereford. Doug Walker and Dave West took the club Dart and Skylark 4 for their Gold and Diamonds and Geoff Gentry took the syndicate Dart for his Gold C and Diamond. Frank Irving took the syndicate Std Libelle along for the ride. That meant the club did over 1200km in one day, that's over a third of our usual annual total.

The academic year has just about finished and we now have 23 solo pilots among the students. Eleven of these went solo during the Easter vacation. At present one in 80 of the 4000 Imperial College students is a full member, but something like one in 25 give gliding a try during their course. They usually give up because they can not afford it. Now that we have a large core of enthusiastic members, we stand a good chance of increasing our membership by 50% over the next year.

A.P.P.

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INKPEN

Despite the slings and arrows, not to mention shotguns, of outrageous local fanatics, our club survives. One way or another all will be resolved in September when the public hearing of the planning appeal, which was forced upon us by a few local dignitaries with as yet undisclosed ulterior motives, is heard. Until then we press on trying hard not to think of the future should bigotry prevail.

Congratulations to our Chairman, Ralph Jones, for his success at the Nationals. John Hadley, John Wren, Carl Borresen, Brian Taylor and Ron Weaver have completed their Silver tasks while Mike Whittingham has achieved his Bronze and celebrated by converting to his syndicated Pilatus B-4. Isobel, his wife, has notched up her Bronze legs and will soon be joining Mike to fly their aircraft. Congratulations also to Nick Jessett for reaching solo standard in an enviably short time. Ray Hunt, CFI, had bad luck on a 500km triangle attempt, landing only 20km short.

A mass visit from the Kent and Cornish Clubs at the end of May resulted in a multitude of Gold distances, mainly on May 31st. These were marred unfortunately by two of the aircraft being vandalised at Perranporth whilst awaiting their retrieve crews. As it was the damage could have been worse and both gliders were flying again within the week.

R.G.W.

KENT

At the AGM our Chairman, Ron Cousins, reported another successful year from both the flying and financial viewpoints. We are grateful to our committee for keeping us solvent without large increases in charges—not an easy task at present. Ron also disclosed the development plans for our site, which includes extensions to both the clubhouse and hangar with a landscaped caravan park.

The north-east winds seemed to prevail during May and don't give us the best soaring conditions, though on occasions they did produce wave to about 4000ft. On the badge front, the prize must go to Ron Reilly who did three legs of his Silver C in one week.

Adrian Harris completed his Silver C on May 31 and Mike Miller took a pupil to Ringmer in the T-49. The last week of May saw six of our syndicate aircraft at Inkpen and on May 31 John Hoye (Skylark 4) and John Dickens (Foka 3) tried a 500km triangle, John Dickens completing 480km. Tony Moulang (Dart 17R) and Colin Beer (K-6CR) flew a dog leg course to Perranporth for Gold distance and this completes Colin's Gold C. Jo Janzo (K-13) landed just short on the same course but may have covered 300km.

C.B.

LONDON

We have recently had several Silver C distance and height flights. John Whittle and Crispin Boyle went more than 100km for their distance and Richard Brown gained his second Silver leg within two months of solo, releasing from an aerotow at 500 to climb to 4500ft.

Bill Walron flew his SHK to Cornwall to complete his Gold badge and Stuart-Frazer Beck gained his Diamond goal.

The Lasham plate, which sat in our bar for 13 weeks, has finally been recaptured. I am sure it will journey between the two clubs many times before the season is over. Robin Davidson flew his ASW-15 to Husbands Bosworth to collect our pot there but didn't have room for it in the glider on the return trip.

Our club was well represented in the Nationals with seven pilots competing. Congratulations to John Jeffries who collected the 500km triangle two-seater record to go with his other two-seater records.

D.Y.

MIDLAND

Open weekend this year, May 3—4, chanced upon two really superb days. On the Saturday convection started incredibly early and we had a record 158 launches. Credit goes particularly to Roy and Alison Witton for their impeccable winching, to Len Dent's organisation at the launch end, and to some willing, efficient ground handling by members—some of them foregoing instructional flights. The many visitors who took their air experience flights could not have had a better introduction.

