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OCTOBER-NOVEMBER 1976 50p



World Championships' Report

Record Breaking Flights

Euroglide

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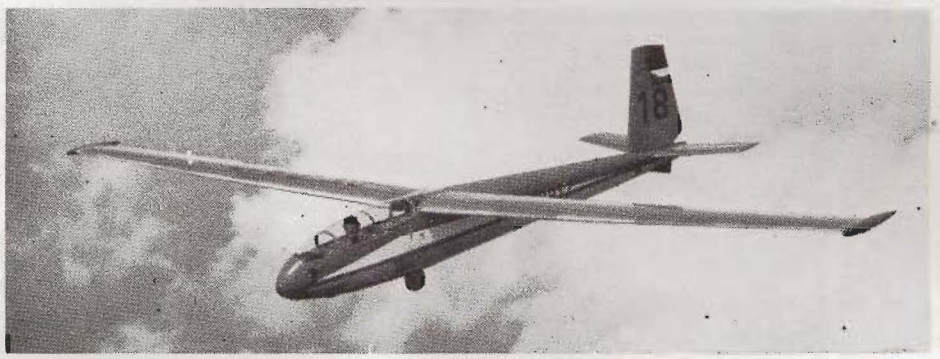
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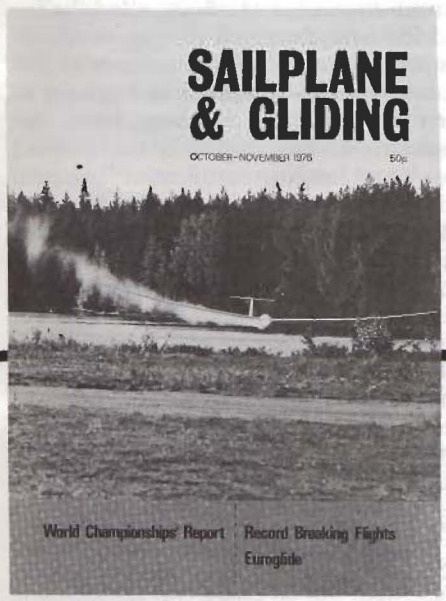
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Cover: Jeremy Bryson of Ireland on final glide in his Kestrel 22 during the World Championships. Photo: Hans Smit.

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THE RECORD BREAKERS

BEHOLD, THE DREAMER COMETH

JUSTIN WILLS

You know how it is; an idea gets into your mind and you can't let it go; you think about it on your way to work and on your way home again; the worse the weather, the more you dream. Escapism.

My idea was simple: I just wanted to fly further. It had the attraction of being unfashionable and, on the face of it, rather easy: the previous distance record was only 579km set up in 1959 in a Skylark 3. I hoped modern technology would overcome the inescapable disadvantages of not being Nick Goodhart.

After 17 attempts to emulate his flight to the north, I realised I was wrong. So I tried to stand the flight on its head: after two unforgettable all night drives from London to Portmoak followed by rather wild-eyed flights southwards the next day, coupled with two endorsements and a better appreciation of my human frailty, I reckoned there must be another way.

Converted to the feasibility of crossing the Channel

It was John Fielden who converted me to the feasibility of crossing the Channel: just start far enough upwind so that when you reach Dover cloudbase is high enough to get across in VMC. It sounded easy in 1974.

By 1976 I hadn't tried it even once. However, June 10 at Competition Enterprise showed how it might be done, despite London TMAs and other problems. So several of us decided to stay in readiness over the coming weeks for The Day.

Walks to and from work became dreamier than ever.

Late on Thursday, July 22, John Fielden rang and, risking merely our future employment and solvency, we rushed down to North Hill believing Friday would be It. It wasn't.

The weather map for Saturday, July 31, looked promising for a flight starting from the north. Despite Tom Bradbury's warnings I rushed to Dishforth to find a trough over southern England blocking the Continental route. Meantime, Tom Docherty flew past on his way to Ford to break the record at last.

Desperately we rushed to North Hill for the next day, Sunday, August 1. I took off at 10am with the next front already visible to the north. There were good cumulus overhead and to the west but nothing to the east on track. Down to 1500ft over Yeovil, ballast burdening the gallant Libelle, lower still over Sherborne and then Sturminster Newton. Fifty kilometres in the first hour, 115km after two hours. Gloom. Then, suddenly, thermals; and clouds; time to make a run for it.

Hurry, hurry. Over Folkestone at 13:45, the last 200km in 1hr 40. Straight into 8kts and up to 7000ft. Set compass course for France. It's not in view, hope nobody's moved it. Lots of ships below, their wakes suggesting they can't steer straight, currents or something. Crossed the French coast at 4000ft and found the first Gallic thermal four miles SE of Calais. Conditions ahead looked tremendous, so radioed back to the others still over Kent. The next 150km the stuff dreams are made of: 8000ft cloudbase, shallow cu dotted evenly on track, 8-10kts under each.

Nothing lasts. At 16:00 approaching Charleroi the sky ahead over-convected with wide areas of showers, and cloudbase down to 4500ft. With the tailwind gone it was back to crawling along over the forests of the Ardennes. Flying from one sunny patch to the next we reached the Luxembourg border at 18:00, at 2500ft. Dumping its Devonshire water the Libelle climbed gently back up to 6000ft and then flew eastwards across Luxembourg towards Germany. Over that border lay another storm, but I arrived too late for it, and only caught the rain. However, a line of zero sink along the banks of the Moselle enabled me to reach Trier airfield, where I joined the circuit and landed at 19:15.

After 9¼ hours in the air I was hardly prepared for the onslaught of German efficiency which then swept over me: within ten minutes of landing I had (in descending order of importance) (a) found the Gents (b) completed all custom formalities (c) telephoned home my position (d) arranged for the Libelle to be hangared at the local gliding club (e) got some food and drink. Twenty minutes later a tug arrived and I was towed 5km to the Trier-und-Konz Segelflugplatz. There I was met by the entire membership applauding as I rolled to a stop, followed by a battery of flash guns from the local press. After giving an incoherent account of the flight, the Libelle was whisked away into the new, carpeted hangar, whilst I was led into the magnificent clubhouse for a celebratory dinner. I was then put up by a local member and caught a commercial flight first thing next morning back to Heathrow, where I arrived clutching my only two pieces of luggage: the barograph and landing certificate.

For the next few days walks to and from work were filled with fond recollections, but over the weeks these have been replaced by further dreams for the future: after all, it wasn't that far, less than half the world distance record; except for the middle bit the weather wasn't that good; there wasn't much tailwind; the course from North Hill via Folkestone cut 10% off the distance flown. So all it has done is to show what might be done. Next time . . .

Summary. Glider: Std Libelle 201B. Release: 5km NW North Hill, Devon. Landing: Trier airfield, W. Germany. Total distance: 713km. Maps: (all ¼ million): S England, North Western Europe, Central Europe, Central Southern Europe. Comprehensive list of all French Gliding Clubs and their location. Ditto all German Gliding Clubs. Customs Documents: XS 27 (temporary exportation) AA Customs Carnet. Passport. Money: £20 sterling, 120 Fr Francs, 100 SW Francs, US $300 travellers' cheques.

Justin Wills, Std Libelle, took-off from North Hill, Devon, on August 1 and flew 713km to Trier in Germany, near the Luxembourg border, breaking the UK general and Restricted Class records. On the same day Mike Carlton, Calif A-21, with Brian Spreckley, the BGA's second National Coach, had an aerotow from Booker to near Fairford and flew 635km to just 20km short of Luxembourg to claim the UK two-seater record. Mike Pope, Nimbus 2, also went from Booker and landed some 11 hours later at Yves-Gomezèe in southern Belgium, a distance of 535km.

ENTERPRISE

MIKE CARLTON

Readers will be aware of the semi-lunatic activities of the participants in Competition Enterprise from Philip Wills' article in S&G. Both Philip Wills and John Fielden, with singular purpose of mind, have for some years been promoting cross-Channel flight. Philip's well known dislike of bureaucratic restriction, together with John Fielden's desire to be the first man to reach the moon by glider, made it almost mandatory for some of the lucky Enterprise pilots to take the opportunity of a Channel flight when it arose.

The first inkling of a distance attempt was when I overheard an enthusiastic Long Marston club member telling Bill Scull that he thought the weather picture for August 1 was almost similar to the epic conditions of the previous April 29. Not particularly understanding all that mumbo-jumbo, I returned to Booker for the evening thrash and scattered optimism on drunken waters.

Suddenly it was on, Mike Pope having telephoned John Fielden and learned that both John Cadman and Justin Wills were preparing for early tows and that the local customs had been duly alerted. Earlier to bed than usual having convinced Brian Spreckley that it wasn't necessary to wear life jackets (one advantage – at least this National Coach could swim!) and that he probably wouldn't lose his job if we ended up the other side of Europe, we were all set for what was to prove a true adventure.

Had to land and wait for the thermals

Without a doubt the greatest difficulty which faced us was getting Chris Rollings out of bed early enough to tow Mike Pope in the Nimbus and Brian Spreckley and myself in the Calif to a suitable release point for the attempt. We succeeded, however, and were both towed to the area of Long Marston which was somewhat shorter than our intended release point due to fairly thick cloud cover stretching north-east to south-east in the region of Birmingham. In fact, conditions were somewhat later starting than was expected and the Calif landed at Long Marston to await the commencement of thermal activity.

At around 10.30 we were towed south towards Fairford and released 3200ft in reasonable lift. I might add at this time Mike Pope had released over Stratford and was bravely climbing to 2000ft as the tugs had all disappeared leaving him with only one choice. From Fairford we climbed up to 3000ft in very weak thermals and slowly drifted on track towards Aldermaston. As usual, the only worthwhile-looking cloud was painted red and situated immediately above Greenham Common which was *verboten* due to a large flying display which was then in progress. At this stage in the flight, it being nearly 11:40, the chances of a long distance attempt seemed very remote and then suddenly we reached the first thermal with John Fielden's name on it which took us at 8kts, cloudbase 6000ft, and we headed south towards the coast to avoid the TMA in the Gatwick zone. Our speed from this point increased and we were able to arrive at Ashford at around 13:00 with what seemed to be a very good chance of crossing the Channel.

Disaster struck and what appeared to be good and active clouds over both Folkestone and Dover were merely remnants of sea air and we spent a lot of time discovering that they didn't work. Indeed, we even went out to sea to what appeared to be a fairly active cumulus to no avail and arrived back over the English coast at around 1000ft and had to fly inland for a very dodgy patch at 300ft before we once again reached cloudbase.

Justin, true to form, arrived at about 1:30, heard both the Calif and John Cadman struggling for height in the Dover area, hit a good thermal immediately at Folkestone which gave him lift to 7000ft and he set off at once for the French coast. At this time both Brian and I were seriously considering returning as it didn't appear that there was sufficient activity to enable us to cross. We then heard Justin's exciting radio message confirming that he was definitely crossing the Channel which left us with no alternative but to leave England almost at any height.

We pushed back to Folkestone, hit what must have been the same thermal source as Justin, climbed to nearly 6000ft and set course for France. There is no doubt that this was the quietest 15 minutes I have ever spent in the Calif, the only noise being Brian Spreckley's nervous consumption of barley sugar sweets and the eerie scrape of the JW calculator constantly reconfirming that the tadpole qualities of the Calif were actually unnecessary.

We crossed the coast of France at Cap Gris Nez to reach the first thermal at 3000ft and climbed into cloudbase, the weather ahead being what I suppose all French pilots live to expect. There were strong, wide thermals with regularly spaced clouds and the next 180kms were covered without the slightest difficulty at heights between 6000 and 7500ft. We kept in touch with Mike Pope who, having heard both crossings, was equally determined not to be left out, and at somewhere approaching three o'clock we heard his plaintive call: "I don't know where I am, but it's France."

We pushed on until around five o'clock when, near the south-east of Brussels, the cloudbase began to drop and vertical development of the clouds increased to the point where some were causing showers. At about 18:00, having altered course to the south to remain in sunlit areas, it became obvious that the day would soon end and we began to fly from airfield to airfield, having regard to the problems of retrieve. More anxious scrapings of the



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calculator as it became clear that each airfield was farther away than the previous one and that probably the flight would end in a field. We started climbing slowly in ragged thermals as we approached the Luxembourg border and headed for a small airfield right on the border which I faithfully calculated we could reach with plenty of height to spare. The problem with calculators is that they don't incorporate the navigators and at just about 19:00hrs a rumble of the undercarriage finally confirmed that the flight had finished.

We had landed just short of the Luxembourg border, completely unaware of the exact position, having flown for a little over 9½ hours.

Where was the flight plan?

Then the fun began. The French police were superb. We had a much needed steak and chips and beer whilst awaiting the arrival of the customs at 11 o'clock that evening. Customs volubly insisted that we should have filed a flight plan. We never did succeed in convincing the French customs of the practical difficulties of filing flight plans for glider flights. The rest of the trip was quite uneventful and I returned to England the next morning leaving the pleasures of retrieve to Chris Rollings and Bill Scull. From their stories the trip back was far more exciting and eventful than ours, terminating with threats of imprisonment from the British customs for landing the glider back at a non-customs airport.

All in all it was a worthwhile trip and a definite spur to try again for the magic 1000kms.



Chris Garton is the third record breaker with an out-and-return flight of 801km from Lasham to Durham Cathedral on July 22 in his Kestrel 19

A HARD DAY'S FLIGHT

CHRIS GARTON

During the afternoon and evening of July 21, the fresh north-westerly wind began to drop, shower activity decreased and the stratocumulus sheets began to disperse. This steady improvement in soaring conditions was a clear pointer to the prospects for the next day. I left the Kestrel 19 rigged and completed as many as possible of my pre-flight preparations that evening, so that the morning's efforts could be concentrated on selecting the right task and ensuring myself first place in the launch queue.

The concept of the Durham out-and-return had been at the back of my mind for some time. A good soaring day should give nine hours' flying, and my experience of 500 and 600km flights made me confident I could average 90km/h throughout this length of time. The principal reason why flights greater than 600km were not more commonplace, I was convinced was not the strength of the British thermals or the ability of the pilots, but the restricted area of suitable weather usually available other than on late-starting anticyclonic days. So the essentials were to spot the right day, make the correct decision and then stick one's neck out in front of fellow club members. After that, the flying should be straightforward!

And that, more or less, is what happened. By 08:30 on July 22, I had confirmed, from the London, Shannon and West Drayton Volmets, that the weather looked promising over almost the whole country. In particular, the Yorkshire airfields were reporting clear skies with light westerly winds.

At 09:25 the first cumulus appeared on the northern horizon. It seemed reluctant to come any closer, so rather than wait any longer and perhaps talk myself into redeclaring a more sensible distance, I decided to take a launch and set off regardless. At 09:52, I released at 3000ft over Lasham to start what proved to be a ten mile glide to the first thermal.

At first I chose to fly conservatively in conditions that were not yet totally reliable, so as not to risk having to jettison waterballast so early in the day. In the first hour I reached Oxford, only 70km, but acceptable in the circumstances.

The north-westerly wind started forming cloudstreets, and from Oxford to Rugby I stopped for only one thermal. At the end of the second hour I was at Leicester, a further 90km. I was already achieving my target cruise speed.

The wind backed to WNW north of Leicester, and streets gave way to isolated clouds. The Trent Valley produced only short-lived thermals, but beyond Nottingham conditions became excellent, with 6-8kt lift up to a 5000ft cloudbase. Passing between Doncaster and Barnsley at the end of the third hour, I had covered another 100km.

Soon after this, the thermals became weaker, more distorted and difficult to use; cloudbase east of Leeds dropped to 4000ft. The wind by now was westerly, and I imagined the shorter land track this air had followed from Morecambe Bay to be the cause of the trouble, aggravated perhaps by some wave interference. At Leeming airfield, the end of the fourth hour had seen only 85km go by. The average, however, remained at 86km/h, and this arithmetic, coupled with the sight of better clouds ahead towards Darlington, spurred me on.

The last 20 miles to Durham were under an overcast sky. I crept into the turning point keeping a wary eye on the sunlit hills to the west, the cathedral was photographed with irreverent haste, and at 14:27 I started to run for home.

Cloudstreets a hindrance

In the hope of finding better thermals on the high ground near Sutton Bank, I followed a more easterly initial return track. By now the whole of the Vale of York was covered with magnificent cloudstreets emanating from the Pennines and lying west-east. As they were at right angles to my track, the streets were more of a hindrance than a help, and finding the best lift could be time-consuming. For some time after the streets disappeared, I still found myself going lower than for comfort in search of the right thermal.

South of Worksop, it all became easier again – perhaps my flying simply improved – and passing Nottingham at 16:40, with less than 200km to go, and already picking up a slight tailwind, I was beginning to feel quite confident. But this feeling invariably seems to presage some trouble ahead; and, sure enough, there, south of Rugby, lay a huge dead area of stratocumulus and industrial haze. A long glide to Silverstone, an anxious search under a decayed-looking cloud, and a good thermal suddenly materialised over a new patch of sunlight.

The rest was straightforward. At Oxford, with the cloudbase over 6500ft, I allowed myself the luxury of a cloud climb to 7900ft for a comfortable 29:1 final glide. Despite the tailwind I still cruised in slowly via the remaining active clouds and it was not until approaching Basingstoke that I could bring myself to burn off nearly 2000ft of excess height. The finish was at 18:48, the elapsed time being eight hours 56 minutes.

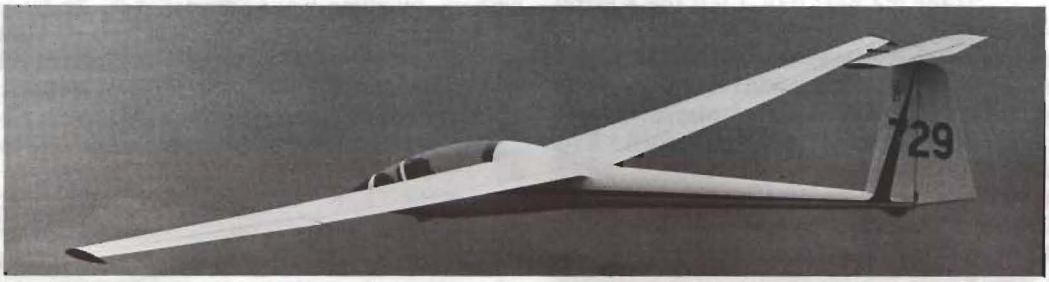
In summary, conditions in the south were up with the best of 1976; in the north they were good enough. The day presented no real problems, but the lack of favourable streeting meant it was hard work continually pushing to keep the speed up. I decided not to fly the following day.

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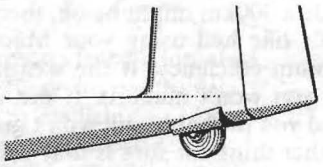
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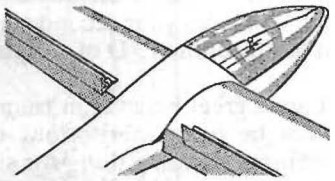
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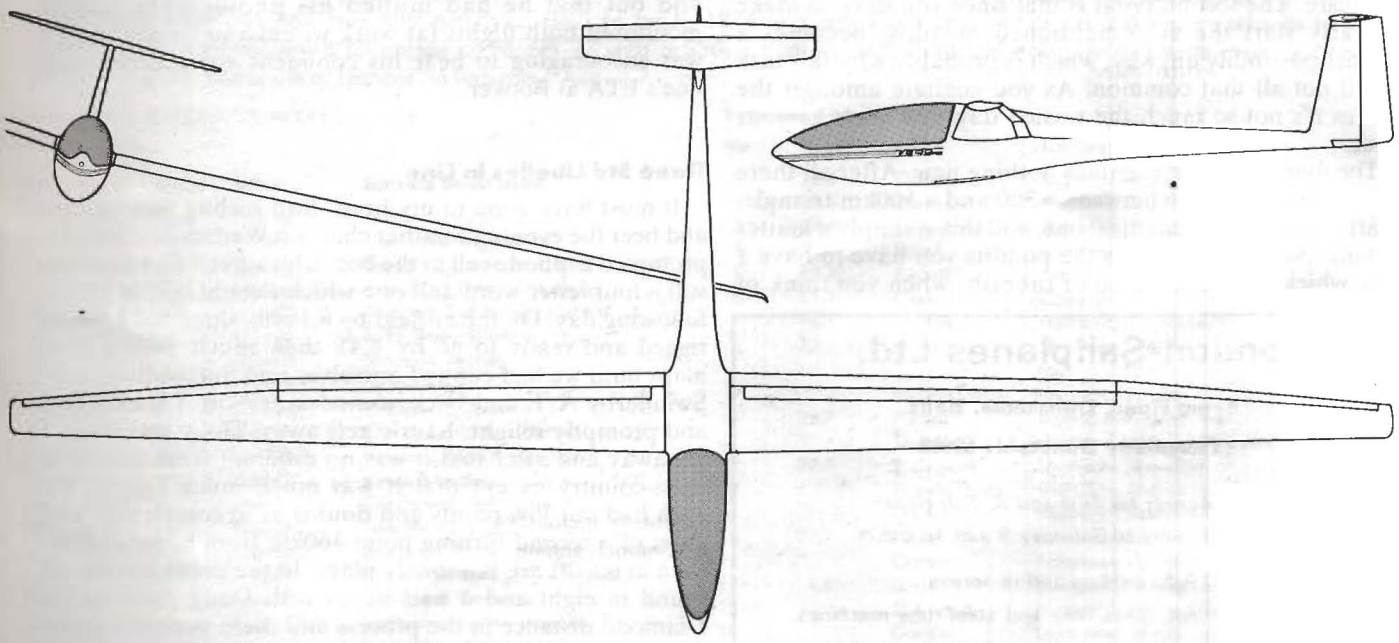


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LUCK – is a four letter word

'SHEP' SHEPPARD recounts how on Thursday, 22nd July, he came to be one of three Std Libelle pilots who flew 606km triangles from Booker. Laurie Beer and Doug Freeman complete the trio.

WORK is another, and between them have probably caused more gliding frustration even than the dreaded *CRRRRRUNCH* of splintering glass-fibre. So, the more ambitious the triangle the greater the frustration when you have to work on a day which could be *the* day and, equally galling, the luck which coincides your second turning point with clamp sufficient to defeat the L/D of a Sigma MkII let alone your K-6.

Now I am a great believer in triangular tasks. They may or may not be more meritorious than straight tasks or out-and-returns but, one thing for sure, they tend to work out cheaper as your outlandings are that much nearer home, and if you are blessed (sic) with a family the size of my lot you are lucky to fly at all let alone swan off on downwind dashes and two day retrieves. At heart we would surely all love to do Willsian free distances using the first and last thermals of the day, but they just aren't economic, and my lot have been squawking a bit since they heard that the kids up the road get *three* square a day!

As I said, I prefer triangles, but 500km triangles are still not all that common and they do have problems, and I refer not to the flying. For a start there is this business of a declaration. It is with no little diffidence that you hand your declaration to an OO, and to have him collapse with hysterical laughter, waving your grotty piece of paper for all to see, is enough to put you right off your cocoa and into that meadow just five miles down the road. Do pick your OO with care. The second point is that since you have to make an early start the aforementioned meadow becomes a distinct possibility anyway, which is probably why this task is still not all that common. As you cogitate amongst the daisies it's not so much the wasted day that hurts as your pride.

The flying, of course, entails nothing new. After all there is really no difference between a 300 and a 500km triangle, apart from the mathematical one, and this is simply a matter of time. Now, according to the pundits you have to have a *PLAN*, which I think is a load of rubbish; when you think of the vagaries of the British weather how on earth can you plan anything? Obviously you will have plotted triangles on your map but you will have done that months ago. The way I see it is that a good day is a good day is a good day, and when one comes along the best you can do is sniff the air, decide a 300km might be on, then declare a 500. Thereafter you fly like hell using your MacCready or seat of pants to optimum efficiency. If the weather gives you a bad break then you won't make it. If the weather holds all the way round you probably still won't make it – but you just might. Another thing for sure is that you never will make it unless you have a go.

So, on July 10, with the luck of it being a Saturday, determination reinforced by the thought of umpteen previous failures, I handed over the declaration and was favoured with nothing more than a tolerant smile and the comment that I could have been airborne half an hour previously. The task was Booker–Sutton Bingham Reservoir–Waterbeach A/F, just about as flat a triangle as you can get and 502 and a bit kilometres. Problems? None really, we had the advantage of GRP and whilst those little Std Libelles look as if they come out of cornflake packets they can really move. The first 300 went by in just over four hours and the next 200, although completely blue, were almost as fast. Total time seven hours 19 minutes, success at last! Beer all round and then more beer as John completed the task in his Std Libelle too – and only much later did we find out that he had muffed his photographs. Laurie monitored both flights (at work would you believe) and it was encouraging to hear his confident voice announcing one's ETA at Booker.