Cross-country mileage is mounting steadily, rather than spectacularly. There were several triangles and an out-and-return flown on the weekend mentioned, and May 31 too saw a good crop of completed tasks.

Early June brought a BBC TV crew to the Mynd with some clever wing-mounted cameras. CFI Ernie Ainscough circuited them under an inversion all morning, but a few blue thermals after lunch gave some soaring. The hour or so of film shot is, we understand, to be edited to ten minutes and the programme to go out in the first week in August.

W.J.T.

NEWCASTLE & TEESSIDE

After a long dreary winter for our members, we are now having some of the best hill soaring that has been known at Carlton. Due to the northerly winds, we have been able to ridge soar as far as seven miles from our site for several weekends.

A successful Easter course was run and credit must go to our members who supported this course in conditions which, to say the least, were "muddy".

More grassing and extension of runways is planned for this year and with the help of our new acquisition to our club fleet, a caterpillar bulldozer, we will find this work a lot less back breaking.

Unfortunately, due to rising costs, our flying charges have had to be increased, but we still think we can offer some of the cheapest rates in the country and we welcome any enthusiast who would like to visit us. Courses are being run each month until September.

At our AGM, Adam Dodds retired as Deputy CFI and his place was taken by Albert Newbery. Ted Burnett, who was our Treasurer for many years, stood down from the committee because of family commitments. Our thanks go to Ted and Adam for their sterling work over many years at Carlton.



Soaring Costs at the Norfolk Club!

Now that our tug is operational, we will be able to explore that wave we so often see but up to now is enjoyed by our friends at Catterick and Dishforth.

C.B.R.

NORFOLK

As a result of increased subscriptions, charges and VAT, 38 flying members did not renew membership this year. However, new applications have just about equalled losses, so keeping our strength still well over 100.

So far, we have had few notable achievements, in fact, many pilots have been more concerned with water tanks and cess-pits than cross-country flying.

In early May we held a task week, which coincided with some of the worst weather of the century. One of the days happened to be Ascension Day—but even that did not help.

C.E.H.

NORTHUMBRIA

The mild winter and spring were marked by fewer than usual opportunities for wave soaring. Most climbs fell short of Gold height although, as usual, some found themselves in lift at 12000ft without the necessary oxygen.

The threatened restrictions on our airspace have fortunately been delayed. In the meantime local MPs have been most helpful and recent negotiations may give grounds for greater optimism.

The private fleet has been augmented by a Sovereign (YS-53), making the Holborns, with their K-6, our first two-glider family.

Cold northerlies and frequent low cloud marred the club expedition to Brunton airfield on the Northumberland coast. But despite the weather, the syndicate Grunau was autotowed to give some members from our hill site their first experience of this launch method, while the club's Chipmunk was kept busy towing.

Finally, a small housing estate of mice, well insulated for high flying and apparently *Guardian* readers, came to light in a Skylark centre-section at C of A time, when they inconsiderately ate part of the string inserted to replace the cables.

A.T.

OXFORD

A rather uneventful spring with poor weather which restricted soaring. During this time Janis McGill, Steve Evans and Richard Hall successfully completed instructors' courses.

On May 31 Richard Cowderoy, flying in the

Enstone task week, achieved his Gold C distance and Diamond goal in Phoebus 640. Mick Moxon did his five hours on the same day in the new syndicate Skylark 4 which joined the growing fleet of privately owned gliders the previous month.

The club fleet has changed. The Pirat was sold and the Skylark 4 purchased from the 169 syndicate who upgraded to a Kestrel 19.

Graham Barrett completed his Silver C with a very hot and difficult five hours on June 10. The K-6E and two Phoebi are entered for the Western Regionals.

J.R.

SHROPSHIRE

Following a very reasonable late winter and early spring from the wave soaring point of view, with flights in excess of 17000 and 20000ft by Vic Carr and Ron Rutherford, April and May have seen a promising start to the thermal soaring season.

Congratulations to Dennis Pearce, John Jefferson and Don Vernon for completing their Silver Cs. The star performance, however, must be that of Vic Carr who gained his Diamond height with a flight in local wave to 22000ft from a 3000ft aerotow from Sleap.

D.V.

SOUTHDOWN

Parham has started to exceed all expectations. On Saturday, May 31, more than 1000km were flown, which is probably more in one day than over several years when we were at Firle.

Congratulations to Chris Backwell (Skylark 3B) who, on that Saturday, became the first pilot to fly a 300km triangle from our new site. John Frampton covered the same course, Frome and Didcot, minutes later in his Pirat with "Boffin" Plunkett (Dart17) doing a 300km out-and-return to Daventry.

On the same day John Lovell (Oly 463) completed his Silver C with a distance flight. Earlier in the month Joan Cloke did the same and Peter Atkin and John and Sue Frampton also gained their Silver badges in May.

Roy West, Keith Anscombe and Geoff Massey soloed recently in the K-7. There was a week's course in May for some Sussex school teachers, organised by AERO, and two further courses are scheduled for club members in August and September.

The excellent soaring conditions at, and around, our new site have had a magnificent effect on morale. Come and see us—but please, *not* in a powered aircraft.

I.D.B.

STAFFORDSHIRE

The north-easterly winds of April and May did little to enhance our flying. The course week at the end of May and our Tuesday evening flying suffered in some measure. On one day in the course week the sink was so severe that pilots could not reach the launch point after dropping the wire!

What must have been the first intentional cross-country flight from Morridge was made at the end of May by Ron Wright who set off in his Std Libelle for Husbands Bosworth. On the same day the former club Olympia, now in the hands of a syndicate, had its first airing for 2½yrs and gave its pilots some pleasant soaring.

F.B.

SURREY & HANTS

What a terrible season! However, Saturday May 31 will long be revered. After a wintry start with hard white frost covering everything including an optimistic instructor's tomato plants outside his caravan, cumulus appeared at 8.30. Paul Löwenstein led the way with a car launch in the club Kestrel 19, having declared Yeovil, Wrexham, 602km. He was back 7hrs 20mins later with two hours soaring left.

Wally Kahn, Mike Cowburn and Mike Costin, in their own gliders, and Richard Brisbourne, in the Club Phoebus 266, all went round 500km triangles, Sherborne, Shrewsbury. This was only Mike Cowburn's second flight over 300km and special congratulations to Wally, well deserved after all he has done for Lasham. Angus Fleming completed his 300km on the last flying day before going to America for the rest of the season.

There were also 300km flights by Rob Montague-Scott in a club Pilatus, his fourth cross-country, Gill Haslam visiting Lasham from Blackpool & Fylde, Cyril Cook and many others. Frank Irving arrived back from a 300km at 3.15 wondering whether to go round again and Alan Purnell had a go at the 500km triangle record—he was fast but at the time didn't know about the Nationals' exploits.

Somewhat lesser but still creditable flights were a Silver C in one by Dave Nunn with five hours, height and distance to Tarrant Rushton. In fact Tarrant had quite an influx of Silver from Lasham including Ian Wright and Nigel Chorley.

Earlier in the year an accident between a Skylark 3 and a parked K-8 and undercarriage damage to Phoebus 265 kept these gliders out of the May 31 event, but 265 should be back in circulation by June 7. The K-8 is badly damaged and will be out for many weeks.

The following Tuesday, June 3, took Chris Garton and Hugh Hilditch to North Wales, Hugh to near Bala and Chris to Corwen, both doing the return leg of their flights in less than two hours, each with 510km.

C.L.

TRENT VALLEY

We recently had the longest flights ever made from Trent Valley, both by Bob Baines in his K-6CR on two consecutive Sundays. They were of 7¾ and 8¼hrs.

Our AGM was held recently and all the officers were re-elected. We welcome two new syndicate gliders—an Olympia 2B and a Blanik—and congratulate those who have completed or gained legs of their Bronze C.

J.P.N.

UNIVERSITIES OF GLASGOW and LANARKS

Since this club has not featured in S&G since 1972, we feel it is high time we let it be known that we are again fully operational and fighting hard to rebuild membership after a near disastrous year which saw the tragic demise of the K-2 two-seater, at a time when our only other T-21 two-seater was held up during its C of A for prolonged delivery of a spare part.

Thanks to the stalwart efforts of the Clubs' joint committee in organising several highly successful dinner-dances and other fund raising events, we managed (just) to survive this difficult period.