Three Std Libelles in Line

It must have gone to my head. Still reeling with success and beer the evening weather chart on Wednesday, July 21, prompted a 'phone call to the boss who agreed that *WORK* was still a four letter word and one which I could ignore for the following day. On the airfield by 8.15am, three Std Libelles rigged and ready to go by 8.45 then much poring over maps until we had conned ourselves into Sutton Bingham–Swinderby A/F and back, a modest 606km. I launch first and promptly relight. Laurie gets away, Doug gets away, I get away and after that it was no different from any other cross-country except that it was much much longer. We each had our low points and doubts as to completion, and short of a second turning point 160km from home at 5pm, even at 6000ft asl, is a lonely place. In the event, success all round in eight and a half hours with Doug claiming his Diamond distance in the process and there were still active thermals on the final glide at 7pm. As I said, these mini gliders really travel, and with the luck and work factors stabilising out we're just waiting for the right synoptic then we're off on the big one!

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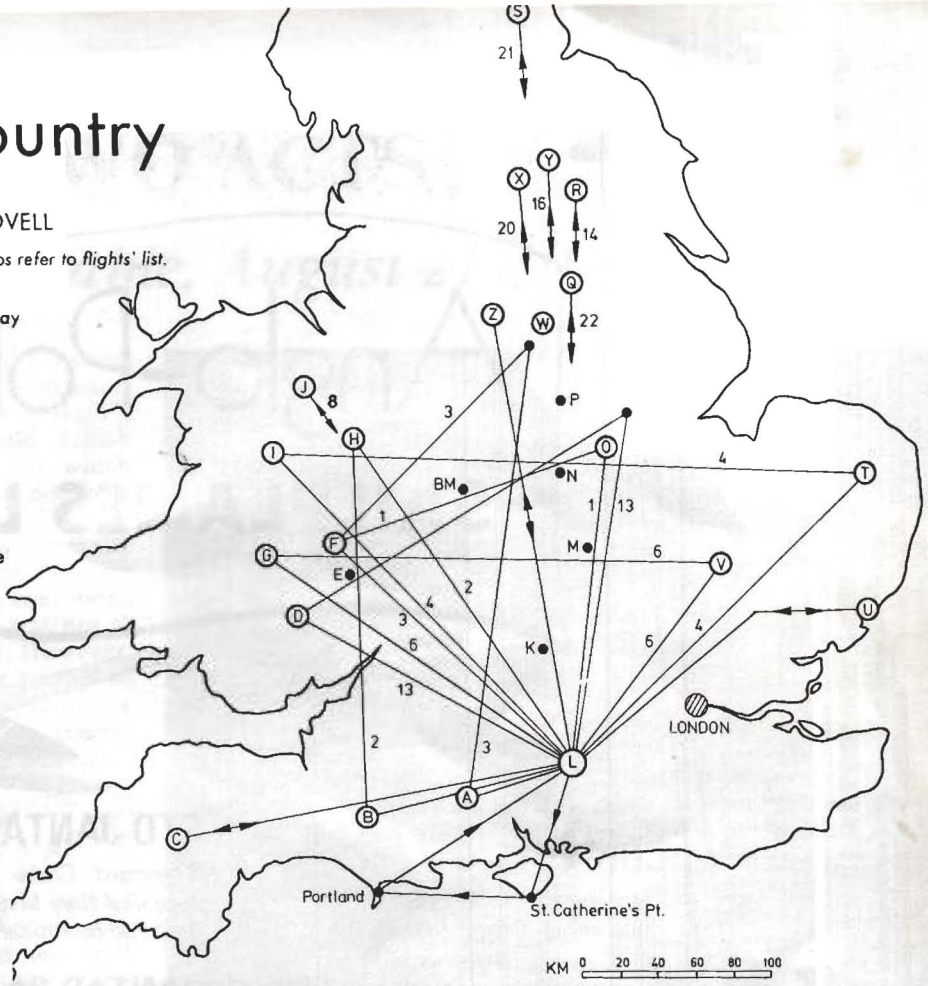
Barograph and A.S.I. Calibration

Lasham's Cross-Country Marathon

CHRIS LOVELL

Letters Indicate Position of Places on map. *Nos refer to flights' list.*

A	Salisbury	**N**	Leicester
B	Sherborne	**O**	Melton Mowbray
BM	Birmingham	**P**	Nottingham
C	Okehampton	**Q**	Doncaster
D	Crickhowell	**R**	York
E	Hereford	**S**	Durham
F	Shobdon	**T**	Norwich
G	Builth Wells	**U**	Felixstowe
H	Shrewsbury	**V**	Duxford
I	Llanfair Caereinion	**W**	Chesterfield
J	Llangollen	**X**	Harrogate
K	Oxford	**Y**	Linton-on-Ouse
L	Lasham	**Z**	Camphill
M	Northampton		



A selection of task routes from Lasham 1976

The only way to describe this season's flying is lots of sums, lots of measuring, count the profits and mutter Churchillian phrases of "Never in the field . . ." Up to August 7 our recorded total of cross-countries contain 23 flights of 500km plus, 16 of 400-500km and 75 of 300 to 400. Many pilots are too embarrassed to record their 300km flight when others have done 600, so much more distance flying has actually been flown than the 85000km would suggest. I could go on and on! At least 30 days have had cloudbase of 6000ft asl or more and the heatwave brought clear climbs of 9000ft, but starting rather too late to enable long distance flying to be planned, so shorter but high altitude flights to lighthouses and other unlikely places have given much previously uncovered territory (and sea) its first visits by glider. The map gives a selection of turning points rounded. The more extensive flights have often coincided with polar airflows similar to the type described by Tom Bradbury in the August issue of S&G (p150). The year's achievements are primarily due to the good weather but also to an increased awareness of good days and, therefore, being ready for early launches, not wasting time and showing downright bravery in declaring apparently impossible turning points. We have had only four non-flying days so far in 1976 and only three days out of the last eight weekends have been too poor to do 300km! It all started on March 23 with a 330km triangle and it's all still going on as I write under $\frac{2}{8}$ cu at 5000ft outside the clubhouse at Lasham on Saturday, August 7.

LONG DISTANCE FLIGHTS FROM LASHAM 1976

500km and over

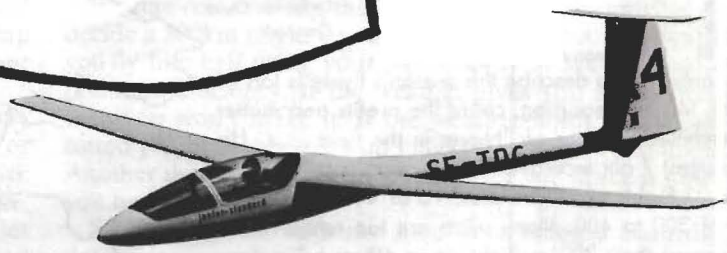
No	kms	date	pilot	turning point used
1	520	24.4	Garton	Melton Mowbroy
2	505	28.4	Lovell	Sherborne, Shrewsbury
3	600		Purnell	Shobdon, Chesterfield, Salisbury
4	760	29.4	Hilditch	Norwich, Llanfair Caereinion
5	610		Purnell	Shobdon, Tuddenham, Oxford
6	625		Garton	Builth Wells, Duxford
7	512		Watson	Shobdon, Ramsey
8	514	13.5	Hilditch	Llangollen
9	580		Garton	Mildenhall, Shobdon
10	608	10.6	Garton	Church Broughton, Hethel
11	500	17.7	Purnell	Hereford, Melton Mowbray
12	510		Garton	Kirton in Lindsey
13	575		Lovell	Crickhowell, Spitalgate
14	614	21.7	Hilditch	York Minster (⇄ record)
15	580		Garton	Bromyard, Potton, Newbury, Havant
16	640	22.7	Purnell	Linton-on-Ouse (⇄ record)
17	515		Hilditch	Welshpool, Daventry
18	515		Backwell	Sherborne, Melton Mowbray
19	515		Thompsan	Sherborne, Melton Mowbray
20	622		Loewenstein	Harrogate
21	801		Garton	Durham Cathedral (⇄ record) 91km/h
22	515	4.8	Loewenstein	Doncaster
23	520		Garton	Builth Wells, Stafford

Between 400 and 500km

No	date	pilot	turning point used
1	22.4	Garton	Rugby, Dunstoble
2	28.4	Cowburn	Knighton, Gaydon
3	29.4	Loewenstein	Dunstoble, Hay on Wye
4		Lovell	Okehampton
5	10.7	Purnell	Yeovil, Finmere
6	11.7	Garton	Camphill
7	18.7	Garton	Hereford, Dunstable
8	22.7	Gentry	Sherborne, Melton Mowbray, Northampton
9		Pamela Davis	Knighton, Gaydon
10	25.7	Purnell	Bromsgrove, Henstridge
11		Temple	Hereford, Husband Bosworth
12	27.7	Brisbourne	Sherborne, Daventry
13		Pamela Davis	Sherborne, Melton Mowbray, Henlow
14		Garton	Banbury, Crickhowell, Butser Hill
15	29.7	Purnell	Cerne Abbass, Yeovil, Bicester, Boscombe
16		Garton	Felixstowe via TMA
17	1.8	Lovell	Stourport, Hayling Island
18		Thompson	Bromyard, Lee on Solent
19		Garton	Leominster, Wrekin (return in wave)
20		Day	Banbury, Wisbech
21		Warren	Sherborne, Leicester
22	4.8	Hilditch	Ashbourne, Kidderminster

Only flights recorded in Lasham's cross-country book have been included

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A DRAMA IN TWO ACTS

MIKE BIRD

Euroglide 1976, Dunstable, August 21-30.

The weather for Euroglide 1976 fell into two quite distinct phases each, quite by chance, with their own forecaster: first, six days of cloudless heat – the Peter ("High") Wickham period; then four days of good old British cu-nim, stratus and sometimes cloudstreets – for which Mike Garrod, along with a Sikh guru from Southall, found himself getting the dubious credit.

The first phase, with blue thermals and a generally easterly airstream, was so consistent that, as John Glossop said, you could easily forget, when discussing conditions over Husbands Bosworth on Day 3, whether it was not in fact Day 1, 4, 5 or 6 that you were thinking of. However, there was still sufficient variation during this period in thermal and wind strengths – and in the influence of sea air – for boredom never to set in and for the crucial factor of pilot's choice of starting times always to affect the closely-fought leading positions.

Hair-raising take-offs in the Dunstable Dust Bowl

Clouds of chalky dust and sun bleached grass whirled around the site as thermals broke away or when any powered aircraft started. (Don't ever be in the grid behind Ian Strachan's motor glider. You have to clean your own glider all over again after he has revved up and eventually, to thankful sighs, buzzed off into the blue). The air was so dry that attempts to clean canopies produced crackling static which attracted debris from outside and inside the cockpit. Many pilots' hair was literally standing on end as the electrically-charged perspex was lowered into position. Quite appropriate, since all launches were obliquely or directly towards the ridge: full ballast, turbulence and sink in the lee of the Downs added spice to the low tight turns that had to begin almost immediately after unsticking. "Never pull the release before the tug hits the hill" is a wise old local saying.

Talking about ballast in these days of drought, I should state that Dunstable has its own bore-hole (in addition to the club bar, of course) and is independent of mains supplies.

Day I, Saturday, August 21. Both Classes, 221km triangle.

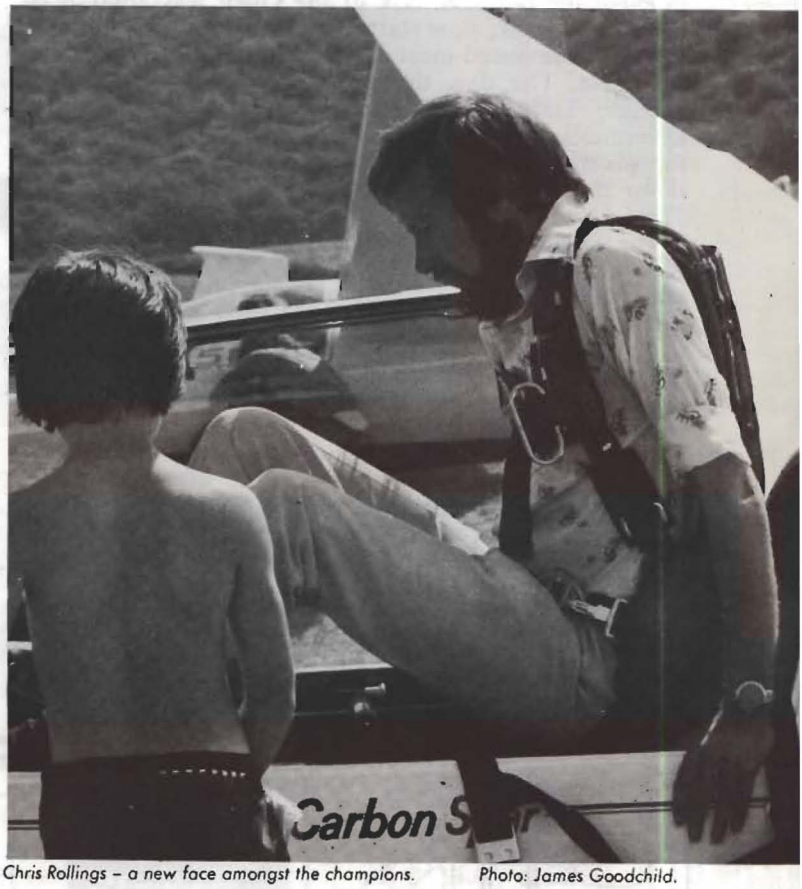
An uninspiring start to what was going later to build up into a first class racing contest. No one made it home and tactics consisted mainly of struggling upwind to the first turning point and then tenaciously hanging on to poor lift. At the time John Williamson landed NW of Banbury, a Bicester glider was soaring in 6kt to 5000ft in a "mini-sea-breeze-front."

John Glossop (Open) and Arend Versteege (Standard) struggled to greatest effect that day.

Day 2, Sunday, August 22. Open Class, 350km out-and-return. Standard Class, 210km out-and-return.

A brisk easterly is a fine way to get to the Mynd, but it brought down 11 of the 18 Open pilots who turned the Midland Club and started the long struggle back. Chris Garton, who had dumped his water to land with rudder-tailchute fouling problems, managed in spite of his late waterless relight to be first of the seven who made it home.

The Standard Class flew faster and with fewer outlandings on the less punishing crosswind task. Their top five averaged 72km/h as against the top five Open pilots' 68km/h. Interestingly, Chris Rollings also used no ballast that day but managed to come second to Ton de Bruine. Is water overvalued, then? Whether it is or not, you can hardly ever persuade pilots to do without it, and it is rarely dumped except when a field landing is imminent. The theory says you need 5kt thermals to justify it, but it is usually retained when lift is only 1 or 2kts: maybe the theory is wrong and the pilots right. Anyway, both Chrisses filled up the next day.



Chris Rollings – a new face amongst the champions. *Photo: James Goodchild.*

Day 3, Monday, August 23. Both Classes, 255km triangle.

The weather was building and the wind moderating: a pure race, not a battle of attrition, brought nearly every pilot home with a marked improvement in speeds. The top positions, Jones/Williamson/Fitchett in the Open and Rollings/Versteege in the Standard, reflected pretty closely the overall pattern of the contest.

Day 4, Tuesday, August 24. Both Classes, 300km triangle.

A lovely day for a fizzing 300. Thermals to 7000ft, averaging 4 or 5kt, a light wind. Those rare phenomena, clouds, appeared at Gloucester, but were shapeless and unrelated to the thermals. Speeds rose yet higher and only one pilot landed out. Again the Jones/Williamson/Fitchett trio led the Open, all at over 100km/h.

Versteege, who had done wonders to push his Std Libelle around the sky so quickly in previous days, slipped back to fourth for the day but held his lead overall against the day's winner, Chris Rollings.

Day 5, Wednesday, August 25. Open, 301km triangle, Standard, 503km triangle.

The Standard Class knew they were doomed the moment the fall-back task of the Open was announced, though the weak, slow start to the soaring conditions had probably convinced most of them that a long retrieve was inevitable. The day, though good, did not brew early enough. Time and the sea breeze would get them: nevertheless, they hung on manfully till around 7pm, late for this time of the year, and 18 of them were spread out down the last leg over the relatively small distance of 52km, Chris Rollings at the front.

The Open Class encountered incoming sea air near their first turning point in the fens: the top men, Jones and Williamson, who played cat and mouse too long at the startline, paid for it in speed points and let Fitchett and Garton take the two big scores for the day.

Blue thermal days leave pilots no choice but to blunder on in hopes, possibly diverting over towns, keeping a sharp eye open for gliders ahead. As Heinz Huth says: "if you walk through a forest blindfold, sooner or later you bump into a tree." (Trouble is, it is often more like walking through a desert.) In view of the restricted choice of visible sources, which means that all pilots encounter much the same kinds of lift, the variation in speeds achieved is remarkable, and indicates marked differences in the selection-rejection policies employed by individual contestants. More of this in the next issue of S&G.

Day 6, Thursday, August 26. Open, 225km triangle, Standard 190km triangle.

As the weather weakened, smaller tasks were set, speeds fell, but all but one Open and three Standard pilots came back. Over the now familiar final stretch between Husbands Bosworth and Dunstable sped the now familiar Jones/Williamson/Fitchett trio into the top places. Chris Rollings held his Standard top place and Steve White, winner for the day, did not shift Arend Versteege from his second spot. The bulbous cockpit and low aspect ratio of the Astir CS was no hindrance to John Brownlow's third place. (I tried chasing the Astir in an unballasted Kestrel one day and was impressed. The Australian Gliding Year Book 1975/76 carries a fascinating theoretical paper by Martin Simons, once a Dunstable member, in which *lower* aspect ratios and greater water capacity are recommended as the logical line of development for racing machines. Will our toothpick wings soon begin to look old-fashioned?)

Day 7, Friday, August 27. Out-and-return 146km, Open Class only.

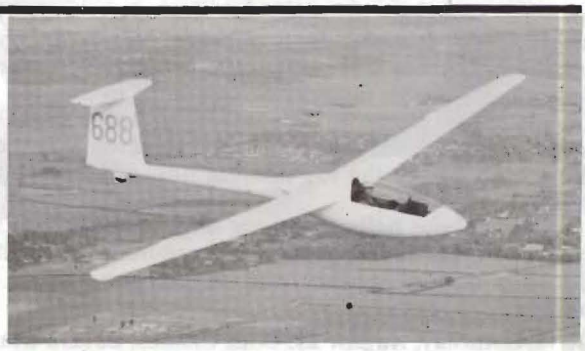
Then, quite suddenly, the weather changed: a cold front and, believe it or not, cloudstreets, even a spot of rain, driven by a fierce northerly breeze. The English summer we know and love had returned. The 3kt thermals forecast after 2 o'clock turned out twice as strong: Bernard Fitchett landed back in his unballasted ASW-17, filled up with water and took off again to go round in 1hr 46mins. John Williamson narrowly avoided a damp area at the first turning point, and sped back to trail Bernard Fitchett by four minutes, worth 48 points. Ralph Jones (did he really believe that the task was on at all? Many did not) got stuck and lost 39 minutes, 338 points and two places overall. *C'est la guerre.*

It is not known whether the appearance that morning of

pik 20

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the John Willy team in T-shirts, bearing *ASW Dolphins OK* on the front and *We Hate Jones* on the back had hexed the leader, but the chief question that evening was how quickly anyone could produce a fix-Fitchett shirt with the frontal slogan changed to *JSW Dolphins OK*.

HOLD THE LINE, CHAPS!

On Saturday, August 28, both tasks were scrubbed, but only after a score of snifters in the shape of the whole Open Class were flung into the soggy air, releasing above cloudbase and bombarding the organisers with wisecracks about collisions, insurance, repair costs, etc., etc. These gentle hints were taken, and since the startline was, as in France and Germany, held – no one to cross the line until a radio message or visual ground signal is put out – the prospect of a countryside littered with gliders was avoided by a last minute cancellation.

The chief virtue of the held startline, of course, is that on a normal soaring day all pilots have the same weather confronting them. One of our best and brainiest pilots objects to the "loss of pilot's freedom to make decisions" entailed by such a practice. However, this is quite invalid, since the pilot who has to wait till 14:00hrs for a launch has *no* freedom to start before 14:10. The argument that holding the startline might prevent there being a contest day is precisely the case *for* the held start: by definition such a day must be one in which only part of a Class has any chance of getting away. If you are flying for fun, or for maximum hours in your logbook, go in for something less serious like Competition Enterprise!

With sense and airmanship the congestion over the gate and startline need not be hazardous, and if the chore of watching pilots stream over the line is happily accepted by the startline observers, as it was by Rika Harwood and her dedicated helpers, then there is no reason why mandatory held startlines *every* day should not be the rule from now on.

In the next issue of S&G I will analyse the results in more technical detail, examining average speeds, start times, barograph traces and the pilots' notes: maybe one will learn why some go faster than others: then again maybe we won't.

Fitchett and Rollings victorious

Very much like the '76 Nationals at Lasham, Euroglide pétered out, after seven contest days in a row, with three typical Bank Holiday weekend days, a frustrating finish for John Jeffries, the Contest Director, and Geoffrey Stephenson, the task setter. Nevertheless, a first class racing competition with ample material for the statistician, and the final results consistent with the known abilities of the pilots involved. Chris Rollings' performance in a K-6E have always made people wonder what he could do in a glass glider. Now we know. As for Bernard, Euroglide may be some consolation for the disappointment of Räyskälä.

* * * *

After the contest it was calculated that Arend Versteege, a Dutch airforce pilot, had won the Sport Class (Standard Class handicapped) and thus put up the best performance of our foreign guests. Dunstable also welcomed Ton de Bruine and Arnoud van Gelder (Holland), Jaques Moineau (France) and the Kreft/Effert team from Germany. Come again next year!