The somewhat dilapidated farmhouse which we acknowledge with a curious love-hate relationship as our clubhouse, has now been sold and partially demolished. A new building with lounge, kitchen and lecture facilities is underway, thanks to the beneficence of the Clydesdale Flying Trust, with due consideration being given to new workshop and fuel storage facilities nearby.

We have now acquired a second twin-drum diesel winch, one drum of which has been experimentally loaded with a kilometre of Parafil plastic cable. We are pleased to report that so far this has given over 300 break-free launches with—apparently—no noticeable deterioration or wear.

Meanwhile, the clubs eagerly await the delivery of a Falke motor glider as our replacement basic trainer, upon which we hope to further build up our active membership. However, we do urgently need the services of at least two more instructors and our CFI would appreciate offers of regular help from anyone in the vicinity of Strathaven who holds an approved motor glider rating.

P.G.B.

VINTAGE

Our Haddenham Safari proved an interesting experience, not least that the club can be wholly independent in providing all its own mod cons.

Old Warden was delighted to have a number of our vintage gliders on display from May 24-26—two Petrels, Kranich, Weihe, Mü-13, two Grunau 2Bs, Kite 1, Kite 2 and Willow Wren. Four of these flew in the air display on Bank Holiday Monday.

Our next events are Sywell from July 4-6 with a static display for three days with some selected for a flying display on Saturday and Sunday: and Long Marston, home of the Stratford-upon-Avon Gliding Club, from August 22-25, flying all day, every day.

Further information about events (non-members welcome) and membership from Frances Furlong, Otford House, Otford, Nr. Sevenoaks, Kent.

WOODSPRING

We are a new club based at Weston-Super-Mare. The club was formally opened on March 1 by Naomi Christy, BGA Development Officer, who flew our T-21 with our President, David Driver, on the inaugural flight.

Thanks to the tremendous effort of the steering committee, led by CFI Jim Martin, and the assistance of the Mendips Gliding Club (RAFGSA), we were airborne only six months after the first discussions.

Our first three month's operation have been very successful. We now have the full use of a syndicate K-7 in addition to the T-21, and our ground equipment includes a double-decker bus for use as a snack bar, lounge and opera-

tions unit. Our launches for the period total 910 which comfortably exceeds our target of 250 per month.

Achievements to date are: first club solos (no *ab-initios* yet) by David Cousins, Sue Dixon, Toby Fisher, Peter Turner and Ken Wiseman; Bronze Cs by Peter Turner and Ken Wiseman and an assistant instructor's rating for Peter Turner.

At present we are confined to winch launching, but expect to have the use of a tug in the near future. We are extremely fortunate on the social side in having the use of Achilles School of Flying's excellent bar facilities. We have our own social night on Thursdays in addition to parties, skittles matches etc.

Our first flying visitor was a Skylark from Swindon—the pilot will receive a tankard for the distinction. We fly on Thursday afternoons and all day Saturday and Sunday. Visitors are welcome but please check at the Achilles clubhouse for directions and permission to drive to the launch point.

P.T.

YORKSHIRE

All events at the club recently have been overshadowed by the sad loss of Barrie Goldsbrough. He will be greatly missed at Sutton Bank. His enthusiasm, skill and advice over a large number of years had contributed much to the success of the Yorkshire Gliding Club. All our sympathy goes to his wife. Susan, and son, Robert. (Obituary p173.)

Since the last issue the weather has improved somewhat and a fair amount of cross-country soaring has taken place. However, conditions have rarely been consistently good and only two flights over 300km have been made so far. As a result of these conditions we should all be in good field landing practice following the many occasions when these have been necessary recently. On one particularly tricky day in May no less than eight trailers left the site to retrieve pilots who had landed out earlier in the afternoon.



The courses are in full swing and we are almost fully booked to the end of the season. We hope that at least some of the visitors who attend will obtain sufficient interest and enjoyment to remain in the gliding movement.

P.L.

SERVICE NEWS

BICESTER (RAFGSA Centre)

During April and May, 15 Bronze and six Silver C legs were gained, Jamie Allan getting his duration and height six months after going solo. Mick Boik now has two Silver C legs and Harry Chapple and Barry Brock their distance. John Martin of the Marham Club visited us to do a five hour stint.