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FINAL RESULTS – OPEN CLASS

TABLES BY CHARLES PANTLIN

		DAY 1 21.8 220.8Km ▲ Stoke Dry Reservoir, Kineton			DAY 2 22.8 350.2Km ⇄ Long Mynd			DAY 3 23.8 255.3Km ▲ Stoke Dry, Chipping Campden			DAY 4 24.8 300.2Km ▲ Gloucester, Husbands Bosworth			DAY 5 25.8 300.6Km ▲ Littleport, Markfield			DAY 6 26.8 224.8Km ▲ Chipping Campden Husbands Bosworth			DAY 7 27.8 146Km ⇄ Kineton				
Pilot	**Glider**	**(Dist) Kms**	**Pts**	**Pos**	**Speed (Dist)**	**Pts**	**Pos**	**Speed (Dist)**	**Pts**	**Pos**	**Speed**	**Pts**	**Pos**	**Speed (Dist)**	**Pts**	**Pos**	**Speed**	**Pts**	**Pos**	**Speed (Dist)**	**Pts**	**Pos**	**Total Points**	**Final Pos**
Fitchett, B.	ASW-17	(154.4)	672	2=	65.84	933	6	93.43	909	3	100.10	905	3	93.24	1000	1	84.25	945	3	88.91	1000	1	6364	1
Williamson, J. S.	ASW-17	(154.4)	672	2=	66.12	935	5	96.63	954	2	104.30	963	2	80.64	850	5	84.79	954	2	85.31	952	2	6280	2
Jones, R.	Nimbus 2	(136.4)	582	6	68.03	948	2	99.81	1000	1	106.91	1000	1	84.02	890	3	87.62	1000	1	63.54	662	11	6082	3
Garton, C.	Kestrel 19	(115.3)	477	7	75.39	1000	1	84.97	788	6	94.64	828	7	91.43	978	2	80.95	877	6	69.22	738	4	5686	4
Glossop, J. D. J.	Kestrel 19	(161.8)	709	1	64.68	875	7	85.85	801	5	85.00	693	17	80.10	844	6	73.13	765	11	68.92	734	5	5421	5
Tanner, L. E. N.	Kestrel 19	(102.5)	413	8	(324.7)	678	9=	87.09	818	4	90.92	776	12	75.22	786	8	79.55	869	7	67.71	718	7	5058	6
Lilburn, D. W.	Kestrel 19	(144.5)	623	5	(346.2)	728	8	76.40	666	13	90.90	775	13	74.05	772	9	66.00	649	17	57.02	575	14	4788	7
Brown, H. F.	Kestrel 19	(81.3)	307	11	(278.2)	571	15	77.95	688	10	97.35	866	5	83.81	888	4	81.32	897	5	55.96	561	15	4778	8
Pozerskis, P.	ASW-17	(62.1)	211	19	(263.4)	537	17	82.31	750	8	89.10	750	14	69.01	712	10	82.92	923	4	72.02	775	3	4658	9
Miller, A. S.	Kestrel 19	(90.8)	354	10	(250.2)	507	18	75.97	660	14	87.40	789	16	66.71	685	12	76.76	823	8	66.81	706	9	4524	10
Lysakowski, E. R.	Nimbus 2	(74.1)	271	13	67.43	944	3	(81.5)	66	19*	99.39	894	4	67.72	697	11	73.42	769	10	68.75	732	6	4373	11
Sheffield, R.	Kestrel 19	(71.1)	256	15	66.42	937	4	74.86	644	15	87.47	727	15	(107.2)	125	18	70.89	728	14	66.12	697	10	4114	12
Foot, R. A.	Nimbus 2	(94.0)	370	9	(75.6)	553	16	81.33	736	9	91.32	781	11	(278.2)	153	17*	69.29	702	15	67.08	709	8	4004	13
Carrow, D. D.	Kestrel 19	(63.5)	218	18	(324.7)	678	9=	83.61	769	7	84.28	683	18	(106.1)	123	19	74.04	779	9	61.91	640	12	3890	14
Pope, M. H. B.	Nimbus 2	(72.6)	263	14	(324.8)	678	9=	61.02	447	16	91.70	787	10	66.45	682	13	68.49	689	16	(127.3)	342	17	3888	15
Moineau, J.	Nimbus 2	(47.8)	139	20	(293.0)	605	13	76.71	671	11	95.52	840	6	79.76	840	7	D.N.F.			(113)	294	19	3674	17
Zealley, T. S.	Kestrel 19	(154.4)	672	2=	(194.7)	379	19	76.48	667	12	92.28	795	8	(135.3)	170	16	70.95	729	13	124.5	333	18	3745	16
Cousins, R.	Kestrel 19	(75.2)	276	12	(287)	592	14	59.07	419	17	92.20	794	9	(257.1)	367	15	72.00	746	12	(131.4)	356	16	3550	18
Fairman, M.	Kestrel 19	(67.1)	236	17	(63.6)	77	20	56.85	388	18	62.21	359	19	58.67	590	14	55.04	471	18	58.16	591	13	2712	19
Carlton, M. R.	A21[Kestrel 19]	(69.8)	249	16	(301.4)	625	12	46.25	237	[19]	92.36	796	[8]	86.66	922	[3]	D.N.F.			82.74	918	[3]	3747	[18]

FINAL RESULTS – STANDARD CLASS

		DAY 1 21.8 220.8Km ▲ Stoke Dry Reservoir, Kineton			DAY 2 22.8 209.9Km ⇄ Markfield			DAY 3 23.8 255.3Km ▲ Stoke Dry, Chipping Campden			DAY 4 24.8 300.2Km ▲ Gloucester, Husbands Bosworth			DAY 5 25.8 502.8 Km ▲ Long Mynd, East Retford			DAY 6 26.8 190.5Km ▲ Kineton, Husbands Bosworth				
Pilot	**Glider**	**(Dist) Kms**	**Pts**	**Pos**	**Speed (Dist)**	**Pts**	**Pos**	**Speed (Dist)**	**Pts**	**Pos**	**Speed (Dist)**	**Pts**	**Pos**	**(Dist) Kms**	**Pts**	**Pos**	**Speed (Dist)**	**Pts**	**Pos**	**Total Points.**	**Final Pos**
Rollings, C. C.	PIK 20B	(86.8)	334	4	73.30	976	2	83.15	1000	1	88.33	1000	1	(402.3)	1000	1	74.24	975	2	5285	1
Versteege, A.	Std Libelle	(165.7)	729	1	61.25	836	8	79.42	944	2	86.98	979	4	(365.2)	900	11=	63.80	795	7	5183	2
White, S. A.	PIK 20B	(70.1)	251	9	70.11	939	5	75.14	880	4	87.94	994	3	(386.2)	957	4	75.70	1000	1	5021	3
Hood, L. S.	Std Cirrus	(67.1)	236	13=	65.49	885	6	72.10	834	6	88.14	997	2	(394.2)	978	2=	62.22	768	11	4698	4
Stone, A. J.	Std Cirrus	(136.8)	584	2	56.35	779	12	62.03	682	13	79.97	870	16	(354.3)	871	18	69.73	897	5	4683	5
de Bruine, T.	DG-100	(67.1)	236	13=	75.35	1000	1	63.12	699	10	82.74	913	12	(394.0)	978	2=	63.70	793	8=	4619	6
Wells, M. D.	Std Libelle	(65.6)	228	15	69.36	880	7*	64.15	714	8	86.85	977	5	(381.1)	943	5	63.65	793	8=	4535	7
Waller, C. J.	Std Cirrus	(78.6)	293	5	71.26	952	4	62.24	686	12	83.20	920	10	(367.1)	905	9	59.48	721	14	4477	8
McLuckie, R.	Std Cirrus	(63.6)	218	16=	72.44	966	3	63.54	705	9	85.98	963	6	(364.2)	898	14	57.45	686	17	4436	9
Stafford-Allen P. R.	Std Cirrus	(63.5)	218	16=	55.75	772	13	69.81	799	7	84.39	939	8	(377.4)	933	6=	59.10	714	15	4375	10
Brownlow, J.	Astir CS	(69.8)	249	10=	59.82	819	10	61.75	678	14	71.74	743	20	(377.4)	933	6=	72.69	948	3	4370	11
Harding, R. W.	Std Cirrus	(62.0)	210	18	64.13	875	8	61.42	673	16	73.14	764	19	(350.2)	860	19=	68.37	874	6	4256	12
Burton, A. J.	Std Libelle	(40.8)	104	24	56.68	783	11	61.44	674	15	84.76	945	7	(361.5)	890	15	61.46	755	12	4151	13
Hartley, K. J.	Std Cirrus	(75.9)	280	6	(130.4)	283	24*	75.24	881	3	74.09	779	18	(377.5)	933	6=	72.30	942	4	4098	14
Dixon, R. T.	Std Libelle	(70.3)	252	8	130.4	327	21=	74.52	870	5	81.73	898	14	(366.7)	904	10	63.19	785	10	4036	15
Murdoch, I.	K-6E	(51.1)	156	22	48.53	688	14	62.30	687	11	80.76	883	15	(359.2)	884	16	56.43	668	19	3966	16
Norris, M.	Std Cirrus	(69.8)	249	10=	(197.7)	526	16	59.64	647	18	82.57	911	13	(365.2)	900	11=	58.43	703	16	3836	17
Wishart, R.	Std Cirrus	(33.9)	70	25	(180.4)	475	19	60.54	660	17	82.92	916	11	(355.5)	874	17	53.96	626	20	3621	18
Mitchell, J.	K-6E	(81.3)	266	7*	36.62	487	18*	(196.1)	276	23	70.64	726	21	(350.2)	860	19=	56.55	635	18*	3250	19
Von Gelder, A. F.	Std Cirrus	(99.3)	397	3	(201.4)	537	15	(54.5)	41	24	83.95	932	9	(365.2)	900	11=	D.N.F.			2807	20
Strachan, I. W.	SF-27M	(49.6)	148	23	(191.7)	508	17	48.16	474	20	77.62	834	17	(263.8)	628	24		0	23	2592	21
St Pierre, A. H. G.	Std Cobra	(69.8)	249	10=	(169.1)	382	22*	53.58	555	19	(259.7)	268	22	(275.3)	659	22	118.4	192	22	2305	22
Watson, A. J.	Std Libelle	(57.3)	187	20	139.1	52	23	(119.8)	283	22		0	23	(305.0)	739	21	61.23	751	13	2265	23
Kreft/Effert	Phoebus 17	(58.8)	194	19	(130.4)	327	21=	(243.7)	356	21	D.N.F.			(271.3)	102	23*	178.5	372	21	1301	24
Hunt, R.	PIK 20B	(53.8)	169	21	D.N.F.			61.60	676	[6]	83.76	929	[10]	(365.2)	900	[11=]	62.47	772	[11]	3446	[19]

* = Penalty; D.N.F. = Did Not Fly; [Pos] = Hors Concours; (Distance) = Uncompleted Task.

Handicapped Sport Class results will be in the next issue.

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FRANCE CLAIMS FIRST 1000KM TRIANGLE IN STANDARD CLASS LS-1F

On July 29, the French pilot Jean-Louis Auban took off from Grenoble at 10:09 local time in his LS-1F and flew to Solliès-Pont (near Toulon about 10km from the Mediterranean) 220km away, then to Flims in Switzerland (near the Austrian frontier) and back to Grenoble where he landed at 20:13 having covered a total distance of 1027km. – at an average speed of 103km/h. It is also the first triangle to exceed 100km/h but unfortunately cannot be claimed as a record as the 220km leg is less than 25% of the total distance required. *Aviasport*

VINON MOUNTAIN COMPETITION

Pilots from six countries flew in this year's contest held at Vinon from June 30 to July 9. There were 26 entries for the Standard Class but only five in the Open.

Thundery conditions prevailed over most of the period but only two days had to be cancelled. The tasks set for the Standard including six triangles (winning speeds in brackets) were: 221km(70.9km/h), 253km(non completed), 231km (94.9km/h), 316km(75.5km/h), 208km(non completed) and 304km(76km/h). The first day was an 188km(55.8km/h) out-and-return, and the last but one a Cat's Cradle, best distance 408km. On a few days the Open Class had slightly longer tasks.

Leading results Standard Class		Pts
Teunisse, Holland	Std Cirrus	6255
Pronzati, Italy	Libelle 203	6147
Delvigne, France	Std Cirrus	5818
7, Wills, Great Britain	Std Libelle	4720

The Open Class was won by Kapfer of Germany, Kestrel 17 with 5115pts. Maitland and Dimock of Great Britain came last with 3419 and 1955pts respectively.

ANGERS - COUPE d'EUROPE

The most popular of all the European competitions was held as usual from July 14-24. Coming so shortly after the World Champs some of the pilots who normally take part could not be there, and the entry was somewhat smaller than previously with 15 pilots in the Open and 35 in the Standard Class.

With a mediocre first day when the Open Class was cancelled on the radio before the startline was open, the seven contest days which resulted were of a high calibre; the highlight being July 22 when a 623km triangle was set for the Open and was completed by nine pilots.

On July 16 and 17 no tasks were set although the weather on the 16th was better than on the first day. July 19 and 20 were *a la "sauce Finlandaise"* (cold with rain.) The contest in the Open was won by Francois Henry, just back from his team manager's job in Finland; Michel Mercier won the Standard Class.

The tasks, except the first day with a quadelateral which no one completed, were all triangles.

Jul	won by	km/h
14. Std: 228km,	Three 1 = with	201km
15. Open:402km,	Memmert, Germany,	96.9
Std: 356km,	't Rood, Holland	80.3
18. Open: 310km,	Henry, France,	105.0
Std: 242km,	Lopitaux, France,	98.1
21. Open: 504km,	Labar, France,	112.0
Std: 402km,	Seelen, Holland,	106.7
22. Open: 623km,	Labar, France,	100.5
Std: 518km,	Mercier, France,	93.0
23. Open: 502km,	Memmert, Germany,	109.9
Std: 400km,	Mercier, France,	108.1
24. Open: 304km,	Henry, France,	120.0
Std: ditto,	Teunisse, Holland,	116.9

Final leading results: Open, Henry, Nimbus 2, 5576.37pts; Hersen, Nimbus 2, 5381.49 and De Dorlodot, Belg, ASW-17 with 5255.47pts. Standard: Mercier, Std Cirrus, 6501.37pts; Penaud, LS-1F, 6403.07 and Teunisse, Holland, Std Cirrus with 6358.71pts.

(News received from Peter Teunisse)

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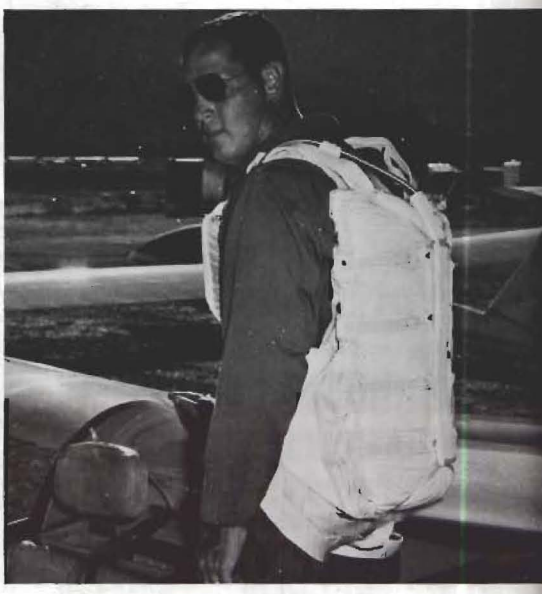
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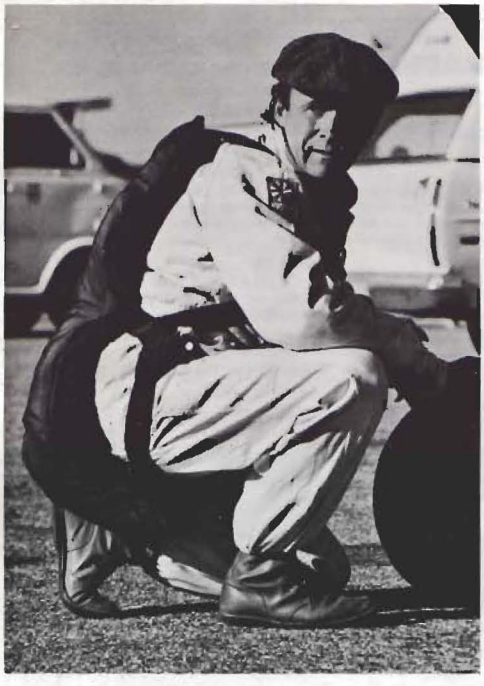
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REGIONALS' – RESULTS

WESTERN REGIONALS – Nympsfield, June 19-27

No. Pilot	H'cap	Sailplane	20.6 1	21.6 2	22.6 3	24.6 4	25.6 5	26.6 6	27.6 7	Total Points
1 Rowland, C. D.	84	Skylark 3B	746	46	927	788	916	999	482	4904
2 Roberts, D. W. H., Gibbons, J.	90	K-6E	958 –	– 42	– 796	413 –	– 982	999 –	– 629	4819
3 Manwaring, A. J., Throssell, M. G.	100	SHK	792 –	– 36	818 –	– 776	867 –	– 927	559 –	4775
4 Redshaw, P. R.	94	Club Libelle	905	47	917	319	994	999	570	4751
5 Aldridge, K. R.	84	Std Austria	1000	36	986	833	567	154	1000	4576
6 MacFadyen, T. E.	84	K-6CR	0	0	1000	754	1000	999	692	4445
7 Harrington, T. C.	96	Std Libelle	753	5	882	766	453	999	582	4440
8 Tull, V. F. G.	116	Kestrel 19	683	29	654	731	764	999	566	4425
9 Davies, F. J.	94	Dart 17R	810	0	527	731	858	999	468	4393
10 Hackett, N.	102	Std Jantar	821	0	662	316	913	999	587	4298
11 West, D., Walker, D. B.	94	Dart 17R	– 950	18 –	– 262	341 –	– 942	788 –	– 685	3986
12 Breeze, D.	92	Pilatus B-4	128	0	495	754	970	933	513	3793
13 Robertson, R. A.	100	Std Cirrus	668	10	676	0	942	999	481	3776
14 Grant, I. S.	102	Phoebus 17C	623	0	695	292	819*	959	273	3661
15 Parker, S. J. C.	100	Std Cirrus	656	0	769	767	963	0	467	3622
16 Terrett, R. A. F.	100	Std Cirrus	584	0	567	329	720	828	483	3511
17 Sheard, P. G.	98	Std Libelle	97	47	794	786	968	109	652	3453
18 Webster, J. W. A.	90	K-6E	742	18	807 +	0	526	962	395	3450
19 Forest, R. G.	70	Olympia 2B	240	0	211	832	631	999	509	3422
20 Paul, I.	100	Std Cirrus	726	6	335	159	421	908	679	3234
21 Moreland, N. C.	104	Cirrus	465	34	110	309	769	908	557	3152
22 Kent, A., Torode, H. A.	100	SHK	– 839	0 –	– 731	0 –	– 918	104 –	– 506	3098
23 Gibbs, A. E.	100	Std Cirrus	400	0	567	424	200	999	351	2941
24 Masterman, C. C.	100	Std Cirrus	675	0	66	0	745	999	365	2850
25 • Atkinson, G. B.	116	Kestrel 19	524	0	DNF	0	794	1000	413	2731
26 Meyer, W., White, D. P.	86	Skylark 4	– 420	0 –	– 400	138 –	– 155	999 –	– 481	2593
27 Smaker, J. L.	116	Kestrel 19	597	0	24	0	697	763	367	2448
28 Middleton, H.	96	Std Libelle	701	0	744	457	157	229	DNF	2288
29 Levi, A. R., Vernon, D. L.	96	Std Libelle	655 –	– 0	– 123	457 –	– 150	281 –	– 403	2069
30 Johns, H., Coomb, W.	74	Bocian	347	17	208	826	52	18	548	2016
31 Vennard, D. A.	104	PIK 20B	506	0	399	333	116	94	554	2002
32 Verkroost, P. J. V.	94	Dart 17R	535	0	0	3	464	609	297	1908
33 Murdoch, M. L.	96	Std Libelle	907	31	0	0	408	0	557	1903
34 Harper, M.	98	Std Cirrus	735	11	461	0	350	231	–	1788
35 Randle, Jane	116	Kestrel 20	812	50	701	Hors Concours, Dart 17R				1563
36 Taylor-Beasley, M.	98	Std Libelle	284	3	461	0	206	0	DNF	954
37 Russell, F. K.	116	Kestrel 19	632	29	64	Hors Concours, Weihe				725
38 Harris, N.	104	Cirrus	538	0	109	–	–	–	–	647
39 George, C.	102	Std Jantar	592	0	0	–	–	–	–	592
40 Nightingale, C.	88	Dart 15	6	0	130	0	–	–	–	136

Tasks: Day 1, 135.1km ▲; Day 2, 158.7km ⇄ ; Day 3, 331km ▲; Day 4, 121.3km ▲; Day 5, 162.9km ▲; Day 6, 221.6 km ⇄ ; Day 7, 145.6km ⇄ . DNF = did not fly. • = 50 pts photographic penalty. + 100 pts photographic penalty.

PORTMOAK REGIONALS, July 3-11

No. Pilot	H'cap	Sailplane	5.7 1	8.7 2	10.7 3	11.7 4	Total Points
1 Howlett, J., Meyer, J.	84	K-6CR	– 150	1000 –	– 810	263 –	2223
2 Findon, D.	96	Std Libelle	24	843	833	463	2171
3 Roberts, Pamela	90	K-6E	29	653	829	222	1741
4 Duffin, E. R.	100	Std Cirrus	22	201	621	667	1520
5 Chisholm, J.	100	DG-100	60	999	73	283	1398
6 Gardiner, D. K.	104	Cirrus	130	636	347	31	1144
7 Bower, P.	84	Skylark 3F	140	26	447	511	1124
8 Jarvis, R., White, A.	84	K-6CR	– 22	559 –	– 458	12 –	1051
9 Marshall, R., Luke, J.	102	Phaebus 17	– 60	522 –	– 0	304 –	869
10 Benton, D.	100	Std Cirrus	23	783	0	0	814
11 Shaw, M., Fleming, I.	100	ASW-15	142 –	635 –	– 0	5 –	782
12 Docherty, T. P.	116	Kestrel 19	14	547	213	0	781

Tasks: Day 1, 71km ⇄ ; Day 2, 94km ⇄ ; Day 3, 137km ▲; Day 4, 106.5km ⇄

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P.F.A. Approval – all airframes

WYCOMBE REGIONALS – Wycombe Air Park, Booker, July 24-August 1

No. Pilot	H'cap	Sailplane	24.7 1	25.7 2	26.7 3	27.7 4	29.7 5	31.7 6	1.8 7	Total Points
1 White, S. A.	100	Astir CS	1000	994	955	958	1000	787	1000	6694
2 Sheard, P. G.	98	Std Libelle	865	902	974	974	813	828	512	5868
3 Rouse, J. E.	98	Std Libelle	938	837	987	882	778	500	940	5862
4 Campbell, D. R.	96	Std Libelle	798	564	755	776	792	1000	833	5518
5 Farsey, L. K.	116	Jantar 19	781	752	952	654	512	971	868	5490
6 Cawderoy, R. I.	102	Phoebus 17C	911	743	948	874	750	337	861	5424
7 Purdie, P. G. H.	104	Cirrus	819	777	876	677	660	672	848	5329
8 Pilcher, R. R.	116	Kestrel 19	790	818	873	726	644	614	813	5278
9 Kay, A. E.	104	PIK 20B	907	804	641	689	840	443	939	5263
10 Hackett, N. G.	102	Std Jantar	822	1000	504	1000	777	294*	826	5223
11 Hanfrey, A. W.	100	Std Cirrus	809	849	624	786	541	754	856	5219
12 Young, J. R.	118	Nimbus 2	780	724	1000	730	632	178	877	4921
13 Cook, P. G.	100	Std Cirrus	664	634	957	800	626	331	845	4857
14 Tipney, C. J.	94	Dart 17R	551	594	727	829	618	788	547	4654
15 Lyndon, R. J.	100	Std Cirrus	597	700	605	662	616	754	442	4376
16 Blackmore, R. H. T.	102	Std Jantar	727	708	626	662	43	753	798	4317
17 Burgess, A. E.	96	Std Libelle	756	682	686	758	604	221	366	4073
18 Woodford, J. M.	100	ASW-15B	170	554*	697	785	647	327	813	3993
19 Pazerskis, A.	86	K-18	907	682*	0*	761	849	578	184	3961
20 Williams, D. J.	90	K-6E	576	653	446	592	662	276	428	3633
21 Belbin, E. R.	90	K-6E	595	694	515	321	630	243	608	3606
22 Mason, E. J.	116	Kestrel 19	525	593	480	640	411	80	668	3397
23 Pope, M. H. B.	120	Nimbus 2	501	727	DNF	590	430	956	DNF	3204
24 Luck, V.	86	Skylark 4	51	284	531	716	599	226	587	2994
25 Fleming, A. M.	100	Std Cirrus	859	255	234*	110*	684	412	429	2983
26 Speckley, R. M.	84	Skylark 3F	387	701	345	0*	737	295	507	2972
27 Marczynski, Z.	100	Std Cirrus	36	682	626	110*	602	467	314	2837
28 Appleby, D., Bartle, P. A.	104	Cirrus	– 529	577 –	– 217*	295 –	– 344	– 324 •	384 –	2670
29 Smith, D. A.	100	Std Cirrus	708	288*	294	560	432	102*	0	2384
30 Wathen, A. E.	94	Dart 17R	78	482	650	0*	114	301	433	2058
31 Carlton, M. R., Spreckley, B. T.	112	Calif A-21	DNF –	DNF –	– 936	– 876	DNF –	DNF –	DNF –	1812
32 Walton, C. L. Hegner, A.	92	Pilatus B-4	– 153	309* –	– 557	0* –	– 59	304* –	407 –	1789
33 Busby, I. N. R. G., Sarum, G. C.	94	Dart 17R	– 501	0 –	– 377	0 –	430 –	– 200	– 0	1508

Tasks: Day 1, 200km ▲; Day 2, 216km ▲; Day 3, 152km ▲; Day 4, 313km ▲; Day 5, 228km ■; Day 6, 244km ▲; Day 7, 232.75km ▲. • Penalty. DNF = did not fly.