Our fleet was depleted by the loss of the Kestrel 19 in the Inter-Service Regionals. We hope to replace it later in the year with a Cirrus and a Club Libelle.

Gordon Camp, who is to be congratulated on his placing in the Nationals, is now representing the RAF at the French Air Force Gliding Championships at Romorantin, Orleans.

The Lycoming Chipmunk is proving to be of great value. Although the fuel consumption is higher, the improved launch rate makes it more efficient than the standard Chipmunk. Certification action with the CAA continues.

W.T.

CHILTERNS (RAF Weston-on-the-Green)

The Inter-Service Regionals produced some good results for club pilots, with Eddie Wright coming second in the Club Class in his first comp. Malcolm Norris again did well in the Sport Class to end up in the top five.

On the home front things are at last improving. The hangar has been saved, as the station was not part of the dreaded defence cuts, and with luck we can look forward to a few more years at Weston.

New members are joining at a fairly good rate and seem to be progressing well. Alistair Raffan, who joined us from Fulmar after becoming an RAF apprentice, has progressed well to complete his Silver on the day after his 18th birthday with five hours flown in blue thermals. Remaining with badges, Bob Lloyd has finally completed his Gold C with a triangle via Stow and Newmarket. He squeezed the most out of it by taking just over eight hours in the K-6E. This was our first 300 from the site this year.

G.M.

CRANWELL (RAFGSA)

We are at last managing some modest cross-country flights. Earlier in the year John McAulay, Norman Irvine and Grahaeme Haggar took the B-4 north in search of wave. It remained elusive but the thermals were strong.

Our entrants in the Inter-Service Regionals had mixed fortunes. Ian Macfadyen had gained his Diamond goal and was flying very well until he unexpectedly met another glider in cloud.

S.T.E.W.

CRUSADERS

Having been strictly confined to flying within the Sovereign Base Area (SBA) for the last six months, we were delighted to hear at the end of March that we are now permitted to fly over the Greek-Cypriot territory towards Cape Greco at the south-eastern tip of the island. If all goes well, there is a possibility that we may soon be allowed to fly westwards, which would make the soaring scene a bit more interesting and allow us to get in a few Silver distance flights.

Over the last few months we have seen a record amount of rain, most of which seemed to fall on club flying days. Still, there has been some good soaring in between downpours and Mike Johnson, Ken Taylor and Derek Smith managed to gain at least one Bronze leg each. No one seems to have claimed Silver or Gold heights so far this year, except perhaps Dick Acton who sneaked off to Aboyne for a climb to just over 14000ft. A good soaring day was missed on March 1 when we had a sky full of wave clouds which went very high indeed, but nobody got airborne early enough to try them out.

With another three club members solo recently, it looks like the Swallow is going to be worked fairly hard till the Oly 2B comes back on the line, hopefully about mid-May, about the same time that we expect to have the Motor Falke serviceable again.

The club has lost another four instructors, Dave Reilly, Pablo O'Kerwin, Mike Pobjoy and Mick Elsom. Other very active club members who have returned to the UK are "Dixie", Arthur Watt and Jan and Alan Owbridge. Our thanks go to all these people for their efforts in keeping the club ticking over. We welcome our new Chairman, Pete Child, who takes over from Dan Cronin, one of our longest standing members at present. Also arrived here is Chris Heames, a very welcome instructor, as the breed seems to be getting a bit thin on the ground at the moment. To help us along, Mike Barratt has recently returned from an instructors' course at Bicester.

B.W.

N.B. There will be a reunion of past members of Crusaders at Bicester on Saturday evening, September 27, the weekend of the RAFGSA CFIs' conference.

EAGLE (Detmold)

The main news is that we have our Falke and it has flown 144hrs in the first six weeks of operations.

We have just finished holding the British Forces Gliding Chamionships at Detmold. We had nine days of cross-country flying but only six tasks counted. Eagle did not do as well as last year. We retained the Bob Owen Cup (Alan Somerville and Eric Smith), but for the first time for years lost the Eagle trophy for two-seaters to Wally Lombard and Pete Bryan of Brüggen. We did, however, retain the Suez trophy for the best aircraft. We were delighted that for the first time our German co-gliding club (Luftsportverein Detmold) was represented in the competition.