NORTHERN REGIONALS, Sutton Bank, August 7-15

No. Pilot	H'cap	Sailplane	8.8 1	9.8 2	10.8 3	11.8 4	12.8 5	13.8 6	15.8 7	Total Points
1 Greaves, C. M., Abbott, J.	76	Blanik	445	1000	999	1000	889	992	779	6104
2 Phillips, D. M.	96	Std Libelle	818	903	1000	770	631	758	766	5646
3 Kenwarthy, A. T.	100	DG-100	390	881	721	780	870	999	865	5506
4 Bleaken, L.	114	Kestrel 19	850	654	769	592	799	975	893	5477
5 McLuckie, R.	100	Std Cirrus	296	537	909	897	994	802	943	5378
6 Blackmore, R.	102	Std Jantar	380	546	838	729	982	999	832	5306
7 Hoye, J. M.	86	Skylark 4	592	773	996	780	729	881	531	5282
8 Duffin, E. R.	100	Std Cirrus	390	698	909	744	585	961	920	5207
9 Docherty, T. P.	114	Kestrel 19	241	633	992	613	793	989	935	5196
10 Torode, H. A.	100	SHK	301	698	874	694	838	999	739	5143
11 Atkinson, G. B.	114	Kestrel 19	251	752	662	722	1000	1000	698	5085
12 Evison, G., Addis, R. C.	84	K-6CR	461	924	567	680	724	935	704	4995
13 Collins, P. S.	82	Olympia 463	403	409	935	632	672	934	936	4921
14 Woodford, J. M.	100	ASW-15B	334	608	728	770	592	968	838	4838
15 Taylor, J. R.	100	Std Cirrus	770	784	DNF	720	729	802	1000	4805
16 Lazenby, P.	90	K-6E	354	536	996	586	753	795	647	4667
17 Beck, J.	90	SD-3	427	345	833	602	836	835	713	4591
18 Townsend, A.	88	Dart 15R	366	665	926	552	321	938	662	4430
19 Mortimer, R. G.	114	Jantar 1	146	465	634	548	780	974	719	4266
20 Romsden, P.	116	Kestrel 19	381	644	648	505	691	822	554	4245
21 Murphy, T. J., Bricknell, D. R.	84	Skylark 3F	390	354	904	536	464	900	688	4236
22 Herringshaw, G. H.	166	Kestrel 19	292	504	579	517	774	789	588	4043
23 Fox, R. L. Durman, J.	96	Cobra 15	68	752	762	544	539	699	666	4030
24 Whitfield, G. R., Procter, R. G.	94	IS-29D	249	600	760	472	573	839	510	4003
25 Cook, I., Mace, J.	88	Olympia 419X	403	116	999	216	589	831	833	3987
26 Wilks, E.	92	Pilatus B-4	438	331	689	676	503	632	553	3822
27 Spink, E.	100	DG-100	402	514	707	447	102	766	838	3776
28 Smith, D.	96	Cobra 15	322	618	775	616	722	DNF	722	3775
29 Jackson, R.	88	Dart 15	366	0	832	529	524	806	707	3764
30 Purves, J.	76	Blanik	445	762	972	31	221	852	380	3663
31 Hulme, A. J.	104	PIK 20B	232	611	691	573	724	774	9	3614
32 Robson, R., Brown, A.	108	Kestrel 17	349	654	783	605	53	236	524	3204
33 Mawson, J. J.	114	Kestrel 19	0	503	547	365	644	563	407	3029
34 Haughton, J. L.	90	K-6E	390	212	797	397	95	787	384	3062
35 McLane, J. L. G.	84	K-6CR	557	719	993	708	DNF	DNF	DNF	2977
36 Taylor, C. G.	82	Gipsy	403	195	244	276	96	618	650	2482
37 Gregson, I. B. Hill, J. D.	82	Consort	403	60	136	455	548	992	283	2377
38 Giles, E. E. F., Moss, P.	76	T-42B	172	215	108	276	120	662	263	1816
39 Slott, B., Cooper, L.	72	K-7	12	92	746	338	13	0	0	1201
40 Riddell, J. C.	92	Torva	DNF	DNF	DNF	DNF	DNF	11	0	11

Tasks: Day 1, 126km ▲; Day 2, 190km ■; Day 3, 309km ⇄ ; Day 4, 160km ▲; Day 5, 217km ▲; Day 6, 181km ▲; Day 7, 114km ▲. DNF = did not fly.



A good finish for Bernard Fitchett. Photo: Hans Smit.

WORLD CHAMPIONSHIPS

RIKA HARWOOD

Owing to press dates, there was only time for a summary of the contest and the final results in the last issue. The following account describes the happenings at Räyskälä from June 6-27.

As we already mentioned in the last issue, the practice week gave some fantastic soaring conditions. These were produced by sub-polar and later somewhat warmer Continental airmasses with a High building over Scandinavia. It was cold, however, temperatures at night being sometimes at freezing level, while by day they only reached about 13° to 16°C with strong 20-30kt north-easterly winds often producing fabulous cloud streets.

June 6 was such a day, with conditions many pilots had dreamed of but few experienced. The measure of this day was provided by Hans-Werner Grosse and Sigi Baumgartl of Germany. Both were on holiday with their ASW-17s at nearby Nummela and flew 1080 and 1050kms of their declared 1100 and 1070km triangles. The 494 and 380km triangles set at Räyskälä were thus good practice tasks and made the pilots feel that they were indeed in a northern paradise, and the flying a piece of cake!

It was, therefore, little wonder that participants were getting in the right frame of mind. The usual pre-competition tension was building up nicely, despite the many worried looks of those who knew that whatever their skill their wingloading was not going to be sufficient to secure them a place at the top.

With the practice week nearly at an end, Olavi Rautio, Vice-Chairman of the Finnish Aeronautical Association, invited guests, team managers and pilots to his summer residence on June 11. There a splendid party developed which gave everyone a chance to let their hair down and relax in beautiful surroundings, while the "world boot throwing competition" caused great hilarity and was enjoyed by all. After this final fling most pilots were ready to start the serious business of the battle for supremacy.

The Brits had participated in the flying, fettled instruments, religiously measured and marked their water cans so that every ounce of ballast could be accounted for. We had organised a party enjoyed by the 200 of the 100 invited guests, and had done all the usual things one does so as not to leave anything to chance.

Opening Ceremany - June 13

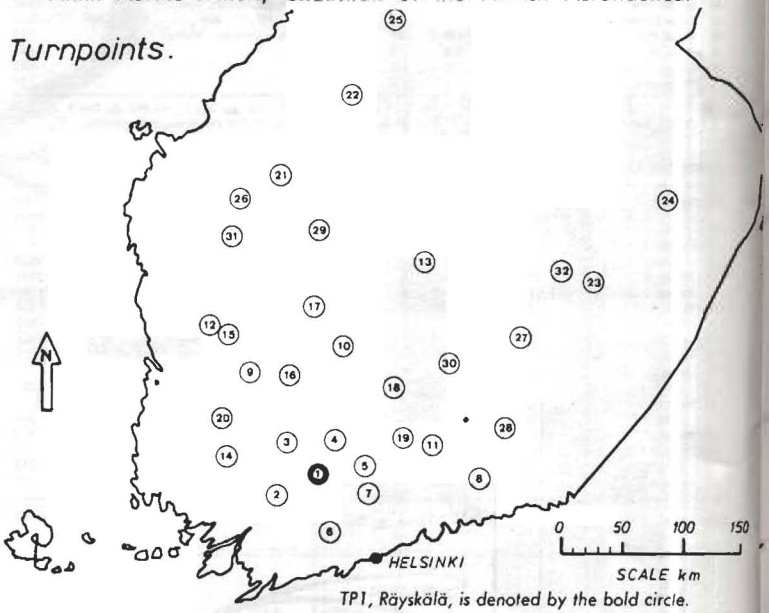
A warm day at last and sunny! Just before 13:00hrs teams beautifully dressed up in their Sunday best or team uniforms took their places beside their flagpoles, the flags having a festive colourful appearance in the stiff breeze. The inhabitants from miles around in this sparsely populated land had arrived in their thousands to come and watch the opening and the flying display.

Olavi Rautio read a message from the President of Finland, Urho Kekkonen, the Patron of the Championships. The political problems already mentioned kept the proceedings as simple as possible and the speeches were few and short.

Bill Ivans, USA, in his capacity as the new CIVV President, congratulated the organisers on having all the ingredients required to hold a first class World Championships, ranking with the best of all time, with 85 of the world's best pilots, superbly equipped, representing 26 countries taking part.

Annti Aarnio-Wihuri, Chairman of the Finnish Aeronautical Association, listed a few of the ingredients which make Finland the glider pilot's northern paradise, as had been amply shown during the practice week. Touching on the political difficulties he said: "I must, unfortunately, admit that in this very respect our record is not clean. As the organisers of these World Championships we, the Finnish Aeronautical Association, have got into a position which might have a very profound, negative, effect on our organisation's future possibilities for years to come. These factors will not, however, have an effect on this competition. We shall pull this contest through as planned to give the participants the possibility to fly it out for the two most coveted titles of World Championships."

After more words of thanks he declared the contest open.



TP1, Räyskälä, is denoted by the bold circle.

A sort of roll call followed and as pilot and managers' names were read out they stepped in front of their flagpoles, cheered on by the bystanders. The flying display which followed came to an abrupt end when a thunderstorm (brewing up for some time) broke over site and everyone had to run for cover – history thus repeating itself for the umpteenth time – because that was the end of the good weather!

The contest started with two days of no flying. On the first, out-and-returns of 254 and 198km were set, but according to the forecast they would be tricky with moderate lift of up to 2-4m/sec. While the pilots were waiting on the grid much better weather could be seen in the distance but moving nearer, thus when launching was delayed twice, everyone was happy to wait.

However, by the time pilots themselves were believing that the tasks would be on in the next hour or so, they were cancelled at 12:55 after a tug had been sent up to do the snifting! The reluctance to begin the Championships in less than ideal conditions was understandable, but even so no one had expected such an early cancellation! By mid-afternoon it looked highly soarable but, as no take-offs were permitted, we shall never know what might have been.

Weather unpredictable

On the second day no task was set as it was forecast to be raining by midday. It didn't and instead it was quite sunny with the sky looking quite soarable at times; obviously the weather wasn't behaving as it should according to the forecasts given.

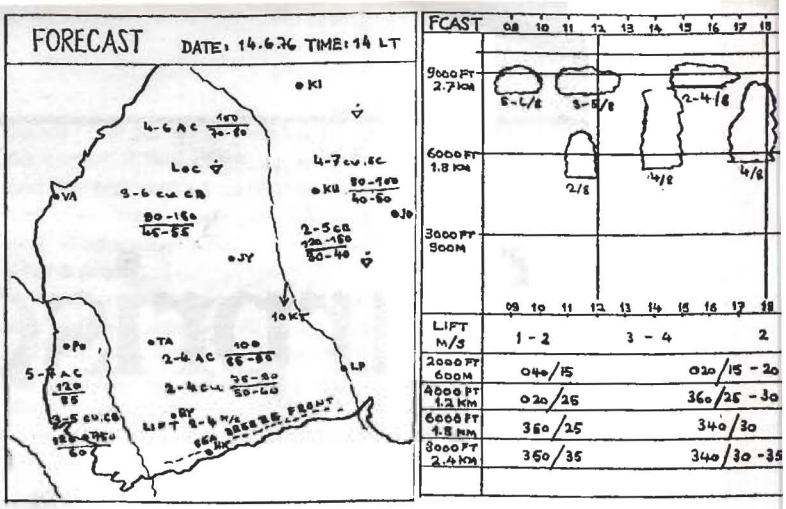
Wednesday, June 16 – Open Class 199.1km triangle, TP7 42.3km, TP11 61.9km, TP1 94.9km. Standard Class 120.9km triangle, TP7 42.3km, TP4 46.9km, TP1 31.7km. RTI = 60min.

It took three briefings to arrive at the above tasks. When Bob Muller, Australia's team manager, asked if the RTI was not too long for the short first leg, Jaaka Kaskia, the tasksetter, replied: "That is a matter of opinion". It gave us some idea of what to expect! The winds were high, cloudbase low, the lift promised would be very mediocre, and by the looks of it it might not even be a contest day. Some thought that the minimum distance of any task should be at least 200km to arrive at a fair competition and to minimise the luck factor. The organisers, however, beginning to realise that we had to start flying sometime were fairly confident that the tasks were fair and practical!

Well, it was difficult – and for the Open Class nearly impossible. The 30kt north-easterly wind up to 40kt at flying level, with only a 3000ft cloudbase, wouldn't give pilots much scope to make progress! The 62km second leg for the Open proved to be disastrous for the majority as they had to battle dead into wind with cumulus gone, leaving a large gap to be crossed, to reach the second TP. In all, 14 pilots managed this feat, five of them having to land, including George Lee, almost immediately after because they had arrived too low at the TP to search for the meagre lift.

With most crews on the road, and the remainder glued to their radio sets, while now and again heaving a sigh of relief, we realised that some were still OK. But by 16:30 we knew that at least in the Open there would be few finishers and the topic of conversation turned to how many points it would give for their efforts, it couldn't be many.

Somewhat later a crowd had gathered near the finish line and a ripple of excitement among the Finnish spectators soon told us why. Markku Kuittinen, Finland's newcomer, was leading the homecomers in the Standard Class with Karlsson of Sweden in hot pursuit. They flashed past at 17:30 within seconds of each other – ten minutes ahead of the next Standard ship. Soon after, Malcolm Jinks, Australia, in the Open, came home in style, but it took nearly 1½ hours to count the five big ships that made it



THE FIRST DAY WHEN THEY DIDN'T FLY . . .

– François Ragot of France nearly an hour after all the other finishers.

The Standard Class had a better survival rate as they did not have to cope with the same into wind leg, but they were desperately slow. Twenty-five made it back with speeds varying between 55.2 and 35.6km/h, probably the lowest ever recorded in a World Champs!

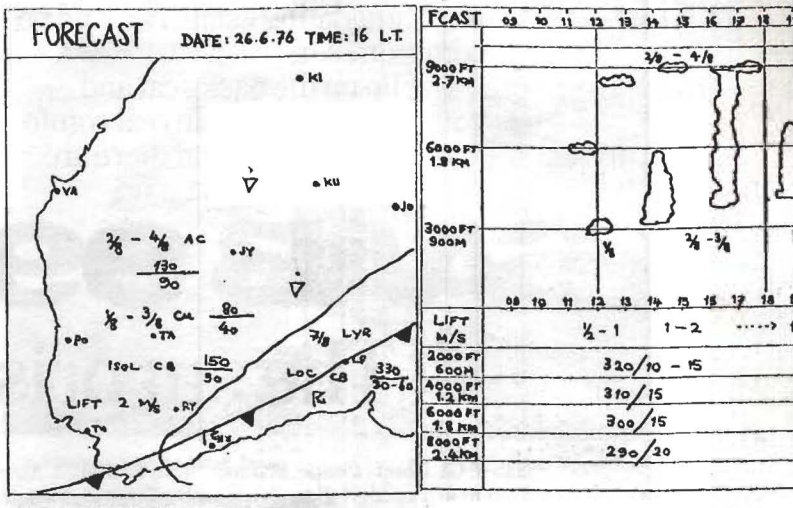
Wave activity over the site in the morning had given Jinks two good climbs – one before and one after crossing the startline; others had also found it but mostly too late to be of any use. It made Helmut Reichmann, the slowest finisher, remark that the start had been the best part of his flight, but that one would have gone round the course quicker on a bicycle!

The medals for the day, however, were due to Kuittinen in the Standard and Roel Kuil, Holland, in the Open. Both were first-timers and, as the saying goes, they probably didn't know how difficult it was; but they had well earned their points of 587 and 269 respectively. Harro Wödl, Austria, suffered undercarriage damage on his DG-100 and needed an all-night repair but no other breakages were reported despite the many outlandings.

Leading Results Open			km/h	pts
Kuil	NL	Nimbus 2	64.2	269
Jinks	AUS	Nimbus 2	62.2	267
Ziobro	PL	Jantar 2	60.2	264
Muszczynski	PL	Jantar 2	54.0	256
Ragot	F	Nimbus 2	41.9	241
12 Lee	GB	ASW-17	160km	95
21 Fitchett	GB	ASW-17	87km	68
24 pilots below 100 km				
1 pilot did not score				

Standard			km/h	pts
Kuittinen	SF	PIK 20B	55.2	587
Karlsson	S	PIK 20B	52.5	564
Rizzi	RA	Std Cir	50.6	547
13 Buton	GB	PIK 20B	44.6	495
24 Jones	GB	Cir 75	35.9	420
7 pilots between 45 - 48.2 km/h				
9 " " 41.7 - 44.8 km/h				
6 " " 35.6 - 37.3				
21 pilots below 100km, 3 no pts				

(international registration letters used for countries to save space)



THE LAST DAY WHEN THEY DID

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Thursday, June 17 – Out-and-returns for both Classes. Standard 152.6km to TP4; Open 181.4km to TP20.

After another dismal and windy forecast, though slightly more hopeful, more short tasks showed on the board and briefing took place in an unhappy sort of silence. After the "sauna" task of yesterday (everybody having to sweat it out), and the poor results achieved, it was little wonder that the confidence level was not high. During the morning the gliders were towed to the grid by crews who tried to keep cheerful while their pilots felt below par in spirit.



Tuomo Teruo, the Director. *Photo: Hans Smit.*

My next notebook entry reads: "unbelievable how quickly weather changed from 'no-go' at 12:00 to good at 13:00"; and as everyone sprang to life we watched the take-offs into the gusty 15-20kt crosswind, which needed all the skill of the pilots at both ends of the rope. Once airborne, however, it was pretty obvious that conditions were rapidly becoming better than forecast, giving the pilots a chance to be more selective in their time of start.

In fact it took only just over 1½ hours for Ingo Renner, Australia, in the Standard, to complete the course and get home at 15:30 to win the day convincingly. For the next hour or so we watched the spectacular Standard Class finishes into the strong headwind, matched by the Open boys at 16:36 when George Lee crossed the line, followed closely by Dick Butler, USA, and Bernard Fitchett.

A quick count somewhat later showed that all Open Class ships were home and only two Standard ones had landed out. In the latter Class the PIKs took the six top places with Renner taking over the lead with 18pts in hand. Only 122pts separated the first ten places overall in the Open with Butler in the lead. George Lee won the first 1000pt day, and with Bernard in fourth place for the day, the two British pilots ensured they were in the running.

With hindsight the tasks were too short, but at least they had been straightforward to fly, with little of a luck factor. I remember thinking that morning what a pity it is that when forecasts include a lot of "ifs and buts", A and B tasks (of different length and discussed at briefing) are not considered in World Champs. This is something we have learned in the UK and helps to minimise the over and under setting of a task in difficult conditions. Furthermore, our pilots seem to be quite happy with this solution as decisions can be left until the last minute based on the vagaries of the actual weather prevailing at the time.

After this burst of flyable weather the conditions in Finland got progressively worse. This possibility had been published by the organisers, but no one could have believed it could be quite so awful! "Not for a hundred years has it been so bad", seems to be the comment that crops up whenever there is a World Champs, and this one was no exception. According to Tom Bradbury, our Met man, there would be little hope of any good flying before next Wednesday when conditions should improve somewhat – what a prospect!

It must have been a Godsend for the organisers that OSTIV had started their sessions. At least those who were interested had plenty of time to go and listen to the many interesting papers on the agenda, or watch the films which had been laid on and which were greatly appreciated.

An attempt to set a Cat's Cradle on June 21 also came to nothing when, after a long wait on the grid, the rain-sodden gliders were towed back to their usual resting place. People were not even depressed anymore about this so far the biggest non-event of the year, and the two diminutive tasks flown earlier were almost forgotten. One could not but sympathise with the organisers, who could see their hopes for long races, and even 1000km triangles, replaced by a distinct worry to achieve a Championships at all, while ever-cheerful Robin King had to dole out the same dismal weather story day after day.

Leading Results Open			km/h	pts
Lee	GB	ASW-17	97.1	1000
Butler	USA	Glasf 604	96.8	995
Holighaus	D	Nimbus 2	96.1	984
Fitchett	GB	ASW-17	96.0	983
3 pilots between			90.3 - 94.1km/h	
15 " "			85.1 - 89.9km/h	
8 " "			80.2 - 84.9km/h	
9 " "			60.9 - 79.3km/h	

Standard			km/h	pts
Renner	AUS	PIK 20B	98.1	1000
Firth	CDN	PIK 20B	90.0	883
Kuittinen	SF	PIK 20B	89.2	871
10 Burton	GB	PIK 20B	86.3	829
18 Jones	GB	Cir 75	83.0	780
24 pilots between			80.0 - 89.1km/h	
17 " "			51.2 - 79.9km/h	
2 pilots did not complete				

Thursday, June 22 – Cat's Cradle for both Classes. TPs 1, 10, 11, 14, 15, 30. (See p223).

The conditions for this, the ninth day of the contest, were said at briefing to be difficult and looked even worse outside. Robin, however, was hopeful that we would actually fly, and as the morning progressed there were indeed signs of improvement. Launching was, however, delayed twice for 30 minutes until at 12:15 the Open Class were sent off in a once more deteriorating sky for it was realised that otherwise they might not get off at all.

It was soon apparent that, whatever the difficulties anticipated in the forecast, big trouble was near at hand in the form of a large thunderstorm raising its ugly head to the north-west and approaching the site. The majority of the pilots could barely maintain their height and the gaggles were many and low. In order to give them a chance to get away the Standard Class was held for an hour and during that time some of the Open ships departed.



Tom Bradbury briefing Ralph Jones. *Photo: Roger Barrett.*

By now the storm was sitting at the edge of the field and while the Standard launching was in progress it broke, giving only those pilots who came hurrying back a chance to land at base.





The fastest helpers in the business. With a 16 minute d
and Tom Bradbury rigged the ASW-17 to get George

This effectively cut the contest for the Standard Class in two parts, because it took until just after 16:00hrs before it was possible to stay airborne again. A number of them had not even taken their first launch!

As pilots came back from their short retrieves they rigged and launched again, only to struggle to get away or land back. Others in both Classes returned at their leisure as they did not think they could make the deadline of 17:00hrs for last launch or thought the task impossible.

George Lee, was one who hurried back and, with only 16 minutes to go to the deadline, gave the many spectators a thrill as they watched him and his helpers doing one of the fastest rigs ever for an ASW-17, in the hope of rolling before the close. During the rig, however, the tannoy announced that last launch was at 18:00hrs; and although they relaxed and heaved a sigh of relief they still had to hurry for it was vital to get away at once if at all. It was known that Bernard, despite the storms and showers, was doing extremely well and still flying, and so were others!

No Contest for Standard Class

During the early evening, with only a sprinkling of 100km distances on the board, it was clear that the Standard Class was a no contest. The efforts of Harro Wödl and Brigliadori of Italy, who had flown a good deal further than the rest with 156 and 153km respectively, were thus totally unproductive. Ralph Jones achieved the fifth farthest distance on this day with 99km.

It took a long time before we knew whether or not it was a contest in the Open, but it was pretty obvious that whatever the outcome the day would be heavily devalued.

Bernard Fitchett had flown an unbelievable 408km (see p233 for his account), 100km more than Göran Ax, Sweden, the runner-up. George Lee, even with his late start, managed 106km.

As one can imagine, there were many managers and pilots who were aghast that last launch time had been extended by the hour lost by the delayed start without anybody being made aware of this until the tannoy announcement. Pilots who had landed out could not possibly have known. Quite understandably the Dutch team manager (whose pilots, had they known, could have got back before 18:00hrs) put in an official protest which, however, he later withdrew for tactical reasons. No doubt he also took into consideration that it might be better to let this low .115pt day stand and so get rid of the required distance task, for otherwise it would have to be set again with the inherent risk of damage on outlanding.

Indeed on this day two gliders were badly broken; one of them putting Alan Wilson, Australia, out of the contest, after a very good flight of 272km, while Dick Butler, still in overall lead, had his Glasflügel 604 fuselage in two halves after ground-looping and his undercarriage collapsing. What a disaster for him and surely any repair in time would be impossible! But, as already described in the last issue, the international experts sprang to Dick's aid, and by late next morning, the miracle had been achieved and his machine was flyable again. It was a pity that no spares were available to treat Wilson's machine likewise. This co-operation coming after a day full of problems, with certain questionable behaviour and acrimony on the ground, did much to restore the feeling of international sportsmanship.

Bernard's outstanding flight jumped him from tenth to second place overall, but there were still only 116pts between the first ten. In this type of weather anything could happen, and with the same names appearing at the top, the Brits were certainly not the only pilots able to cope in poor conditions.

Leading Results Open			kms	pts	Standard 3 best distances			kms
Fitchett	GB	ASW-17	408	115	Wödl	A	DG-100	156
Ax	S	ASW-17	308	84	Brigliadori	I	Cir 75	153
Wilson	AUS	ASW-17	272	73	Bluekens	B	Cir 75	123
9 Lee	GB	ASW-17	106	21	Jones	GB	Cir 75	99
27 pilots below 100km		10 pilots did not score			Burton	GB	PIK 20	76

Wednesday, June 23 – Standard Class Cat's Cradle; Open Class 526.6km triangle, TP14 76.3km, TP26 214.2km, TP1 236.1km.

Tom Bradbury's prediction to us over a week ago had come true – here it was at last, the sky looking as it had during the practice week – aeons ago! Robin King was able to give a good straightforward competition forecast; but what a pity the Standard Class had not managed yesterday's task! Now they had to fly the same Cat's Cradle in good condition, whereas I am sure they would have preferred to be racing like the Open.





e deadline, Jock Wishart, Albert Johnson
ge back in the air.

Photo: Hans Smit.

Robin's forecast had not in fact been quite right and the promised cloud streets were few and far between, but nevertheless it still enabled 20 pilots to turn in speeds of over 100km/h, which was very good indeed and helped to boost morale considerably with the miseries of the previous days quickly disappearing in the background.

It was a fantastic day, especially for the British who took first place in both Classes (a feat they have never managed before in World Champs).

After a somewhat troublesome, and miserable for him, first leg, George Lee came home at 17:05 like an express train, 12 minutes before the next chap who turned out to be Bernard Fitchett. Their speeds of 112 and 110km/h remained the fastest of the day and showed that also on a good day they knew how to make best use of the conditions. Dick Butler, after a delayed take-off, because of necessary adjustments to his ship, was late in starting and, not surprisingly, flew somewhat conservatively. His 99.5km/h was under the circumstances a very good speed but it dropped him to sixth overall. Bert Zegels had a rather unsettling experience before take-off when he found he had locked himself out of his cockpit. This could only be rectified by cutting a hole in the fuselage!

By the time all the Open ships bar one were home, the Standard Class was still going strong and few landings had been reported. A number turned Räyskälä in the course of the evening and were soon lost to sight again. We had to wait many more hours before we had some idea of who had done what, but slowly it emerged that George Burton had covered an incredible 731km. I believe this is the longest flown in a World Champs, it certainly was for George and made him the clear winner of the day. He also made the most perfect flight of the day as he had judged the time of his last TP position so well that he could make a slow, long final glide with enough height to land back at base after using the last thermals of the day on the way in.

It avoided a retrieve after a long day in the air and helped to cut down fatigue. Only eight pilots covered more than 700km and Ralph Jones, with 713km, claimed a very creditable sixth place for the day.

For the first time the Open Class was led by Bernard with 35pts in hand and George second with 153pts shared between the first nine pilots. In the Standard, George B had moved to third with Ralph in 11th place and Ingo Renner was leading five PIKs with 100pts in hand.

Leading Results Open			km/h	pts
Lee	GB	ASW-17	112.0	1000
Fitchett	GB	ASW-17	110.9	985
Ragot	F	Nimbus 2	108.6	955
Ziobro	PL	Jantar 2	108.5	954
Johnson	USA	Jantar 2	108.2	951
15 pilots between 100.2 - 107.9km/h				
8 " " 96.3 - 99.5km/h				
9 " " 81.4 - 95.6km/h				
1 pilot did not complete				

Standard			kms	pts
Burton	GB	PIK 20B	731	1000
Peter	D	Lib 203	725	991
Andersson	S	PIK 20B	719	983
Renner	AUS	PIK 20B	715	977
Reichmann	D	LS-1F45	714	975
Janes	GB	Cir 75	713	974
15 pilots between 650-707km				
11 " " 556-648km				
12 " " 243-638km				

Thursday, June 24 – Open Class, 480.8km triangle, TP13 184.5km, TP28 144.3km, TP1 152km. Standard Class, 393.1km triangle, TP10 108.2km, TP28 132.9km. TP1 152km.

With the exception of possible high cover coming in from the west during the afternoon, the forecast in general was good with lighter winds and rising cloudbase to approx 6300ft going blue later. Unfortunately the high cover came in much sooner than expected and right from launchtime the day became much more of a struggle than anticipated. It ended likewise with more exertion into a brisk headwind making it very difficult to use the turbulent and broken weak thermals. In addition to this, the countryside over parts of the course was pretty dreadful for landings and did not give the pilots much peace of mind. The South Africans who would never have flown on a day like this at home, so they said, were in fact surprised that they could.

George took the overall lead

No one completed the task but good distances were achieved, with Malcolm Jinks in the Open claiming 459km and his second day win. This advanced him from ninth to second place overall; but George Lee, with 417km, took the overall lead with 15pts in hand. Bernard Fitchett had to be content with 389 and 24th place, dropping him from first to fifth. He was, however, still trailing only 32pts from the top, the spread among the top ten being 176pts.

In the Standard, Karlsson managed 297km to give him the lead over Renner (265km) with 11pts. George B and Ralph also dropped back by 3 and 1 places overall. Whatever the weather

conditions the competitors had to cope with, there was nothing lacking in their competitive spirit. Despite their ups and downs they gamely battled on under the stresses and strains as the final two days of the Championships hove into sight to give them a last chance to overtake their nearest rivals.



Karlsson (Sweden) won the day in the Standard Class. *Photo : Hans Smit.*

One incident in an overcrowded gaggle occurred this morning when Neubert, Germany, and Kuil, Holland, touched their wings. Kuil landed immediately, but finding no damage to speak of was soon airborne again. Neubert who had flown on, seeing there was no damage apart from a few scrapes, had to be recalled for a landing by his team manager, for according to the rules his flight could not be scored otherwise. This delay caused him to be last across the startline and probably affected his position (28th) for the day.

Leading Results Open			kms	pts
Jinks	AUS	Nimbus 2	459	1000
Widmer	BR	Nimbus 2	452	983
Braes	DK	Nimbus 2	452	983
6 Lee	GB	ASW-17	417	900
26 Fitchett	GB	ASW-17	389	833
11 pilots between 400-447kms				
22 " " 332-399kms				
2 " 107kms				

Standard			kms	pts
Karlsson	S	PIK 20B	297	891
Pozniak	PL	Std Jan	282	839
Beltz	USA	PIK 20B	273	808
22 Burton	GB	PIK 20B	213	600
27 Jones	GB	Cir 75	174	465
20 pilots between 200-269kms				
9 " " 102-198kms				
14 " below 100km				

Friday, June 25 – Standard Class, 300.3km triangle TP14 76.3km, TP19 150km, TP1 74km. Open Class, 339km triangle, TP14 76.3km, TP11 167.7km, TP1 95km.

A clear and sunny morning and it was warm! The forecast in general was not unlike the previous day and carried the same warning of possible high and medium cover coming in from the NW. The tasks had been somewhat reduced in size but whether this was because of the expected cirrus, or the midsummer night party laid on for that evening, was not clear! There would be plentiful lift up to 2m/sec and cloudbase would rise to about 7000ft. As the outlook for tomorrow was not too good this might be the last chance to climb up the position ladder. Deciding on what time to start would thus be very critical!

The line open at 11:45 for the Standard was busy straightaway, but few actually left, while others were given a "negative" or "orbit". By noon seven had gone on course, including Ingo Renner. A further 16 were on their way in the next half hour with another 16 by 12:45. This left seven still to go. One of these was George Burton, who after a negative and a couple of orbits crossed again at 12:47:13. Tom Bradbury had been optimistic regarding the time of arrival of the cirrus and with the rapidly drying air thought it might well slow down, so the latish start could pay off. As the lift was plentiful and good low down, George kept moving along, never going much above launch height until the last half of the second leg. By now conditions were excellent and, going flat out, he kept up with or even passed the Open ships who shared the last leg.

Ingo Renner with his early start (49 minutes ahead of George) completed the course 12 minutes ahead of everyone else at 15:38 and his speed of 82km/h seemed unbeatable by those who followed in quick succession. Maybe George had left it too late after all. Then he announced "final glide" and swept across the line shortly after. Those who had kept an eye on start times could hardly believe he was back. Even the British base team, who were working out elapsed times, checked their figures twice before being certain that he had indeed gone way over the best time. He beat Ingo by 12.5km/h and made a lot of PIK and non-PIK pilots very thoughtful trying to figure out where they had gone wrong! It was a convincing win for the second time and put George back in third place overall. Ralph Jones, with a good eighth place, maintained his 12th position.

The Open Class, with the longer task and later take-off, obviously had the same critical decision to make concerning the optimum time to start. The line was open at 12:30 but only three left in the first five minutes. All but seven, however, had gone through between 12:45 and 13:00hrs. Five of these seven left by 13:05 leaving only George Lee and Mathias Wiitanen, Finland, behind. But George, bearing in mind what Tom had said, took a calculated risk and waited until 13:13:16 and was quickly followed by Mathias at 13:15.

The brilliant sky, dotted with healthy looking cu which had further developed during the Open Class departures, must have encouraged them to speed along the course. And when at 16:12 Göran Ax joined the Standard ships across the finish, followed by Gavazzi, Italy, and Holighaus, Germany, with speeds of about 97-99km/h, we realised that the outcome of the day could be more than interesting.

Three minutes to win!

While pilots were finishing, the British base team were still rapidly working out elapsed times, and had a good idea of who was beating whom. We saw also that times were fairly close and that the top points would have to be shared by many. Around 16:27 came a flock of finishers among whom were Bernard Fitchett and Dick Butler. The latter having started after 1 o'clock had beaten Gavazzi's time by two minutes! So his late departure had been right. There was no word of George, however, but he had started nine minutes after Dick, so there was time yet! The cirrus could be seen in the distance, but like Tim had said, it had slowed down and shouldn't worry George. The minutes slipped by. The tension around the base team car could be felt by all . . . and still no news. Roger, the team manager, was by now jumping up and down, counting out the remaining minutes . . . Then at last the usual cool, calm and collected voice announced "26 Final Glide". Roger almost fell flat on his face trying to reach the radio to tell George he had three minutes to win! He did this, by one minute, and was the only pilot to average over 100km/h. Thus George had now won all three 1000pt race days – a fine performance indeed. Furthermore, for the second time in British World Champs history, we had won in both Classes for the day and Bernard, albeit with only an eight point lead, was back in third place overall. George had an 85pt lead over Ziobro, Poland, and 121 over Bernard. The top eight places were



First in both Classes. George Burton and George Lee show off their medals.
Photo: Roger Barrett.

separated still by only 160pts, so the pressure for a last reshuffle would be great.

Ingo Renner, too, with a mere eight points in hand was, of course, in a similar position; while George Burton and Ralph Jones would have to go all out to maintain or improve their placings! Perhaps it was just as well that Ingo, or anyone else for that matter, did not know that these eight points were to prove to be the most valuable ever in a World Champs for Eiri Avion had decided to give the latest PIK 20D, costing FM54000, as a prize to the winner. This worked out at approx FM6765 per point!

Pasetsnik, USSR, flying the new Russian LAK-9, did not fly today. Apparently he had serious aileron trouble which could not be rectified on site. Perhaps they were damaged in yesterday's outlanding, although no one seemed to know about it.

Leading Results Open			km/h	pts	Standard			km/h	pts
Lee	GB	ASW-17	100.3	1000	Burton	GB	PIK 20B	94.6	1000
Butler	USA	Glasf 604	99.8	993	Renner	AUS	PIK 20B	82.1	823
Gavazzi	I	Nimbus 2	99.1	983	Øye	DK	Cir 75	81.9	821
14 Fitchett	GB	ASW-17	94.3	911	8 Jones	GB	Cir 75	78.7	776
10 pilots between 95.3 - 98.1km/h					23 pilots between 75.2 - 80.7km/h				
16 " " 90.0 - 94.3km/h					15 " " 62.1 - 74.6km/h				
8 " " 75.9 - 88.9km/h					5 pilots did not complete				

Saturday, June 26 – Open Class 234.5km triangle TP9 101.8km., TP20 42.7km, TP1 90km. Standard Class, 203.9km out-and-return to TP9.

The outcome of this final day was published in the last issue. To complete the picture, here are some of the details.

Torrential rain last night had left a sticky humid atmosphere with low cloud. The hitherto excellent visibility had been replaced by extreme haze. Thus, like the first contest day, the last one also took three briefings before at 11:30 the tasks were finally set.

The briefing room was bursting at its seams with people when Robin King, with loud applause, stood up for the last time to give the weather details. It was, he said, "being brave" to set a task; but as visibility had improved slightly since the 9am briefing (8-15km becoming 25km on the forecast sheets) the tasks would be flown. Conditions away from site would be better with improved viz and weak lift up to 2m/sec could be expected later in the day. There was a risk of local showers with an odd cunim later with cloudbase at around 3000ft by 14:00hrs, the time for take-off for the Open Class. This was not a rosy picture!

The tension and depression out on the grid showed everywhere, and the sun appearing now and again through the haze, did little to cheer up the anxious pilots. Quite a few thought the task might still be cancelled, but at 14:00hrs the order to launch the Open was given!

An unbelievable panorama soon developed with gliders low all over the place. Some in the area of the towing circuit, others scraping low over the forests, and one gaggle of about 10-12 machines could be seen circling between 250 and 450ft desperately trying to hang on to a sliver of lift. Some even succeeded in doing so and slowly climbed away and disappeared into the murk.

It might have "been brave" to set a task; it was braver still to fly in visibility of only 3-5km with variable cloudbase. George and Bernard reported these conditions. They were worried that if the Standard Class, due to take-off at 14:45 were launched the collision risk would be unacceptable. The Standard Class was, therefore, held for 15 minutes by which time visibility had slightly improved and was now not less than 5km, also the Open Class had managed to thin out a bit as some had landed and 21 managed to leave by three o'clock.

Bernard, unfortunately, was among those needing a relight. He had, unknown to him, lost his tailskid on take-off, but the crew did not want to worry him with such detail. They quickly got permission to take-off from the grass, so all was OK – at least on that score. He had, however, to land for a second time at 15:00hrs, more or less with the same crowd he had relighted with. This coincided with the first take-off of the Standard Class and, according to the local regulations, he now had to wait until 15:30 by which time they had all been launched.



Bernard Fitchett waiting for a relight. *Photo: Roger Barrett.*

By 15:30, in fact, conditions had deteriorated to such an extent that it was not possible to have any chance of success. The last start time of anyone who did any good was 15:20 when Bert Zegels, of Belgium, crossed the line, while before that Butler, at 15:17 and Lee at 15:13, whom I had already thought were too late, had managed to get away.

Another unfortunate was Ragot of France, who crossed the startline at about 1000ft just before 15:00hrs. This crossing was given a "negative too wide" and, being so low he had to land shortly afterwards and, like Bernard and others, wait for the completion of Standard Class launching. He vented his pent-up emotion in a characteristically gesticulatory manner! When at last they could be launched they did everything possible in a futile effort to fly far enough to retrieve a position already lost for ever.

The Standard Class fared little better; 18 did not get away at all and the best distance flown was only 64km.

The story is now back to where I began it in the last issue; but Dick Butler's remark to Bernard during the final dinner probably sums up the kind of feelings of frustration and disappointment that a number of others must have experienced on this trying final day – and Dick had done well.

After relating on how he dragged his 604 out of a muddy field that day, he said, ". . . I lost my undercarriage doors in that field and I couldn't even be bothered to go and look for them. You know, before I came here, I spent 200 hours fettling that ship, and now it's just a whole heap o junk!"

Leading Results Open			kms	pts
Matousek	CS	Nimbus 2	219	689
Braes	DK	Nimbus 2	205	635
Holighaus	D	Nimbus 2	197	604
Ziobro	PL	Jantar 2	197	604
Johnson	USA	Jantar 2	197	604
13 = Lee	GB	ASW-17	190	578
33 Fitchett	GB	ASW-17	54	54

15 pilots below 100km

Standard best distances kms
4 pilots flew 64km
2 " " 59km
2 " " 56km
7 " " 55km

As anyone can imagine the Brits were very relieved that George Lee during these vital hours of drama had managed to defend his slender lead to bring home the well-earned and deserved title of World Open Class Champion.

It was a pity that on arrival at Felixstowe the Customs and Excise officers felt it their duty to search the belongings of the World Champion and the team very thoroughly and caused a big delay to the champagne party which had been laid on for them.

The likeable Poles, Ziobro and Muszczynski, coming second and third in the Open with their new Jantar 2 of 20.5m span, although never placing higher than third and fourth on any day, showed without doubt what an excellent competitive combination they make. The Jantar 2, also flown by Dick Johnson, USA, and greatly liked by him for its handling and performance, was envied by many. As the results show he also competed



Photo: Hans Smit

successfully throughout the contest against the Nimbus 2 and ASW-17. The finish of the Jantar 1s has hitherto left a lot to be desired; but this was certainly not the case with the Jantar 2s in Finland. If that quality of finish is maintained in their production models they must have a bright future indeed.

The Russian Lietuva LAK-9 seemed to be a mixture of ASW-17



Photo: Roger Barrett

and Nimbus 2. Its highest placing in the contest was sixth on the second day; and as stated, the machine did not fly for the last two days, so it is difficult to draw any conclusions. The Slingsby Kestrel 22, flown by Jeremy Bryson of Ireland, was the third machine to make its debut in Finland. Its test flying programme had not been completed before the ship was taken out there and it still had a speed restriction. A second model brought out for demonstration purposes was flown by a number of interested people who, I gather, were very impressed with its handling.

In the Standard Class a PIK 20 was the winner each day, perhaps the flaps gave their pilots some advantage over the unflapped machines, but of the five contest days, only two were proper race days, thus reducing the advantage of using its 45kg/m wingloading capability to some extent. The pilots who flew the PIK's all seemed to like their mounts. It is interesting to note that two of the three Std Jantars finished in fourth and sixth place. With only five contest days two of which were devalued and another was a distance task, it is of course difficult to draw any conclusions.

Technical data – Jantar 2	
Span (m)	20.5
Wing area (m^2)	14.25
Aspect ratio	29.5
Wingloading (kg/m^2) with/without w/b	41.61/28.77
Ballast (kgs)	140
Empty weight (kgs)	330
AUW with/without w/b (kgs)	593/450
Min sink at 80km/h (m/sec)	0.48
	Min sink at 200km/h (m/sec)
with/without w/b	2.73/3.6
Min and Max speed (km/h)	65/250
Best glide ratio	48.1

Technical data – LAK-9	
Span (m)	20
Wing area (m^2)	15
Wing loading (kg/m^2)	38.6
Empty weight (kgs)	382
Ballast (kgs)	100
AUW (kgs)	580
Min sink at 89km/h (m/sec)	0.6
Max speed (km/h)	210
Best glide angle at 103km/h	46:1

THE ORGANISATION

Dealing with the actual organisation, as previously mentioned, housing was a major headache for "landlord and tenants" alike and a lot of reshuffling had to be done before everyone was satisfied. The containers in the "village", although perfectly adequate for sleeping, were really rather spartan and primitive. There was no water and a few overworked sanitary facilities nearby could not cope, and thus became a smelly nuisance despite being cleaned regularly. The saunas on the other hand were a great success – used constantly by those who liked them.

Team supporters who were sent to a nearby camping site found it void of the basic necessities and quickly returned to the village to set up home between the containers and the trees while everyone was plagued by the mosquitoes. An effort by the officials to throw them out again had little success – one team manager saying to them: "I can't believe you wish to kick them out of your paradise!"

The hangar, with its handsome laminated wooden roofing beams, served as briefing room with cafeteria and bar partitioned off at the other end. Apart from the "arrival" day when long queues and delays nearly swamped the kitchen staff, the service as a whole was good and the menus reasonably varied. Packed lunches, however, were less of a success, especially for pilots who found it difficult to take food with them. The one thing nearly everyone objected to was that one could have coffee or a sweet after a meal, but not both unless one paid extra! The bar, also intended as the meeting place, was a bit of a disaster as it was very cold and the prices for drinks

astronomical, the result being that there was really nowhere where one could relax, or afford to relax, in comfort.

The contest offices were all grouped together between the airfield and the village; staffed by a nice bunch of people who were always willing to assist whatever the time of day. The camp's bulletin *Groundloop*, edited by the ever helpful, untiring Jyri Raivo in charge of info and Press, was first class. He also kept everyone happy with his unfailing sense of humour. There were also TV monitors, used to good effect, giving the top ten daily places with constant updating, while finishes were still in progress – the provisional computer results following soon after. Telex and telephone, likewise, were great assets.

At the far end of the airfield was the tie-down area and trailer park which could be reached by driving round the airfield except, of course, for towing out to the grid. The system used for aerotowing and the towing itself went without a hitch as one might say (no pun intended) and was praised by all. The actual process of weighing the gliders (for the first time in championships) was done competently and quickly. Five gliders in each Class, drawn by lots, plus two selected by the stewards, were checked on the grid shortly before take-off time.

Many countries have now stopped relights after landing out, for the obvious safety reasons of discouraging driving back at breakneck speeds and over hasty rigging. It was, therefore, not too well received by the team managers to learn that here relights were to be permitted, and on a straw vote, a large majority of managers indicated, they hoped CIVV would change this rule before the next World Championships.

The organisers arranged a compromise which, however, led to other complications. It was a bit of a nonsense for launching to be closed while the start line was still open! There were at least two occasions when a pilot was prevented from a second flight because of this.

The startline confirmation board, *a la* Waikerie was, unfortunately, not the same success. Long delays and frequent errors, especially in difficult weather, together with the fumbles on the actual crossings, mostly initiated by the pilots themselves, made it difficult for crews to confirm a good start to their own impatiently waiting pilots.

The many meteorologists who accompanied teams this time were in for a bit of a shock when they were told that no Met office facilities would be available after first launch of the day. The explanation was that there were not sufficient staff available to man the office, also that it would be unfair to those teams who had not brought their own Met man. In fact they did not want any info not available to others, but the opportunity to look at incoming data, which could be hung on a board outside the office. The visiting Met men, however, soon got used to this situation and the German and Swiss teams set up their own ground station in the camp, while others used their ingenuity and made wind mirrors and the like. As a concession, agreed later, the general synopsis was given at 8.45 p.m. in the briefing room during the contest. They felt, however, that future organisers should try to have incoming data available for inspection throughout the day for everyone who wanted it, although according to Wally Wallington the Met available was adequate to do detailed work for pilots.

Interpretation of the Rules (difficult at the best of times, especially when not written in one's mother tongue) was in my view probably the weakest part of the set-up. And, although team managers' meetings are not required to be held except when they act in their capacity of International Jury, it might have led to better understanding if some meetings had been arranged in the practice week to discuss or clarify some of the more contentious points raised.

Instead, the stewards, who were much in evidence this time, tried to do what they could, but their difficulties were not lessened by the fact that they had not been given the CIVV approved Rules at the beginning! Until things settled down some heated discussions were to be seen going on here and there.



Waiting at the finish line. *Roger Barrett.*

The main bone of contention seemed to be the AUW of the gliders. The checking was carried out by the Finnish National Board of Aviation, and left several team managers and pilots unhappy when they found out that unless they could produce the correct bits of paper for any modifications incorporated, the original manufacturer's C of A weights had to be adhered to. Consequently, Walter Neubert, Germany, and Bert Zegels, Belgium, both having identical modified ASW-17s, but one with paperwork, the other without, could fly at different AUW.

The French team manager, World Champion 1965, François Henry, was very upset at not being told by the manufacturer in advance that the LS-1Fs flown by his pilots had a different AUW than the LS-1F (45) flown by Reichmann, Germany, and Stouffs of Belgium. The latter two had been modified, at the pilots' request, after the French had taken delivery of what they thought was the latest model, not being aware that this mod was available.

It is to be hoped that something can be done about this type of situation before the next World Championships as otherwise, rightly or wrongly, the people involved with these matters will be accused of unfairness and unsporting behaviour which would bring our sport quickly into disrepute and make a farce of world competition.

One possible solution discussed at Räyskälä was not to allow any structural modifications to be incorporated on a production model later than, say, three to six months before the start of a World Championship. It would also give manufacturers time to notify their clients of the latest mods available on their machines, so that, if wanted, the necessary tests and paperwork could be approved in time for the competition.

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A SECOND VISIT TO FINLAND

GEORGE LEE looks back on those days in Räyskälä which culminated in Britain again having a World Champion

Everything felt reassuringly familiar as Jock Wishart, Albert Johnson and I arrived at Räyskälä ready to do battle in the 15th World Gliding Championships. Albert had crewed for me in 1975 when, in company with Bernard Fitchett, I was flying *hors concours* in the Finnish Nationals. The competition pressures were relatively low on that occasion as there were only six of us battling it out in the Open Class, but it was a good opportunity to gain first-hand experience of the weather conditions and the problems of navigating over some of the thousand lakes. The only drawback was that the conditions during the World Championships were very different to those that we experienced last year!