The Rallye continues to tug many hours to the delight of its owners and the curses of the

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winch launch fanatics. The hangar floor concrete continues to spread and the walls of a fuel store have risen a good 5ft as we have managed to enrol a bricklayer/carpenter!

We ran an *ab-initio* course at the end of April. It consisted mainly of Royal Engineers from Ray Washer's unit in Osnabruck. Unable to use the winch, it was all done with aerotows and the Motor Falke.

We are getting a few more women members in the club and Marion McKay has just completed her Bronze C. Charlie Brown and Bob Holden-Rushworth have both completed their 50km at last.

The Fauvette is still in the workshop being rebuilt by Martin and Eric. It's in good company with our K-3 which is getting a much needed face lift from Leigh Hood and his wife. There are now only two of these in existence.

Hopes are rising that the terribly wet winter and spring will turn into a good dry summer. We certainly need it. We have only been able to get the winch out on five days since November '74 due to the drenched airfield!

Expeditions to Zell am See have been organised for the first two weeks of August and for the first three weeks of November. Leigh is also hoping to take an expedition to Issoire in January and anyone is welcome to join us.

P.W.W.

FENLAND (RAF Marham)

A fond farewell was said to Krickett and Floyd Svrko who left for the USA after four years in England. They will be sadly missed and tankards were presented to them in recognition of their many contributions to our club.

Two memorable solos were recorded recently. Nigel Vernon was the first member of our club to do A and B certificate in our Prefect. He was followed by Jeff Bubier who soloed on his 16th birthday and gained his first Bronze leg on our next flying day. Jeff Gray, Steve Parker and George Lockrow have also soloed on the Prefect. Since last writing, we also have ten Bronze legs and three Silver legs.

Congratulations to Jerry Wallace, first in the Club Class at the Inter-Service Regionals. Ben Benoist is to compete in Euroglide and Ken Ross is the first member to gain a Silver distance this year.

Thanks to our CFI, Jim Pignot, our T-21 should soon reappear after a lengthy major. A two week expedition to Swanton Morley is planned for early July.

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FOUR COUNTIES (RAF Syerston)

A lot has been happening during the last few weekends at Syerston with some of the best conditions seen for a very long time. There was a truly vintage day on Saturday, May 31, when "Woody" Woodier successfully completed a 500km triangle in his newly purchased Kestrel, and "Stu" Mulholland achieved his Gold distance and Diamond goal. Another flight of notable achievement was that of Bronze C pilot Albert Bourne who went off on his 50km flight. He landed 5½hrs later after climbing to 5000ft over 120km away.



"Woody" Woodier of Four Counties with new Kestrel, new baby and new pram

Congratulations also to Gareth Cunningham who obtained his Silver height on his second flight in the K-8. It was also his first Bronze leg.

A mention must also be made of the sterling effort that Messrs Chinn, Brown and Fox achieved on one of the winches one Saturday. At 2pm the clutch gave in, but by that evening a brand-new clutch plate was fitted. A special thanks to Al Fop who was only passing through—his home club being Lossiemouth.

The club fleet is finally back to strength after the return of the gliders from the Inter-Services. There were notable achievements by club members with special congratulations to Andy Miller in coming first in the Open Class.

J.R.O.

PHOENIX (RAF Brüggen)

The Tost returned fully serviceable with new cables and tow cars had a face lift, so we started the soaring season with great enthusiasm. The cross-country kilometres are mounting rapidly, helped considerably by Terry Slater's efforts among the International competitors where they met at Hahnweide (the only British serviceman in Germany to enter the German International Competition). He made good showing and came first on day two. The BGF Competition at Detmold added more kilometres to the record. Congratulations to Tim Oulds who came third in this contest.

A word here about our K-7s flown by Wally Lombard, Pete Bryan and Spud Murphy. They all gave a creditable performance and tremendous experience to the pupils who flew with them. Wally with Paddy Malone as P2 came first on day three.

Congratulations to recent soloists, Tony and Kay Killingray, Luke Lucas and Andy Moyes; to Keith Roberts, Graham Devine, Bob Greenwood, and Clive Coates for their Bronze legs; to David Malkinson, Paddy Malone, and Mary Charlette-Green for their Bronze Cs; to John Foey, Mick Simmonds, and Robbie Knight for their Silver distances, to Tom Jones for his Silver distances and height.