Following the 1975 competitions Bernard and I made out a list of suggested improvements that could be made at the site with the World Championships in mind, and in fact we found a number of our points had been actioned. The Finns had undoubtedly carried out a great deal of work in preparation for the Championships, a prime example being that dust was a major problem in 1975, whereas this year we found the airfield had sprouted two long asphalt runways and associated taxiways.

". . . I felt as ready as I would ever be."

The weather proved to be one of the most interesting aspects of the Championships (as always!), and although Robin King did a superb job as the Chief Met Man, I was very glad to have Tom Bradbury along to give a second opinion and to pass updated information on the morning's progress before launching. Conditions during the practice period were in fact very good and by the end of the week I felt as ready as I would ever be for the start of my first World Championships.

Of course, once the competition started the weather became untypical and a series of upper and lower low pressure systems combined to yield only two contest days from the first eight days of the Championships. Fortunately, the weather did improve and we ended up with seven contest days in the Open Class, three of which were proper racing days. We really did experience the full spectrum of weather, ranging from the strong straightforward thermals of the 526km day through wave-affected conditions and blue days to the unbelievable struggle on the last day.

The organisation must have felt that they were in a difficult predicament on that last day; conditions were obviously marginal but both Classes were somewhat short on days and they probably felt there would have been a mutiny if they scrubbed the day. I didn't exactly feel over-confident flying on such a day with only an 85 point lead, but Ingo Renner must have felt the tension even more with his 8 point advantage!

Conditions were very difficult with a cloudbase of just over 2000ft and visibility at around 5kms. Bernard and I worked out detailed pairs' tactics for the day and I would like to pay tribute to the totally unselfish manner in which Bernard offered his full co-operation, to the extent of jeopardising his third position if necessary. In the event things didn't work out the way we had planned as Bernard had to go in for a relight and I only just got away from circuit height.

"groped my way up the first leg . . ."

The afternoon was wearing on by this stage and the startline had been open for some time, so I crossed the line for the last time in the Championships and groped my way up the first leg through the murk. Word from Al Farmer in the strategically positioned Team Manager's car suggested that conditions were considerably better over the last quarter of the first leg and the first half of the second leg, but I experienced some difficulty in believing him as the murk seemed to be never ending where I was.

However, the curtain suddenly lifted and I entered a Disneyland scene of clearly defined cumulus, moderate lift and good visibility. These relatively idyllic conditions lasted until the second turning point where it was finally a case of falling to earth in company with many other gliders about 40km from Räyskälä.

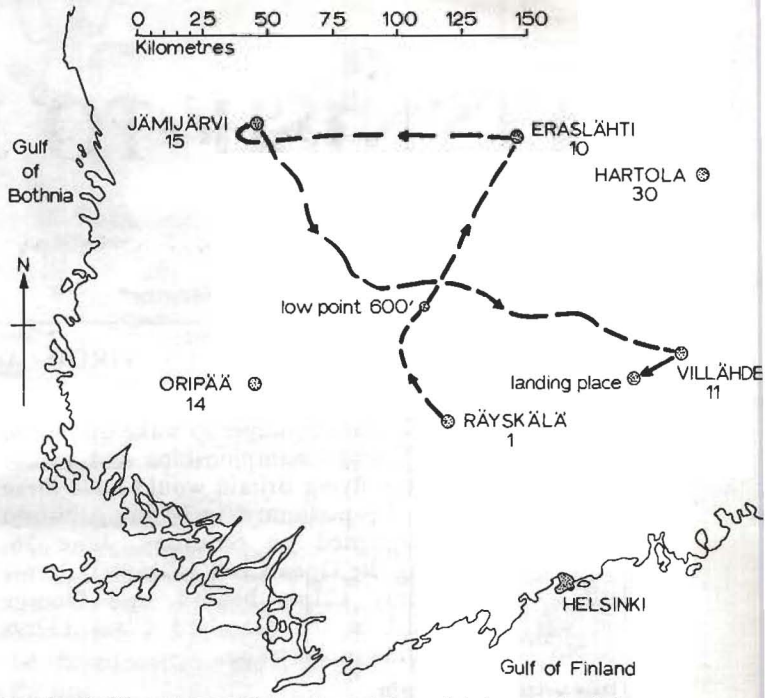
It was a nerve-wracking drive back to the airfield as I didn't know how my nearest rival, Ziobro, had fared, but Roger seemed to be in no doubt when I got back – even the Polish Team Manager had congratulated him! Of course I had the greatest faith in our Team Manager's judgment but I couldn't quite relax until some two hours later when confirmation of the photographs came through. The celebrations really started then and I can't remember too much of the parties that followed, except that I'm fairly sure that Roger and I were driven across the airfield to our respective beds by Peter King in his Dormobile with the sun shining and the birds singing!

In summary, I found flying at World Championship level to be a tremendously challenging and enjoyable experience – one that I certainly wouldn't mind repeating! I learnt a great deal from flying against so many top pilots, but the strongest impression that I took away with me was the feeling of friendliness that prevailed throughout. I was also very conscious of the enormous amount of assistance, financial and otherwise, that had been contributed by so many people in order that a full team could be sent to Finland.

Last, and by no means least, it helped having the best crew in the business! Jock and Albert did a superb job and their tolerance and good humour helped enormously when the pressure was on – who would have thought it possible to achieve a relight with an ASW-17, getting it rigged and airborne in 16 minutes?

On contest day 3 BERNARD FITCHETT flew 408km in a Cat's Cradle, 100km more than the runner up. Here, in a typically modest way, he describes his tactics on this flight which took him eight hours to complete.

A MEMORABLE FLIGHT



Because of the greater scope for decision inherent in the area distance task (alias, Cat's Cradle), it can normally be relied upon to provide good entertainment and significant points advantage for those who correctly assess the weather and have their fair share of luck.

The usual tactics are to fly as far as possible in the area of best conditions, aiming to arrive at one of the upwind turning points in the late afternoon and then drift downwind in the weak evening thermals, landing somewhere in the downwind corner.

On that Tuesday morning, as a depression was moving away eastwards, bringing a strong north-westerly wind, it seemed best to try for TP15 via TP14 and then drift to TP11.

Clearly, a few others had the same idea. A small gaggle struck out into wind just after midday but was soon split up when our path was blocked by a likely cu nim which subsequently swept over Räyskälä and disrupted the Standard Class launching. A quick rethink resulted in a diversion to the north, where the weather was now looking better than expected, but not without a successful little nibble at the edge of the storm to cloudbase at 3500ft.

A sweaty few minutes at 600ft shortly afterwards showed that the day was going to be anything but straightforward and the wind streaks on the large grey lake below seemed to be hinting that it was better to head for TP11 forthwith and make kilometres while the sun was shining.

But the air was becoming buoyant again; 4kt and the appearance overhead of Göran Ax pointing his ASW-17 resolutely northwards convinced me that TP10 was the first objective. After a few miles, we parted and from then on I was alone.

TP10 at 15.15. The weather looks quite reasonable towards TP15 and pretty sour to the south-east. With luck we should be at TP15 before 18.00hrs. With the formation of fairly deep cloudstreets the gaps became quite large and three times on this leg we were down to around 1000ft.

The TP came into sight, but the street sitting over it was conspiring to rain me out if I dared venture too close. Only five miles away and it seemed that I would have to abandon the turning point. Weak lift, however, resulting from a diversion past the turning point gave renewed hope and we dived between the showers to take the TP at 17.30 and 1500ft, surprisingly without meeting any heavy sink. In fact, we were soon rocketing elatedly back to a 4000ft cloudbase at 6–8kt, almost completely surrounded by rain!

The street, possibly assisted by a sea breeze effect, curved around the coast to the north-west and reached out for Räyskälä to the south-east; so we slalomed along at up to 120kt between the showers towards Räyskälä and were halfway back in next to no time.

I was advised that conditions near base were pretty poor, however, making it an unattractive proposition. Consequently, we switched to a parallel street 15 miles to the east and then another 15 miles beyond that, contacting weak lift at 900ft. Moving to the edge of a shower speeded things up a little and at 19:25 we reached cloudbase for the last time. TP11 was in the bag and we stretched the glide a few more miles back, landing at 19:55.

At 3.2kms per point, I didn't get a significant points advantage, but the flight certainly ranks as one of my most memorable and satisfying.

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A FINNISH TO REMEMBER

ROGER BARRETT

Hos successus alit: possunt, quia posse videntur*

VIRGIL: Aeneid V,231(!)

It's unusual for a British team manager to wake up on the last contest day of a World Championships and realise that if there was no more flying Britain would have three out of the top six on the podium – including a World Champion. But it happened on Saturday, June 26: George Lee was leading the Open Class (4016pts), Bernie Fitchett was third, only 121pts behind, and George Burton was lying third in the Standard Class 132pts behind No. 1, Ingo Renner of Australia.

Six daily prizes for Britain

Out of the 11 daily prizes so far, six had been taken by British pilots. It seemed the successes we had early on served to spur on everyone to surpass themselves.

Apart from George Lee's consistent top-class flying, Bernard had been performing with his usual flair: his cat's cradle win on day 3 had not just been luck, good judgment had taken him 100kms further than Göran Ax with the rest of the world trailing behind.

George Burton had been flying like a demon too. This was a different George from the one we remembered in Australia. What he had lost in avoirdupois this year he had more than gained in an aggressive will-to-win that sometimes took its toll on other team members – but that was soon forgotten when he made what most pilots regarded as the best flight of the whole Championships: his win by an incredible 12km/h over Ingo Renner on a quite straightforward 300km race day. If George knows why he did so well that day, and if he is able to repeat it, without any doubt he will be a strong contender for the top slot next time round.

Obviously reluctant to be flying a Standard ship, Ralph Jones – a born individualist if ever there was one – had been feeling his way as part of a team. He had put up a very creditable performance: 12th out of 46 in his first World Champs.

A pall of gloom descended

If you had asked Bob Muller, the Oz manager, and me to describe the worst possible scenario we could imagine for the last day of a World Champs when our pilots were in the lead, I suppose we would have agreed on flukey weather and tasks set in a way that pure chance might well determine whether or not our men took home the gold. A pall of gloom descended over the British table at the task briefing on that final Saturday morning because that was precisely the situation we faced: thunderstorms were forecast, there was a low cloudbase and the visibility varied between the unsafe to the merely appalling. If there had to be tasks the conditions cried out for the alternative TP out-and-return, but as CIVV for some unaccountable reason has not yet got around to including this as a possible option, we were stuck with tasks that would almost certainly turn into real lotteries: a 234km triangle for the Open with an out-and-return to the 1st TP for the Standard. However hard I tried, a feeling of black despair stayed – the World Championship was about to be taken from us . . .

An unselfish decision

This year, for the first time, the BGA had given the team manager specific authority, if the circumstances warranted it, to instruct any of our team to fly in a way that might be contrary to an individual's interests if there was a chance that he could help another British pilot become World Champion. This was something I had thought about a lot and had talked over with the team from the time we had our short-list of eight in 1974. It would be a complete break with tradition and I was not at all sure how far I had really convinced the four strong characters who made up this year's team that if the crunch came they would accept it was both necessary and practicable.

I had decided that as Bernard was only 121pts behind George Lee, it would have been quite unreasonable to ask him to fly in any way except to go out to win himself.



*Success nourished them; they seemed to be able, and so they were able.

Co-operation for both their sakes was, however, obviously desirable, so the three of us went into a huddle to work out the best tactics. But before I could say a word Bernard told George that the important thing now was for him to keep the lead – Bernard would do anything to help that George or I wanted. It could not have been an easy matter, with one task still to go, for Bernard to accept, in effect, that the top prize was not after all going to be his. Certainly it was an unselfish decision that I suspect not many pilots at Räyskälä would have made in similar circumstances.

Ralph Jones, though not within striking distance of the lead in the Standard Class, also very generously made exactly the same offer to help George Burton. My gloom lifted slightly and we hatched a plot that all the crews should go out on track to relay, via the team frequency, the vital weather information. The two Georges would give a code message about ten minutes before they anticipated starting and this would be the signal for Bernard and Ralph to cross the startline and find the first thermal so they could direct their fellow-Brits to it. Then they would press ahead, hopefully getting useful news of gaggles and workable lift from the crews, and continue to pathfind for as long as was necessary. That was the plan and I was satisfied that the total co-operation I had got from everyone in the team was a very definite "plus" that some of George Lee's rivals did not have.

Fitchett's disaster day

In the event the weather deteriorated and Bernard was forced to land back on the airfield for a second try. George decided he could not afford to wait any longer and set off with only the crews' radio messages to give him



any encouragement. And there wasn't very much of that from anyone except Al Farmer who was out on the second leg and reporting greatly improved viz and what looked like half-way to decent lift. That improvement was to be short lived and the final leg turned out to be as bad as the first.

Back at Räyskälä and out of radio contact however, I had no news except that by late afternoon plenty of pilots had landed out including Ralph and George Burton. It was looking very like a no-contest day for the Standard Class but there were still no reports from a lot of good Open pilots – including George Lee. By this time Bernard had missed what laughingly might be called the best of the day; on his third and final launch he managed to glide out some 50km. It had turned into a disaster day for Fitchett and it was apparent Britain would not after all have two out of the top three in the Open Class.

After 20 years we had done it

The next few hours were the most depressing ones I can ever remember. Thunder and sheets of rain over Räyskälä and, as all our crews were still out on the road, no news of George. The pair-flying Poles, Ziobro and Muszczynski, were our greatest threat and there was no news of them either. With a lead of just 85pts over Ziobro, George Lee was flying now with no one in the air to help him – if luck comes into winning a World Championships this was the time we were going to need at least our fair share. When the rain stopped I went for a bike ride through the dripping forest to try to ease the tension.

Eventually the pins that mattered were stuck in the map: Klaus Holighaus and the two Poles had done well – 37km out from base. They were near the front of a heap of about 20 pins all within 10km of each other – and in amongst them but towards the back end there at last was "26", Lee. The day was going to be devalued – but by how much? The number of points per km was critical with Ziobro 7km ahead of Lee and that bare 85pts separating them. In the crush around the map everyone was trying to work out if Lee had done well enough to win. There were still some pins outstanding, notably Dick Butler – the US team's front runner, and in the excitement my mental arithmetic was proving inadequate. I grabbed Tom Page who was reporting the Champs for *Soaring;* he had a slide-rule and looked dispassionate. After a few – very long – minutes of thinking and sliding he announced he was satisfied no one could overtake Lee. A few moments later the Polish team manager shook my hand and that clinched it – after 20 years of trying we really had done it.

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The following morning someone told me they felt certain they had woken up at 3.00am to hear a rendering of *Rule Britannia* coming out of the forest some distance away. I have a strong suspicion they may have been right.

A look ahead

Each time in the past when we failed to bring back a World Champion there was a temptation to believe we had done nothing right and that we ought to re-think everything from pilot selection through choice of gliders to team tactics. It would be just as illogical now to say we did everything perfectly this time.

My own view is that we were right to select a short-list of eight from whom the final team was chosen. With the Sports Council's help – but at no small expense to themselves – the eight entered all the top competitions they could, both in the UK and abroad: the pressure to win against top-class opposition was maintained from early on. I guess we ought to look again at the system we use to determine choice of glider. With the amount of money that now has to be invested in sending a team to a world event we just cannot afford the possibility of a pilot choosing a glider that is not competitive. In future the opinions of others besides the pilots should be taken into account when deciding what ships give us the best chance of winning. We have undoubtedly learnt something about the importance of psychological factors in winning but this whole aspect of competition gliding will, I am sure, repay a lot more study in the future. I hope that our pilots who did so well this time will think about this and will be prepared to spread the word about what they have discovered.

My successor as team manager will be out to make it a double for Britain next time. Undoubtedly it is possible. We know now that some of our pilots rank with the best in the world. Anyone who beats them in British Comps over the next couple of years ought to be given the opportunity to fly abroad and if he proves himself should be voted on to the team. There is now substantial evidence that a proven young pilot with the right mental approach stands just as good a chance as the wise old bird. Catching pilots as they reach their competitive peak – and that has nothing to do with age – ought to be our aim.

Thank you . . .

So many individuals and organisations helped this year's British team I am reluctant to start naming names because there is not space to include them all. Everyone who went to Finland from Britain would, however, like to thank our major sponsor, Saab: they not only lent us five Combi Coupes for two months but also contributed to our funds. The cars were a delight to drive and especially so on the Finnish dirt roads; after some 25 000 miles we only experienced one minor snag – a temporary fuel blockage on one car. Our considerable thanks also go to: our Patron, Prince Philip, for inviting the team to Buckingham Palace and for his keen interest in what we were setting out to do; the Sports Council for their financial help towards our training costs as well as travel costs to Finland; Justerini and Brooks for enabling the rest of the world to appreciate their exceedingly popular brew – J & B Rare Scotch Whisky; the British Society of Sports Psychology; the British Embassy in Helsinki for boosting our morale during those tedious non-flying days; Pye, Colin Dews, Terry McMullin and John Williamson for help with communications; Jasper Partington for designing our team "logo"; Mike Bielkiewicz for providing us with lots of those elegant glider lapel badges. And, of course, we thank all those British gliding clubs and gliding people who contributed so generously to our team funds – without your support it could never have happened.

On a personal note I owe special thanks to: Mike Bird, who analysed previous World Champs results in great detail and who showed me what, in theory, we had to do to win (his predictions were spot on!) and to George Moffat who, in *Winning on the Wind* convinced me a British pilot **could** win!

If I may also dare to mention some of our team: Tom "the Met" Bradbury provided the forecast service we needed for our pilots in spite of considerable difficulties put in his way by the organisation; Deirdre Reeves helped in lots of ways besides crewing for Bernie; Al Farmer, deputy team manager, took on an extra load without a murmur and without him the team manager would have ceased to function early in the proceedings; Jock Wishart – without whom no British team would be the same – and finally George Lee who made a dream a lot of us had into a reality. George and his crew (Jock and Albert Johnson) were totally professional in all they did and set a standard of expertise and behaviour that impressed everyone. George was a very popular winner with all the teams and I cannot do better than end by quoting the Räyskälä Daily Bulletin: "George is a gentleman of the finest British tradition . . ." And so say all of us.

British Team at Räyskälä

George Burton. **Crew:** Con. Greaves, Peter King.
Bernard Fitchett. **Crew:** Mike Cowburn, Deirdre Reeves.
Ralph Jones. **Crew:** Peter Jones, John Thorne.
George Lee. **Crew:** Jock Wishart, Albert Johnson.
Base team: Roger Barrett (Manager), Al Farmer (Deputy Manager and Treasurer), Tom Bradbury (Met forecaster), Rika Harwood and Jane Jones.

* * *

STOP PRESS!

It would be nice if there was a good turn-out of glider pilots to join in celebrating George Lee's victory in London on November 26 when he will be presented with his FAI gold medal by HRH Prince Charles on the occasion of the Royal Aero Club's 75th anniversary. For tickets for the reception, apply to H. J. Morgan, The Steering Wheel Club, Curzon St, London, W.1. R.Q.B.

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BGA AND GENERAL NEWS

BIGGER AND BETTER . . .

In an atmosphere of gathering crisis over Britain's drought in the driest summer since 1727, which could have a disastrous effect on our already shaky economy, at least Britain's glider pilots are making hay while the sun shines!

Bigger and better flights are almost becoming commonplace and are planned and carried out all over the country.

Only in the last issue Philip Wills thought that cross-Channel flights from North Hill in Devon (home of the Enterprise competitions) were a distinct possibility. To prove the point his son Justin took off from there in his Std Libelle on August 1 to fly to Trier in Germany, the same day two other gliders made the Channel crossing. See p194.

Between 1939 and 1961 eleven cross-Channel flights were made in gliders which, after 1961, became almost impossible because of airspace restrictions. Now that gliders can be cleared by radio, and prior permission can be obtained, the first 1000km from Britain could well lay across this route for those who enjoy and can afford straight distance flying.

For, less costly, closed-circuit flying, July 22 was the day, when Chris Garton (Kestrel 19) flew 801km from Lasham to Durham Cathedral and back to break the out and return record broken by Alan Purnell on the same day and by Hugh Hilditch on July 17. (See p197). Three Std Libelles from Booker (see p200) declared and completed 600km triangles on the same day.

Tom Docherty held the distance record for one day when, on July 31, he flew from Portmoak in Scotland to Ford airfield on the south coast, 633km away.

The flights are too numerous to mention but the BGA office is inundated with claims for records and certificates of all sorts, one of the most interesting ones being the A and B certificate issued to HRH Prince Andrew who flew solo in a T-21 on July 9.

UK RECORDS AWAITING APPROVAL

600km triangle single-seaters; C. Garton, Kestrel 19, 89.05km/h on 10.6.76. 500km triangle restricted; C. Rollings, K-6E 77.4km/h on 20.4.76. 300km goal single-seaters; A. H. Warminger, Kestrel 19, 133.38km/h on 24.4.76. 300km goal, restricted; J. Wills, Std Libelle, 131.78km/h on 24.4.76. Two-seater Motor Glider records: 100km triangle, P. Ross and H. Daniels, 36.04km/h, SF-28A on 27.6.76. 100km goal, P. Ross and Caroline Young, ?km/h, SF-28A on 17.7.76. 200km goal, P. Ross and P. Fletcher, 66km/h, SF-28A on 18.7.76.

FATAL ACCIDENTS

It started with the IS-29 and a spin-in during an approach to a field; next was a K-6 in the same situation. The Vasama could have been because the rudder pedals were out of reach of the pilot (due perhaps to operating the rudder pedal adjustment which was very close to the cable release). A fatal/serious injury in a two-seater after a launch failure and a 180 deg. turn and finally (or is it?) a solo glider recovering from an incipient spin in one direction to spin-in in the other; the pilot survived with broken ankles and extensive bruising.

One thing is clearly evident – the majority of spinning accidents are fatal or involve serious injury. In 1974 we had four such accidents and two last year. I suppose it was inevitable that the record couldn't be maintained. There is one common factor – flying too slowly and manoeuvring near the ground. The height lost in a turn of a spin and the nose-down attitude (as much as 80 deg.) make such accidents rarely survivable.

When will pilots learn that when flying too low and too slow they are only two or three seconds at most from death?

Bill Scull
Senior National Coach

There were three fatal accidents during July. Brian Humphreys of the Woodspring Club (K-6E); Lt-Col John Charteris of Dumfries (Vasama) and Michael Neale, a pupil, who was killed in a Blanik from Sutton Bank. The instructor, John Paignott, sustained leg injuries.

WE HAVE COME OF AGE

Twenty-one years ago S&G evolved from *Gliding*, which started in 1950, and among the first to send their good wishes was Chris Simpson, immediate past Chairman of the BGA. We thank him for his kind message which reads:

"I am delighted to congratulate S&G on its twenty-first birthday. Long may the best gliding magazine in the world flourish."

NATIONAL LADDERS' SCORES ROCKET

July's weather, with several 500km plus type days, has resulted in a veritable explosion of scores on the National Ladders. This year's

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handicapping also accounts for some high scores by relatively low-performance gliders, which is encouraging for those without glass-fibre wings.

Private Ladder

Leading pilot	Club	Pts	Flts
1 L. E. Beer	Thames Valley	9298	4
2 F. J. Sheppard	Airways	8141	4
3 C. C. Rollings	Airways	8017	4
4 A. D. Purnell	Surrey & Hants	6479	4

Club Ladder

Leading pilot	Club	Pts	Flts
1 C. C. Rollings	Airways	8247	4
2 C. Thomas	Coventry	5806	4
3 C. Lovell	Surrey & Hants	3701	4
4 J. Thompson	Coventry	3112	3

JUST NOT ROOM

Due to heavy demands on space, we regret that Your Letters and a number of the gliding certificates have been held over to the December issue.

OBITUARY

JOHN FURLONG

With deep regret we have to announce the death on August 11 of John Furlong, MBE, DFC, who gave outstanding service to British gliding, especially as Chairman of the BGA Flying Committee from 1953 to 1966. His tenure of office as President of the London Gliding Club included a period of financial stress which his business as a transport contractor in Woolwich helped him to relieve.

John's flying career started in his late 'teens when, in 1916, he joined the flying school at Hendon at his own expense and then, after some persistence, got himself accepted into the Royal Flying Corps (later RAF). At the end of that war he accompanied a British expedition sent to Archangel to harry the Bolsheviks; his job was to bomb an armoured train which repeatedly tried to approach along a railway track leading to the British lines.

John joined the London Gliding Club in 1934, getting his A and B Certificates (No. 380) that year, his C in 1935, and Silver C in 1937 (No. 25 in the British list and No. 568 International), his distance flight being 43 miles from Dunstable to Chelmsford, ending by knocking 12in off the top of a road sign on his approach to an awkward field.

His most spectacular flight was at the opening meeting of the Derbyshire & Lancashire Club at Easter, 1936. He was soaring over Mam Tor when an approaching snowstorm blotted out the valley below; he tried to land on top but overshot into the snow, and thereafter had to keep close to the barely visible slope till the storm cleared off. This was in the Cambridge II, which he shared with R. S. Rattray.

During the last war John Furlong worked hard for the Air Training Corps when it started gliding; he rose to a high place in the organisation and was in charge of the gliding school at Kidbrooke, near Woolwich, in a large field almost surrounded by built-up areas and barrage-balloon cables.

During John's Chairmanship of the Flying Committee he was the main architect of the Rating List when, after nearly 30 years, there was no longer room in the Nationals for all who wanted to fly. He was Chairman from 1953 to 1966.

His name is incorporated, and will live on, in that of the famous Ottfur back-release, which he designed in conjunction with the late proprietor of Ottley Motors, Wood Green, who built and repaired gliders. This device, which releases the launch cable as soon as it exercises a backward pull, must have saved launching accidents and even some lives.

John had a great many very good

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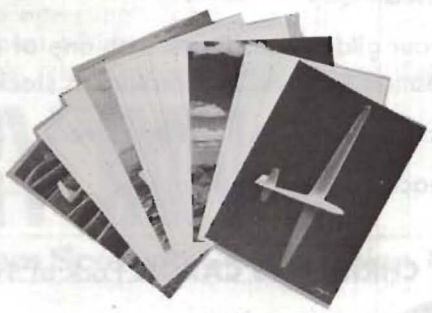
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friends, including foreign ones such as Jos'e Ortner of Argentina, and Prince Bira of Siam, the racing motorist, whom he introduced to gliding. He married Frances Leighton, BGA Secretary, soon after she relinquished that post, and it turned out happily: both had been married before. It is to be hoped that Frances will continue her most useful work as Secretary of the Vintage Glider Club and keep the family association with gliding.

A.E.S.

AN APPRECIATION

BY PHILIP WILLS

Rightly or wrongly, we often judge people by their looks. John's face, generous, kind, commonsensical and craggy, expressed his character to the full. He was a man to whom everyone instinctively turned as an arbiter, knowing his judgment would be fair.

He reminded me recently of something I had quite forgotten: that I had been the "instructor" who had sent him off the top of Dunstable Downs in a Primary for his A certificate flight. This must have been around 1934. He told me that my briefing was: "Do remember that this thing is designed to fly, and you are not. So don't get excited and shove things around too violently, and it will get you to the bottom in one piece." I don't think Derek Piggott would approve today, but John got his A all right.

The best stroke of luck that ever befell John (because who you marry is always a stroke of luck) was his marriage in 1966 to Frances. Frances Leighton had been our very efficient BGA Secretary for the previous five years, and was very much younger than John. But from the very beginning these two people grew together as one, so that it was a joy to meet them and bask in the almost sensible warmth of their mutual affection.

Death stalked John steadily for the last two years of his life, and both he and Frances regarded it unflinchingly. A few weeks before he died Frances wrote and asked Kitty and me to come and see him. We knew it would be for the last time. He was in bed in his beautiful room in the beautiful house which they had built on the hillside looking out over the weald of Kent. We talked easily and ordinarily and without strain for an hour: it was simply good and right that we should all be together, an affirmation of our lifelong friendship and esteem.

What John has done for gliding is recorded elsewhere. Here I only want to add that he was a fine and good man, that to have been his friend is a matter of pride, and that the world is a better place for his having lived in it.

GLIDING CERTIFICATES

ALL THREE DIAMONDS

No.	Name	Club	1976
64	T. Pentelow	Bristol & Glos	22.7
65	T. P. Docherty	SGU	31.7
66	A. T. Kenworthy	Yorkshire	22.7
67	C. R. Hurst	in Australia	4.12.75

DIAMOND DISTANCE

No.	Name	Club	1976
1/113	A. J. Watson	Lasham	29.4
1/114	R. W. Smithers	RAE (in Austria)	22.6
1/115	T. Pentelow	Bristal & Glos	22.7
1/116	L. Forsey	Landon	10.7
1/117	R. Q. Barrett	London	11.7
1/118	T. P. Docherty	SGU	31.7
1/119	H. A. Torode	Cranfield	22.7
1/120	R. D. Willett	Buckminster	22.7
1/121	A. T. Kenworthy	Yorkshire	22.7
1/122	C. R. Hurst	in Australia	4.12.75
1/123	D. J. Freeman	Thames Valley	22.7
1/124	K. J. Cadman	Coventry	25.7

DIAMOND GOAL

No.	Name	Club	1976
2/685	A. Jury	Anglia	28.4
2/686	P. L. Harris	Cambridge Univ	28.4
2/687	R. Davidson	Coventry	28.4
2/688	J. D. Hessey	S Yorks & Notts	6.6
2/689	W. V. Ogley	Surrey & Hants	10.6
2/690	P. Bolton	Bicester	7.7
2/691	R. D. Jackson	Surrey & Hants	10.7
2/692	D. K. McCarthy	Kestrel	10.7
2/693	P. M. Harmer	RAE	10.7
2/694	J. G. Allen	Bicester	10.7
2/695	P. N. Harborne	Airways	10.7
2/696	D. A. Pybus	Thames Valley	7.6
2/697	A. R. Hyett	Heron	10.7
2/698	C. J. Tipney	Airways	10.6
2/699	T. Oulds	Phoenix	3.7
2/700	D. B. Powell	Surrey & Hants	22.7
2/701	G. McLean	Hambletons	17.7
2/702	M. J. Quinn	Hambletons	17.7
2/703	M. B. Jefferyes	Essex	24.7
2/704	R. T. Dixon	Four Counties	11.7
2/705	I. R. Cook	Inkpen	10.7
2/706	C. J. Bryant	Surrey & Hants	22.7
2/707	I. D. Parker	Imperial College	10.6
2/708	R. A. Hall	Oxford	24.7
2/709	R. E. B. Johnson	Surrey & Hants	27.7
2/710	J. W. Turnbull	Anglia	24.7
2/711	I. McLean	Four Counties	31.7
2/712	M. T. Dugmore	Swindon	17.6
2/713	M. Clarke	Surrey & Hants	10.7
2/714	P. J. Wilby	Essex & Suffolk	29.7
2/715	R. Bousfield	Essex & Suffolk	29.7

DIAMOND HEIGHT

No.	Name	Club	1976
3/277	P. G. Cook	Deeside	12.6
3/278	J. T. Potter	Clevelands	12.6
3/279	R. B. Walker	Cambridge Univ	27.6
3/280	C. Davison	Deeside	27.6
3/281	D. S. Innes	Deeside	27.6
3/282	M. E. Carter	Yorkshire	29.6

GOLD C COMPLETE

No.	Name	Club	1976
534	A. Jury	Anglia	28.4
535	R. Davidson	Coventry	28.4
536	J. D. Hessey	S Yorkshire	6.6
537	G. P. Berry	Kestrel	26.6
538	P. J. Charnell	Kestrel	28.6
539	W. V. Ogley	Surrey & Hants	10.6
540	P. Bolton	Bicester	7.7
541	A. B. Crease	Imperial College	28.6
542	A. D. W. Martin	Inkpen	27.6
543	A. E. Wathen	Thames Valley	27.6
544	C. J. Tipney	Airways	10.6
545	T. Oulds	Phoenix	3.7
546	G. McLean	Hambletons	17.7
547	M. J. Quinn	Hambletons	17.7
548	M. B. Jefferyes	Essex	24.7
549	R. T. Dixon	Four Counties	11.7
550	I. R. Cook	Inkpen	10.7
551	I. D. Parker	Imperial College	10.6
552	H. H. T. Wolf	Dorset	10.4
553	R. A. Hall	Oxford	24.7
554	R. E. B. Johnson	Surrey & Hants	27.7
555	J. W. Turnbull	Anglia	24.7
556	B. Brownlow	Bicester	27.6
557	D. J. Freeman	Thames Valley	26.3
558	R. N. Hunt	Anglia	22.7
559	M. T. Dugmore	Swindon	17.7
560	M. Clarke	Surrey & Hants	10.7

GOLD C HEIGHT

Name	Club	1976
Angela Veitch	SGU	6.6
J. M. Whiteley	Clevelands	12.6
K. Wressell	643GS	14.6
Nancy Buck	SGU	6.6
I. C. Champness	Surrey & Hants	27.6
P. G. Bower	SGU	6.6
M. Clarke	Surrey & Hants	27.6
W. J. Stout	Newcastle	26.6
M. H. Thomas	SGU	6.4
Carol Richardson	Deeside	27.6
G. P. Berry	Kestrel	26.6
P. J. Charnell	Kestrel	28.6
M. Stott	Northumbria	22.5
A. B. Crease	Imperial College	28.6
A. D. W. Mattin	Inkpen	27.6
A. E. Wathen	Thames Valley	27.6
P. Lloyd	Newcastle	26.6
P. Russell	Doncaster	29.7
B. L. Cooper	Deeside	24.6
H. H. T. Wolf	Dorset	10.4
G. L. J. Barrett	Oxford	24.7
B. Brownlow	Bicester	27.6
R. T. Milner	Humber	28.3
M. T. Aherne	Humber	28.3
D. J. Freeman	Thames Valley	26.3
M. T. Dugmore	Swindon	27.6

GOLD C DISTANCE

Name	Club	1976
R. W. Hill	Norwich	24.4
A. Jury	Anglia	28.4
P. L. Harris	Cambridge Univ	28.4
R. Davidson	Coventry	28.4
J. D. Hessey	S Yorkshire	6.6
D. T. Reilly	Devon & Somerset	10.6
W. V. Ogley	Surrey & Hants	10.6
P. Bolton	Bicester	7.7
R. D. Jackson	Surrey & Hants	10.7
D. K. McCarthy	Kestrel	10.7
P. M. Harmer	RAE	10.7
J. G. Allen	Bicester	10.7
P. N. Harborne	Airways	10.7
D. A. Pybus	Thames Valley	7.6
A. R. Hyett	Heron	10.7
C. J. Tipney	Airways	10.6
T. Oulds	Phoenix	3.7
D. B. Powell	Surrey & Hants	22.7
G. McLean	Hambetons	17.7
M. J. Quinn	Hambletons	17.7
M. B. Jefferyes	Essex	24.7
R. T. Dixon	Four Counties	11.7
I. R. Cook	Inkpen	10.7
C. J. Bryant	Surrey & Hants	22.7
I. D. Parker	Imperial College	10.6
R. A. Hall	Oxford	24.7
R. E. B. Johnson	Surrey & Hants	27.7
J. W. Turnbull	Anglia	24.7
I. McLean	Four Counties	31.7
P. J. B. Wilby	Essex & Suffolk	29.7
R. N. Hunt	Anglia	22.7
M. T. Dugmore	Swindon	17.7
M. Clarke	Surrey & Hants	10.7
P. J. Wilby	Essex & Suffolk	29.7
R. Bousfield	Essex & Suffolk	29.7

SILVER C

No.	Name	Club	1976
4358	G. D. Nisbet	London	29.4
4359	R. Rutherford	Surrey & Hants	3.6
4360	G. G. Beal	Borders	22.6
4361	G. D. Morris	Bristol & Glos	22.5
4362	D. Tucker	Catswold	2.6
4363	K. C. Tillsley	Stratford-on-Avon	4.6
4364	K. H. Lloyd	Cotswold	4.6
4365	P. J. Marshall	Airways	6.6
4366	P. A. Turner	Swindon	1.6
4367	J. Healey	Essex	18.6
4368	K. P. Barker	Bicester	13.6
4369	R. G. Baker	Buckminster	14.6
4370	B. Shaw	Yorkshire	10.6
4371	K. L. Wiseman	Woodspring	18.6
4372	M. G. N. Hoare	Mawgon Vale	8.6
4373	A. Clusky	Burton & Derby	10.6
4374	E. C. W. Cloyton	Wellond	6.6
4375	A. C. I. Killingray	Phoenix	15.5
4376	J. J. McGovern	Eagle	16.6
4377	K. Coburn	Phoenix	15.5
4378	A. Littlewood	Thames Valley	13.6
4379	M. E. Lee	Cranwell	8.6
4380	J. Ford	Cranfield	7.6
4381	P. J. Moore	Bicester	8.6
4382	T. Sly	Surrey & Hants	8.6
4383	P. C. Gill	Essex	5.6
4384	D. Froser	SGU	6.6
4385	J. Searle	Bonnerdown	23.5
4386	E. G. H. Long	Cambridge Univ	11.6
4387	N. J. Heaton	Bannerdown	7.6
4388	M. J. Lowrey	Bicester	9.6
4389	D. T. Verey	Surrey & Hants	13.6
4390	R. A. Bickers	Kestrel	27.6
4391	L. P. Doby	Bicester	26.6
4392	R. J. Myer	Ulster	24.6
4393	P. V. Ibbotson	Derby & Lancs	20.6
4394	N. P. Reeve	Oxford	13.6
4395	I. C. Champness	Surrey & Hants	27.6
4396	G. P. Hawkins	Oxford	26.6
4397	R. Holden-Rushworth	Eagle	23.5
4398	R. Brown	London	23.5
4399	C. T. G. Hormsworth	Bristol & Glos	13.5
4400	L. J. A. Cordes	Cranfield	10.6
4401	E. Graham	Cambridge Univ	26.6
4402	H. M. Gordon	Thames Valley	14.6



club news

A Std Libelle on aerotow behind the Super Cruiser during the Western Regionals at Nympsfield. The west ridge is in the foreground. *Photo: Ray Brown.*

Copy and photographs for the December-January 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 October 12 and for the February-March 1977 issue to arrive not later than December 2.

August 12, 1976 **GILLIAN BRYCE-SMITH**

BLACKPOOL & FYLDE

Two club course weeks were well supported and several pupils went solo. As an amateur club we depend greatly on the co-operation of our instructors, of which Bob Pettifer has been one of the most popular and effective. He is emigrating to Canada and we give him our best wishes and our thanks for the leadership he has given. Fortunately new instructors appear (Steve Valentine) and grow (Bob Gordon, Windsor Lewis and Bob Boyd are under training) so that the treadmill can continue.

Geoff Guttery has joined the Olympia 2B, and David Brown stepped in to the SD-3 shortly after going solo. We sadly miss Norman Brooks; we didn't know that he was seriously ill, for he was as cheerful as ever. He trained very rapidly, without letting on that he had been a wartime fighter pilot, and became a competent club pilot. When we had a party, Norman, who ran a busy pub, would get a special licence, set up the bar and staff it, take no fee and give the profit to the club.

The Skylark 3 flew through a tree while trying to find the airfield, but kept on flying until it reached earth. More damage occurred on the ground roll, but this was quickly repaired. The Eon Baby (Grunau) will take longer. It was on a sponsored flight, with a prize for the best guess at distance covered. After 48km it was caught out between two thermals and then between two fields. A wing tip dug in, the cartwheel damaging wing and fuselage. Fortunately both the pilots escaped injury.

K.E.

BRISTOL & GLOUCESTERSHIRE

Congratulations are due to T. Pentelow (three Diamonds), R. Sandford (three Diamonds) and D. Vennard (500km). The weather has been almost too good, with 300km flown as a matter of course. Cloudbase has been 8000ft plus over the site.

The Western Regionals saw eight competition days and they were rated the best ever held at Nympsfield.

B.S.

BURTON & DERBY

The exceptional weather has resulted in a bumper crop of Silver Cs. Messrs Harris and Torkington cleaned up all three legs in one go and Messrs Chapman Snr, Burton, Clusky, Dale, Prince and Delahay completed remaining legs.

Ken Lawrence (Std Libelle) flew 360km of a declared 500km out-and-return. Keith Bowdler has joined the instructors after attending a course in May and we now have a syndicate operating a second K-6CR.

For the second time this year a member has celebrated his 16th birthday by going solo. Congratulations to Steve Chapman.

P.A.W.



Steve Chapman in the Blanik being congratulated by Peter Wood, an instructor, after going solo on his 16th birthday.

CAMBRIDGE UNIVERSITY

We seem to be in for yet another year of record cross-country kilometres. It's impossible to list all the meritorious flights from Duxford and Cambridge, but completing Silver Cs and landing out appear to have been the most popular pastimes.

During June, Richard Walker gained Diamond height with a climb to 22000ft at Aboyne. Sea breeze fronts were particularly in evidence in East Anglia during June and on the 27th, Chris Chapman, in the club Skylark 3, and Duncan Cummings (Olympia 463), soared until 21:00hrs. They could have stayed airborne longer but the front was drifting further inland from Cambridge.

John Scott (Skylark 3) completed a 300km triangle for Diamond goal on July 24.

S.N.L.

COTSWOLD

Pride of place in our report must go to Tim MacFadyen, our first member to complete a 500km triangle and surely the first in the country to cover this distance in a K-6CR? Flying from Aston Down on Sunday, July 17, he fell down on his last leg just 30km short. He tried again three days later and was successful, being airborne for 9¾hrs.

Larry Bleaken completed 400km in 4½hrs on July 17, then in late July he managed 10000ft in an open cockpit T-21.

Congratulations also to Chris Swann (Skylark 4) for a 300km out-and-return and to Cliff Carter and Dave Breeze for 300km triangles in their Pilatus.

These days Silver legs flown pass almost unnoticed, but mention must be made of Ruth Housden who has become our only lady Silver C. She flew her height and duration one weekend and the distance the next. Eight Silver Cs have been completed since the spring.

The club fleet was extended at the beginning of the season by a K-2 in excellent condition. Private syndicates include three Pilatus, a Cirrus and a Std Jantar. There are plans to sell the club K-6E and one of the K-7s to buy an Astir promised for delivery next spring.

An unexpectedly stormy AGM in June brought about a few committee changes and Alan Roseberry also retired as Chairman to be replaced by Ken Lloyd. John Holland is the club's first President.

Following a rather poor spring task week we are anxiously awaiting the August week starting on the Bank holiday.

J.D.H.

COVENTRY

What a fortnight . . . The week before the club task week, several pilots practised and about six 300km triangles were flown. The task week started on July 24 with tasks of 250 and 420km and each of the triangles were completed.

Day 2 was even better with the club Bocian completing 300km and some of the hot ships

flying 500km triangles. The week proved very successful, with 23 gliders flying 18000km.

John Ellis (Dart 17R) flew three 300km triangles in a week, because the first two attempts had faulty photographs. Out of 11 first 300kms, only five had acceptable photos.

C.T.

DERBY & LANCASHIRE

A few notable weekends have included various combinations of hill lift, thermal, wave and some form of evening anabatic breeze. Pilots who have recently gone solo are Colin Usher, Ian Wilmot, Morris Clifford, Jim Lynchehaun, Oliver Cowley, Mike Bullas and Mark Ashton and, since our last report, Peter Ibbotson, Mark Barlow, Graham Frankland, Bill Severn, John Bradwell and Charles Rogers have gained their Bronze C. Charles Rogers, Peter Ibbotson and Andrew Stocks now have their Silver Cs.

The awards, presented at the AGM, were as follows: Camphill trophy, Mike Armstrong; Jubilee cup and the Mensforth trophy, Ted Neighbour; Eustace Thomas cup, John Shipley; Meads' trophy, John Humpherson; the Chairman's prize, Andrew Stocks with John Illidge, who gained a Bronze C before his 17th birthday, successfully claiming a Whitbread award.

More recently, John Humpherson and Andy Melville flew 300km triangles and John Shipley climbed to Gold height, all completing their Gold Cs.

On the social side, the sheep roast and dance was excellent and well attended. Holiday courses continue and with resident instructors provide excellent tuition for beginners and give extended club flying to solo pilots through the summer.

We have two new aircraft at the club, a K-6CR from Germany and a Jantar.

G.D.R.

DONCASTER & DISTRICT

Phew! What a summer season! The achievements of the club are too numerous and varied to mention individually.

The start of events began with a joint open day to the public, given by the Aero Club and ourselves. This was very successful in promoting our sport and brought us an influx of new members. Highlights of the day were the aerobatics given by H. Pepper in the K-6 and Graham Singleton's ballast-dropping beat-up in the Kestrel.

We had to close the list for trial flights early in the day due to excessive demand. Our future Mayor of Doncaster flew and has now become a gliding enthusiast.

The Airship Europa spent a few days as our guest at Doncaster Airport. An unfortunate finale to the visit was that the airfield caught fire on what must have been the best soaring day of the decade! The fire was still burning two days later.

We have been busier than ever with the courses and our thanks to the winch teams for keeping things going in the absence of the tugs.

P.Y.

DORSET

The increase in club activities and achievements can be attributed to the excellent soaring conditions and our return to a full fleet. Our thanks to Ted Henman and his team for their many hours' work on the gliders. Also a greater use of the present winch has increased the launch rate and we look forward to a prototype twin drum version making its debut.

Among the achievements were first solos by Messrs Slater, Higham, Woodhouse, Morrison and Webb, a Bronze C completed by Gary Looker and Silver Cs by Rodney Ashby and Bruce Niven. The club's Skylark 4 was entered by Bill Meyer and Peter White in both the Nationals and the Western Regionals: although modest by competition standards it proved "tremendous fun" according to Bill.

Despite strenuous efforts we haven't found a replacement fuel tank (No. JA 30662) for our Auster 5. Can any reader help?

S.L. and R.O.

DUNKESWELL

Our advanced training course was most successful and there was a good lecture programme and some cross-country flying. The club was host for a day to a party of disabled adults from the Cheshire Homes. The removal of the canopy and use of wide straps for lifting ensured a flight for each guest. It was all most enjoyable.

The bending of the T-53 wasn't allowed to detract from the euphoria generated by the previous club week when Roger Mason, Ann Pitt and George "Pop Rivett" Jewell, back after 15 years, went solo. Peter Craggs and Mike Bird gained Bronze legs and Robin Smitten, a visiting Enstone eaglet, his Silver height. David Bosher, aged 16, completed his Silver C with a distance flight.

We are delighted with our YS-53. It has proved its worth by giving two Bronze legs and a Silver height to Rodney Barge and two Bronze legs and Silver height to Chris Dunn. Mike Jewell, Peter Jury, Les Baskwell, Charles Davis and Doug Menzies have gone solo, Doug then getting his C. Frank Buttery, Dave Winter and Brian Johnson have Bronze legs, Brian also getting Silver height in the T-49, and John Killoran has his C. Dave Parker (Oly 2B) gained all three Silver legs in one week.

B.H.F.

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ENSTONE

It was overwhelmingly decided at an EGM on July 25 to keep our Terrier tug for at least another six months, and Roger Bunker has offered to try and make it operate more economically.

This month yet another syndicate glider has arrived – a Std Austria bought by Doug Blore and Paul Lees.

There are plans to extend our bar which has recently been very well supported, possibly due to the record number of Silver and Bronze legs this season and to the large number of first solos.

M.W.

ESSEX

Events at North Weald have been marred by the tragic death of John Gell in a ground accident. John had been a keen member at Essex for many years and recently completed his Silver in the club K-6. We all extend our deepest sympathy to his family.

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The badge hunt continues with Mike Jeffries (Pirat) completing his Gold with a 320km triangle, this time with his barograph working! Many people have completed Silvers, the latest being Peter Gill (Dart), Tony Griffiths (K-6), Malcolm Nixon (Skylark 4), and John Healey (K-6). John, aged 18, was our youngest Silver pilot until Ian Smith (Skylark 2) went to Nympsfield on holiday and completed his Silver in a week! Our latest solo pilot is Ruth Batchellor who converted to the Swallow on the same day.

Congratulations to Tony Manwaring and Mike Throssell (SHK) who came third in the Western Regionals and to Dave Appleby and Pete Bartle (Cirrus) who took the team prize from the Booker Regionals. Dave has also done a grand job converting an old airfield building into a fuel store for our Condor and Falke. Our courses have proved a great success with Stan Harris kept very busy.

We had a superb barbecue, organised by John McElarney, with excellent steaks prepared by John Critch. Many thanks to you both. Thanks also to Mike Audritt for his work in keeping the club fleet serviceable.

Latest visitors to North Weald were our friends at the Essex & Suffolk Club – Messrs Bearcroft and Green completing Silver distance.

K.L.B.

ESSEX & SUFFOLK

As this goes to press we are in the middle of our four weeks' summer flying; this we carry on with the blessing of RAF Wattisham, which is operational with Phantoms. We have been hosts to several members of the Anglia GSA.