Our new training scheme is working well. We now keep six pupils on an active flying list. As new members arrive they go onto a waiting list where they have odd passenger flights until someone solos, then they move on to the active list. Selection for the vacant spot is made by their obvious contribution to the club. Those who don't like the wait fall by the wayside and we are only left with those who will do anything to fly. On the training side with only six pupils on the list, they are able to get as many as nine flights a day, which is a far cry from last year when there was sometimes difficulty fitting in three flights.

Mick "Porky" Woods is now a full Cat instructor making a total of six.

The social side is still thriving and we are planning a medieval night.

A.M.

TWO RIVERS (RAF Laarbruch)

Thanks must go to our CFI Phil Andrews for organising this year's highly successful wave expedition to Aosta. He was rewarded with a Gold height (when the barograph didn't work) followed, two days later, with a Diamond height which he improved on four days later! The other 13 club members were equally successful, with eight climbs of over 5000m and 14 climbs of over 3000m.

Congratulations on their Diamonds to Phil, Alan Smith, Polly Parrott, Mick Mahon and Vince Malon. And to Anne Andrews, Bob Hackett, Roy Thompson and Dave Jordan for their Gold climbs.

No sooner had the gliders become accustomed to low altitudes again, they were once more boxed and on their way to Detmold for the RAF Germany Comps.

Despite the wind tables, and much juggling with crosswind lines and angles, we all, including the scorer, returned home smiling, the K-6 pilots, Bob Hackett and Roy Thompson, having taken second place and the Sie 3, flown by Polly and Mick Mahon, in fourth place. Our Swallow stormed round Germany to finish 1st in that Class. Congratulations to Mike "Waldo" Heath and assistant Paul Rawlinson, who collected his Silver distance on the way.

Not to be outdone, the stay-at-homes have gained three Silver heights, three Bronze Cs and numerous Bronze legs.

This month we say farewell to Deputy CFI Dave Cockburn—he leaves us all drawing lines on maps and searching for cameras to compete for his 100km triangle cup.

A.A.

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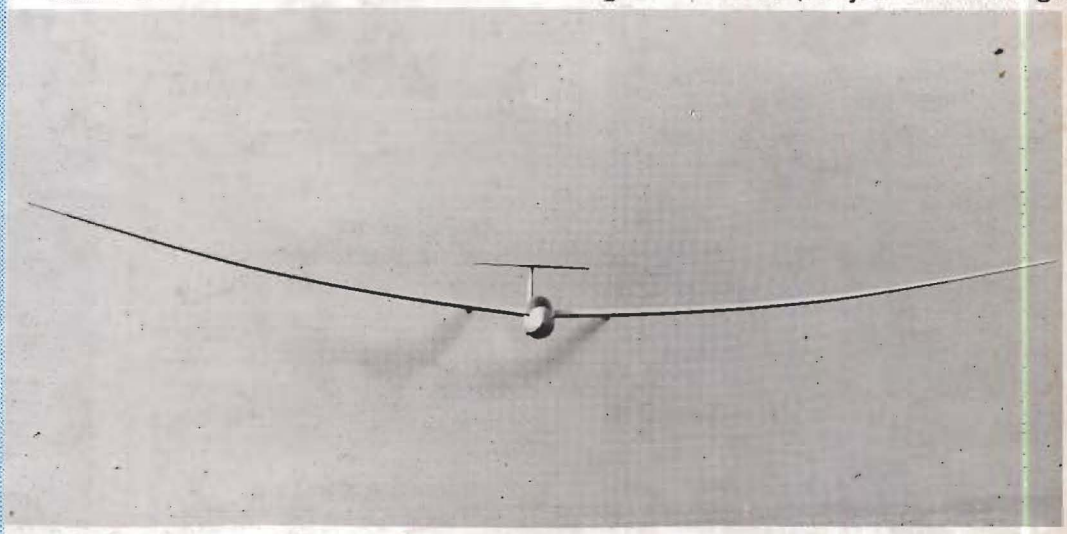
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