This summer must be our most successful ever for badge flights, notable amongst the many being the Diamond goal flights to Leicester on July 29 by Bob Bousefield (K-6E) and Pete Wilby (Pirat) and the Gold C height by Mark Matheson (Skylark 4). Tony Langford narrowly missed all three legs of his Silver C, because of the 1% rule. First solos have been flown by John James, Bob Brown, Jamie Jameson (our Treasurer), Angus McDonald, Dennis Winterbottom and Roy Grubb.

Several have completed Bronze Cs, Jeff Cork and Bob Green have gained Silver distances and, due to the exceptional conditions with cloudbase on one day at almost 9000ft, there have been a crop of Silver heights.

We welcome Tony Wooff and his Oly 463 from Sutton Bank. Another new syndicate has formed with a K-6CR brought from Germany and Bob Bousefield has replaced his K-6E with a Std Libelle.

C.C.S.

HIGHLAND

As a site, Dallachy has succeeded beyond our brightest hopes: with predominantly westerly winds blowing straight down the strip, days when strong crosswinds might restrict flying on our narrow site have been fewer than anticipated. In strong winds, winch launches of up to 1900ft have made it easy to contact wave, and our best flight so far, by Hendry Dyce and Angela Veitch in the Bocian, had to be broken off in five knot lift at 12200ft because the glider carried no oxygen. In spite of our coastal position, sea breeze fronts have been less in evidence than at Milltown and we have had some good thermal soaring.

Individual successes since we arrived on the site include a Silver height and first Bronze leg for Martin Knight, a second Bronze leg for Charlie Grant and a first solo for Mike Foreman.

Our outstanding club success is the winning of the Portmoak Regionals by Jeff Howlett and Bill Meyer sharing the club's K-6CR with 2223pts.

Now that we are well established at Dallachy, Ruth Tait is starting a club magazine for the edification and amusement of the members and visitors.

R.E.T.

LONDON

At the beginning of August we were hosts to the 4th International Vintage Rally which was a tremendous success.

The courses have gone mad. A decision two years ago to cut the number of *ab-initios* was soon revised and courses are now running at twice the size. Our evening courses, now on seven days a week, are fully booked until October. The high-performance courses (or see England by glider) have also doubled and John Jeffries and John Cardiff are working on them most weeks. The IS-28B2 is a most worthy soaring trainer with a performance comparable with our three new K-18s, all of which had done a 300km within a month of their arrival.

Clive Hawes, with a Bronze C and 12hrs solo, attempted a 300km out-and-return in a K-8 but forgot to turn on his barograph. Next day he completed his Diamond goal in six hours but realised this wouldn't do for Silver distance, so the day after took the club K-18 to Lasham. Bob Drewel missed his Gold height when cloudbase was 10000ft. Not having flown in cloud before he thought it worth a try, but failed by 50ft.

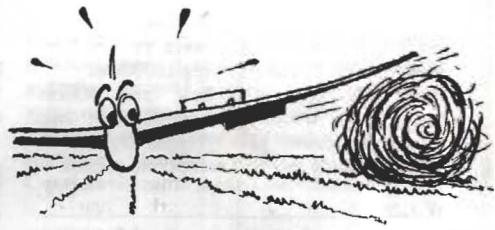
Jane Jones, Jim Nisbet, John Whittle, Dave Saunders, Graham Smith, Tony Pozerskis, Richard Preece, Bernard Barry, Peter Stafford-Allen, Rob Harding, Lloyd Forsey and Frank Pozerskis completed flights of over 300km during July. Roger Barrett, Lloyd Forsey, Rob Harding and Mike Bird have done more than 500km, Mike having messed up his declaration, had to do it again. Frank and Tony Pozerskis have been breaking records (200km triangles at 112 and 107km/h respectively), however, they too had trouble with the paperwork. The paperwork and photos are harder than the flying nowadays, even the Chairman of the BGA got his claim form back!

Our sympathy to Dave Saunders, one of our brightest and newest pundits. He was on a final glide in bad visibility on his second 300km in a week (he missed the correct turning point the first time), when he failed to see the field and flew straight past to land at Aylesbury, losing his Diamond goal but still well over the Gold distance. Unfortunately, he thought he had failed both and while waiting for the retrieve, consoled himself by looking at the barograph trace!

D.Y.

NORFOLK

We have had a host of Bronze and Silver legs throughout the soaring season. Harvesting began much earlier than usual and signalled the start of a "crop" of outlandings.



We used to choose a path between the bales of straw from the "combine", but the new idea in East Anglia is to rake the straw into huge circular "Rolls", standing at least a foot higher than wing-tip level.

C.E.H.

NORTHUMBRIA

For the first time an instructors' course has been held on the site and we congratulate our newly-qualified instructors. Holiday courses are going well and are fully booked.

We are looking forward to our new two-seater which, with our Blanik, should boost our launch rate for *ab-initios* and provide more opportunity for air experience flights. Two passenger flights worth mentioning were last month when Don Ingle gave his parents, aged 81 and 83, their first trip in a glider.

B.H.

OUSE

The flying week at the end of July was a success with at least two pilots gaining A and B certificates. Our thanks again to Derek Moore and Jim Smith.

Congratulations to John Taylor (Std Libelle) on his Gold height and also to Tom Stoker and Ed Lannen on their Silver C distance. Improvements being made to the clubhouse are coming on well.

J.G.

OXFORD

Richard Cowderoy made a superb 500km triangle flight in Phoebus 640 from Bicester and was well placed in the Booker Regionals. Six Silver and two Gold badges have been claimed, Janis McGill (K-6E) and Richard



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Hall (Skylark 4), both completing Gold C with 300km triangles.

Our new Silver C pilots are Neville Reeve, Brian Gregory, Phil Hawkins, John Giddins (duration and distance in one flight), Dick Cartmel and Tony Hall. Distance legs have also been flown by Bud Turner and Ray Huntley. Graham Barrett (Skylark 4) reached Gold height in cloud and Joe Wren managed five hours in the Olympia.

Several syndicates entered the Western Regionals, the best placing being by our Chairman, Dave Roberts, and his partner John Gibbons who came second in the K-6E. Kestrel 79 was pranged in a field landing but was back in action quite soon.

Messrs Cook, Evans, Giddins and Hawkins have formed an Astir CS syndicate, which is the first Astir in the country after the agent's demonstrator, the one which won the Booker Regionals. Martin Brown is our newest assistant rated instructor and recent first solos include Ken Craig.

P.H.

SLEAP

The excellent soaring season has resulted in notable achievements. Congratulations to Vic Carr who, after several near misses, gained his Diamond distance with a 517km triangle in the syndicate Kestrel 19 on July 17. His partner, John Jefferson, followed this on August 4 by completing his Gold but landing just 11km short of Diamond goal. John Lloyd, during his "annual" flight, in the Std Libelle, completed his Silver C with a 76km flight.

I have lost track of the flights in excess of 450km by Ian Paul (Std Cirrus) but the 500 km, at the time of writing, still eludes him.

Barry Bates' new Jantar has created interest and we welcome John Brenner, complete with his SHK. Our annual camp was at Shobdon in early August when we had some good flying.

On a sad note, we have to report the tragic death of our popular tug pilot, George Boguski, in an air crash near Chirk in May. His friendly and cheery presence is sadly missed.

D.V.

SOUTHDOWN

With an exceptionally high cloudbase on occasions, sometimes over 7000ft, there have been a number of Silver heights, including those by Keith Anscombe and Brian Hunt.

Our transport officer, Mike Smallridge, gained Silver height and duration in one flight. A Silver duration which required real determination was by Ted Palmer - the ASI pitot was partially obscured by the flap normally covering the nose hook, hence a highly inaccurate and undependable ASI.

At last we have a 500km pilot in the club - Chris Backwell who flew a triangle on July 22 to claim his second Diamond.

Six pilots have gone solo and fortunately our Blanik is due back after four months in a repair shop awaiting spares.

B.A.B.

SOUTH WALES

The AGM in July pronounced us to be in a healthy financial position. It was decided to C of A and fly our Swallow before its pending sale, but the day after its test flight the Swallow was severely damaged when it collided with a set of 11000 volt cables. The pilot fortunately emerged unharmed.

John Bateman and working team have completed a much needed new winch from a former refrigerated fish-fingers lorry.

The Rallye 180 "India Tango", the tug in private ownership, is to be sold. From the day it arrived some years ago, it transformed the club from a "circuit and bumps" training site to a soaring and wave site. Our thanks to John Grehan. We must seek to maintain a tug, possibly by the purchase of "India Tango".

An open day will have been held on September 12 as a contribution to "Sport for All Week". John Barry and Brian Edwards with help from members, successfully ran the annual summer school for the South and Mid Glamorgan County Council. All the pupils had ample soaring experience.

Our telephone number should by now have changed to Raglan 690536.

J.D.S.

STAFFORDSHIRE

This year's expedition to Shobdon was well supported but not particularly well blessed with soaring weather, although Alan Cliffe and Bob Wilshaw managed to fly the K-13 to Nympsfield.

As anticipated, our gulley has been filled thanks to the generosity of a local businessman, Mr H. Steiner. Time will have to be allowed for the filled ground to settle but at least an undershooting pilot can now put his aircraft down safely on this area.

On July 17, Joe Yarwood flew the Olympia 403 to Camphill for Silver height and duration. Unfortunately he suffered a hiccup in the barograph department which might rob him of these two legs. On the same day, Tony Boyce flew the Olympia 2B 80kms to Winthorpe to complete his Silver C.

F.B.

SURREY & HANTS

The pundits and their activities are reported elsewhere in this issue. The mere mortals among us are also having fun with the exceptional weather. Countless Silver C heights have resulted from cloudbases up to 9000ft. Some Silver distances have been done on one thermal.

Our "best" K-8, 203, met an untimely end in the trees to the east end of the airfield. Fortunately the pilot wasn't too badly damaged but the glider is in many pieces - low turns, wind gradient, etc. - a lesson expensively learnt. We very quickly obtained a replacement; John Jefferies flew K-8 474 from Dunstable a couple of weekends later and took a large cheque and the plate away.

Plans for next year's fleet are now in hand, centred around the new Astirs. Portmoak are steeling themselves for the Sassenach invasion - all those who did their 500km are after their 5000m as well.

C.L.

TRENT VALLEY

We welcome Norman Jones as a newly qualified instructor and are looking forward to our next social event, a barn dance.

Nev Wilson, Brian Fowkes, George Nelson and Dick Pickles have their duration and Dennis Snowden his Silver distance. Bob Lines and Peter Clayton have gained Bronze legs, Chris Lines has completed his Bronze C and John Sykes has gone solo.

J.P.N.

ULSTER

Our entry into the big time, Jeremy Bryson's appearance in the World Champs, was undoubtedly hampered by the fact that he was flying an unproven prototype, the Kestrel 22, which he finally received only two days before he had to leave for Finland. Under the circumstances, his placing of 30th in the Open Class was reasonable and probably would have been improved upon had more development bugs been ironed out and practice obtained.

If the world meet at Räyskälä was handicapped by bad weather, July's Irish Nationals at Edenberry, Co. Kildare, were no great shakes either and little soaring was obtained. But Billy Craig completed his Silver C with a cross-country and some Bronze legs were flown. As ever in Irish gliding the social compensations for flying frustration were first rate - not least the barbecue which rounded off the event and was held at Dublin member Mark Wilkinson's farm, a memorable end after the stonking thermals which eventually arrived on the closing day.

Eagerly awaited are our first expedition to St Angelo, in the enchanting Fermanagh lakeland - a recurring intention which has always been frustrated in the past - and a wave camp with the Dublin and Kerry clubs early in October at Farranfore, in Co. Kerry, amid the delights of Atlantic south-westerlies playing upon Macgillicuddy's Reeks.

Our Oly 2B syndicate has pioneered a new type of instantly arranged autonomous expedition to the beach at Magilligan, with a length of Parafil. Launch shortly after dawn, and slip several more in later whenever the beach is clear! The first such one-day visit resulted in Silver C durations for Richard Mayer and Richard McEvoy and the second gave a Silver five for Mark Wilkinson.

R.R.R.

WOLDS

Financial prudence has forced the non-replacement of the recently damaged Skylark for the time being, but the committee intends filling this important gap in the fleet as soon as is practicable. Fortunately, a succession of soarable weekends and long calm summer evenings have attracted large numbers to the airfield and business has been good.

Four Silver heights were gained in a single afternoon by Colin Milner, Nev Dixon, Roger Gate and Graham Bowes, with Tony Acey missing his five hours by nine minutes. Trevor Hearnden, Byron O'Neal and Graham Bowes have gained Bronze Cs.

Several flying weeks have boosted both number of launches and hours flown; Dave Williamson, in particular, delighting his clients by providing five soaring days out of five.

With the arrival of yet another workshop the site is beginning to assume the appearance of Hawker Siddeley's.

G.H.H.

WOODSPRING

It is with great sadness we begin with news of a fatality. Brian Humphreys was tragically killed when on a cross-country in his K-6. Brian was in every sense an active club member - extremely popular and always in the thick of it when there was work to be done. One of Woodspring's founder members, he had progressed to Silver duration. He was a

conscientious pilot, a friend to everyone and a great doer. He leaves a very empty gap at Weston.

Members have raised a collection for a memorial trophy which is to be presented annually for achievement in all spheres of club activity.

On the brighter side, Ken Wiseman, Peter Turner, David Driver and John Ward have completed their Silver Cs and there have been many Bronze legs.

Peter Turner flew the syndicate 463 to North Hill and brought back the inter-club pot. The club Meise was flown by Tony Fisher and others at the Veteran Club's International Rally.

P.T.

WYCOMBE AIR PARK

The superb weather has resulted in record flying hours, cross-country kilometres and numerous badge claims. Many pilots on Silver duration flights have completed 200km triangles to occupy the time.

On July 22, 600km triangles were completed by Shep Sheppard, Laurie Beer, and Doug Freeman, all flying Std Libelles. (See p200). A week later, Ted Lusted completed a 500km triangle for his Diamond while Chris Rollings has made several attempts on a 750km triangle in the club K-6E.

The Booker Regionals were exceptionally successful with 32 entrants flying seven tasks over a total distance of approximately 1600km. Steve White (Astir CS) was the winner, followed by another of our pilots, John Rouse (Std Libelle).

Then we have Mike Pope's cross-Channel flight on August 1, also reported elsewhere in this issue.

M.H.B.P.

YORKSHIRE

Best of the many good flights during this year of excellent soaring conditions and high cloud bases has been Alan Kenworthy's 530km out-and-return for his third Diamond. His partner in the DG-100, Nick Gaunt, ridge soared the Pennines for most of his 250km out-and-return.

A good flying season means a happy Treasurer and the planned expansion and maintenance of our facilities is going ahead without financial worries. A K-8 has been added to the fleet for early solo flying, although it is proving popular with more advanced pilots.

The Northern Regionals produced an excellent week's flying for the 40 competitors. Seven competition days were flown in conditions that were often very good and always interesting. Con Greaves, flying a Blanik brilliantly, was overall winner, proving that the handicapping system does give lower performance gliders a real chance if they are flown well. "Hot ship" pilots weren't convinced by the scoring system and one or two apparent anomalies will no doubt be hotly discussed during the winter.

P.L.



OBITUARY

Lt Col J. D. A. Charteris

Douglas Charteris was one of those enthusiasts whose personality and drive made a great impact on those who met him and more so on those who were privileged to know him.

His enthusiasm for gliding knew no bounds. He flew in Germany and Cyprus and at clubs in many parts of the British Isles. His generosity and hospitality as a host were legendary. His generosity to gliding was absolute. When it was proposed to form a club near Carlisle, he immediately made available a K-7 and then a K-13 was provided. He instructed conscientiously and was our treasurer.

In many ways he was a lonely man. Under the veneer which perhaps was acquired during his military career, was a clear brain, a wealth of learning amounting almost to erudition and a refreshingly unconventional approach.

Douglas was fascinated by the concept of auxiliary engines for gliders. His K-7 and the K-8 were both modified for these. Pulley launching was introduced by him at Kirkbride. This year he had bought plans and was negotiating for jigs for the construction of the PIK 16B in England.

His death diminishes us and the gliding movement.

MAYNARD HALL.

SERVICE NEWS

ANGLIA (RAFGSA)

So far this has been the best season for the club with record launches and hours. Andy Penswick and Dick Hunt gained Diamond heights at Dishforth in March and CFI Alan Jury flew a 300km task in the Inter-Service Regionals to complete his Gold C.

John Turnbull was airborne for 8hrs 44min flying a 300km triangle in the club's Pilatus B-4. John joined us this time last year with a Bronze C and now has a Gold C and Diamond.

Silver Cs have been completed by J. Jenkins, R. Lamb, I. Wood, T. Cardot (after several distance attempts) and D. Bearcroft who joined New Year's Day as an *ab-initio*. We have also had several A and Bs, Bronze and Silver leg flights.

Andy Penswick, who is leaving for Binbrook, was presented with a painting of the club's Pilatus at a barbecue on July 31. This is the glider in which he completed his Gold badge and gained two Diamonds and the gift was an appreciation by club members for all his hard work during the last 18 months.

We have just completed four successful soaring weeks with our friends at Whatfield and thank them for the use of their airfield and aerotow facilities. There is also keen competition for the Winch trophy with our other friends at the new club at Rattlesden.

A.R.J.

BICESTER (RAFGSA)

During the glorious gliding weather of June and July two Centre records were broken. The total cross-country distance flown for the two month period was 30067km for a total of 2811hrs. Our badge hunters contributed to that impressive performance with ten A and Bs, 20 Bronze Cs, 39 Silver legs, 12 Gold legs and 11 Diamonds.

Our Air Cadet, Jamie Allan, has excelled himself. Twelve months ago he went solo on his 16th birthday and now, at 17 years of age, has completed his Silver C and also gained his Gold distance and Diamond goal.

We say farewell to Barbara Coomber who leaves us on a posting to Germany and congratulate her on going solo. Congratulations also to Rod Rea on his 500km Diamond distance, and we wish him a successful career in civvy street.

Our engineering staff continue their difficult task behind the scenes, and have our gratitude for a job well done.

B.L.

CRANWELL (RAFGSA)

Cranwell made the most of the soaring conditions on July 11 by running a Silver height shuttle service with the K-8, the glider ending the day at Lindholme after a 50km flight. Ian MacFadyen has completed his Gold C and there have been a large number of Bronze legs.

We now have four new assistant category instructors, Paul Whitehead, Steve Newall, Mick Lee and Rolly Lawson. Our B-4 has been clocking up a good few kilometres and we have Bob McLuckie's Cirrus based here for a while.

E.G.N.

EAGLE (Detmold)

At the time of our last report, the BFG Championships were in progress, and we had only one contest day followed by five days continuous rain, which turned the airfield into a quagmire and the bar into a tent full of soggy armchairs! But at last the weather improved to give us five further days culminating in the last day, when eight out of 16 competitors finished a 204km out-and-return to an airfield near the Eder Dam. The overall winner was Sgt Phil Andrews of RAF Laarbruch flying a Std Cirrus. Pilots, crews and officials of all three clubs worked very hard to make it one of the best comps yet.

Since then weekend flying has continued apace with a crop of achievements; several Bronze Cs, Marion McCay and Nigel Peart's Silver Cs at last, and not least Ann Woolf's Diamond goal out-and-return. We have a course in progress at the moment and hope for a crop of pupils for John McGovern and Marion to instruct on their return from Bicester.

M.A.H.

FOUR COUNTIES (RAF Syerston)

Congratulations to George Lee for convincing the others that he could win the World Championships – we knew it all the time at

Syerston. His home-coming party was a marvellous barbecue.

We have had our fair share of achievements with 500km flights by Andy Miller, Dave Cockburn and Terry Ward to complete all three Diamonds. We have now had five 500km triangles to date with a 640km triangle by Hamish Brown. Diamond goals are on the increase with a total of seven, the latest by Ralph Dickson, Pablo Okerwin, Dennis Crisp, Chy Chinn and Ivan McLean.

There have also been numerous Silver and Bronze legs and Nigel Parry, our 16-year-old, has completed his Silver C.

There have been seven *ab-initio* task weeks with recent solos by Steve Wilson, Steve Gunter and Derek Burton. We are looking forward to getting our K-18, now waiting for transport from Germany. I.M.

HUMBER (RAF Lindholme)

Our CFI, Bob Sheffield, is getting married on August 14 to Jane Dawson and will be spending his honeymoon at Bicester and Dunstable flying in Euroglide.

Bob Travis gained Silver distance and Brian Jennings has completed his Silver C with a height and five hours. Silver heights were also flown by Terry Reynolds and Clive Jennings, the latter not having a barograph in the T-21, but he gained two Bronze legs in lieu. Tony Christmas has gone solo and Chuck Berry and Ray Ravenscroft have converted to the K-8. Mick Adam flew 270kms round a triangle but unfortunately turned the wrong turning point, otherwise it would have been a 300km Diamond goal. K.M.G.

PHOENIX (RAF Brüggen)

Terry Slater again competed in the Hahnweide International Contest, Barry Elliott in the Dutch Under 25s Competition and the British Forces Gliding Championship at Detmold.

Majors Wally Lombard and Bill Price were the Competition Directors at Detmold and Lt Col Tom Jones directed the setting up and running of the camp site. When rain stopped play, they organised a car rally to maintain the high morale.

A big thank you is due to the Station Commander of RAF Brüggen, Group Capt John Walker, the Officer Commanding Operations and to Air Traffic Control for allowing us to continue flying, though Brüggen became the Master Diversion Airfield for several months. It must have been quite a task ensuring we didn't get into the circuit with the "big boys".

Ken Keily, CFI, decided this was the time when cross-countries should be encouraged and seven Gold distances, as well as many shorter tasks, have been attempted. Three Gold legs were completed by Jeff Meacham, Ginge Fearon and Tim Oulds with Tony North-Graves flying 275km, Colin Jaques 230km, Mick Woods 170km and Ben Bennetts 285km. Mick Johnson, who has taken his L/Spatz on three 300km attempts, logged 230km on one flight.

Inter-Continental relations are flourishing with Phoenix members flying at Venlo (Holland), Kamp Lintfort, Geilenkirchen, Vennebeck (Germany) and Aosta (Italy).

Congratulations to the 18 who have recently gone solo and to Bronze Cs Ian Hewitt and Tony Killingray. Also to David Malkinson, Tom Jones, Mick Johnson, Tony Killingray, Ken Coburn, Bob Rae, Pat Malone, Bob Greenwood, Luke Lucas, Bob Farthing and Ian Hewitt on completing their Silver Cs.

Lt Col Tom Jones has now returned to the UK on his retirement. He held committee posts, all at the same time, of Field Treasurer and Stats, MT member and Army representative of the RAFGSA. Thank you, Tom, for everything. A.M.

TWO RIVERS (RAF Laarbruch)

We have had several major changes. The K-6CR is no longer part of the fleet, following an argument with an Italian mountain near Aosta. The pilot has now fully recovered and considering a return bout.

Due to postings to the UK, Phil Andrews, CFI for two years, has resigned and Eddie Edwards, former CFI of Colerne (Bannerdown), has taken his place; Vince Mallon follows Mick Cottingham as MT member and Mick Mahon has handed over aircraft servicing to Grant Guest.

We will miss Phil and his wife Ann (also an accomplished instructor), both of whom have done a great deal for the club. As a parting gesture, Phil won the British Forces Gliding Championship at Detmold.

We have also lost several of our keenest instructors including "Polly" Parrott and Paul Rawlinson.

A new K-6CR syndicate has formed, the club has bought the privately owned Cirrus and the K-8C is back following some damage sustained in a field landing. A second K-8 is to replace one of our ageing Swallows. G.M.

WREKIN (RAF Cosford)

Although the number of launches is lower than this time last year, the total hours are nearly equal. There have been improvements on the instructor scene with Dave Wood obtaining full category rating and the arrival of "Polly" Parrott and Mike Lee, while Mick Boydon and Keith Buckner have completed the assistant category instructors' course at RAFGSA Bicester. Mick has also completed his Gold C with a 300km triangle for Diamond goal.

Pat Harris, Peter Milner, Dave Darlow and Mick Johnson have gone solo; Simon Davies, Andy Lee and Roger Cox have Silver height, while Dave Grey achieved his with two Bronze legs from two quick winch launches. Martin Platt, Andy Batchelor and Andy Lee have Silver distance. But Jake Jacobs, "Tug" Wilson and Ian Moss, to name but a few, failed 300km triangles on our recent expedition to Chetwynd.

We regret saying farewell to Chris Joslin on finishing his RAF service. He has made a great contribution during the last five years. Our thanks also to Ken Routledge who hands over as DCFI to Dave Wood after long days of commitment to *ab-initio* training with excellent results. I.D.M.

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